



# Seattle Chapter News

Seattle Chapter IPMS/USA **October 2022**



## O Canada! The true North strong and free...2022 IPMS Vancouver Fall Show

Just back from our first annual post-Covid trek up to the Great White North, to see the IPMS Vancouver Fall Show. This trip is always a lot of fun and falls just under (my personal) car-trip-length-to-see-models-pain-threshold, so to speak.

Up at 5:00am, wheels-rolling by 6:00, stumble in to Denny's to join a host of Seattle club members in Mount Vernon at 7:00, across the border and into a parking spot at the Bonsor Recreation Center just before the doors open at 9:00am. Snap – Jackie and I are actually getting pretty good at this!

I've brought a box of models to compete with, so I need to deal with that as Jackie slips into the (two!) Vendor rooms for a quick look-see. She's back in ten minutes with models in hand, and they're not for me! She has a fancy for Egg-Planes and is building quite the stash, scoring two kits for \$15 Canadian – me thinks she was sweet on the guy to get that kind of deal! The remodeled vendor rooms are well-lit (finally) and even sport mirrored back walls to help open them up, visually, if not in actual size. Still a little warm inside, and busy. I thought the prices were very, very good this year.

For those who have not made the trip for this show, the venue takes up several rooms on the second floor of a large, modern community center that also houses a full sports facility including pool, exercise rooms, weight training - the works. The center squats right across the street from a huge, three-level shopping mall with an excellent food court. You can say the whole show is a convenient one-stop shop for out-of-town modelers. Burnaby Hobbies (a small, but well-stocked shop with a Skyway vibe and a Galaxy-esque product line), is minutes away as well. Perfect! We remembered to bring Canadian money – greenbacks are accepted but they seem to get in the way of an easy transaction, both at the show and elsewhere.

After my models were set out, I wandered into the Vendor rooms myself. While some of the product was showing its age, there were many deals on newer items to be found. A lot of personal stashes were being hawked, along with a miniature 'tool-guy' for all that kind of stuff, and even some guy who had boxes of the same AFV Club kits, letting them go for a song. With the exchange rate being what it is (about 1.4 Canadian to the dollar) most of us visitors did pretty well. I picked up three armor kits, some aftermarket track, a barrel or two, and a 54mm figure at what I considered a good price.

Next, I hit the raffle, which is held up on stage, above the main display room. Experience tells me that early ticket buyers are big winners, but the raffle gods were on walkabout (for me at least) this year. Still, it is always good to support the hard-working folks running the raffle all day, and the club in general.

The display room is large and comfortable, with a back wall consisting of floor-to-ceiling windows letting natural light into the already well-lit room. The models that appear at this show have historically been extraordinary compared with other shows, and that trend continued this year. Long tables of beautiful aircraft, figures, dioramas, and armor, with space/sci-fi and ships filling in, as usual. Gundam participation is building, for sure, but aircraft still dominate in Vancouver.

I was fortunate to be able to judge this year, and I joined a three-man team looking at some of the aircraft and diorama categories. As always, judging is tough at a show with so many great entries. That said, I always find the process rewarding as a modeler – I learn so much and I get to personally (and quantifiably) recognize others for the incredible amount of effort and passion they put into their work. I strongly urge everyone to participate in this important part of our IPMS shows.

Once judging was (finally) completed (after the normal number of hiccups), the special raffle prizes were handed out and the modeling category awards were presented, bringing the show festivities to a close. As usual, the 'fur ball' of Seattle modelers did

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### Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. We are in the process of transitioning to InDesign. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-885-3671 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

### Upcoming Meeting Dates

The IPMS Seattle 2022 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from **10:30 AM to 1:30 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**October 15**  
**December 10**

**November 12**

IPMS/USA MEMBERSHIP FORM			
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<input type="checkbox"/> Junior Under 18 Years \$17		<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____	
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## Supersonic Delta?: Mikro Mir 1/72nd Scale de Havilland DH.108

by Jim Bates

It seems hard to relate to today, but post World War Two, British aviation manufacturers were at the bleeding edge of jet technology. In those early days of jet design, it seemed like an almost anything goes environment. While the de Havilland DH.108 was in some ways a swept wing Vampire, it was highly influenced by German designs like the Me 163 and the Lippisch P.13a "paper project". It was also the first British jet "research" aircraft being designed solely for flight test and research.

Originally considered as a swept wing, tailless demonstrator for the DH.106 Comet, the aircraft was used for swept wing testing after a more conventional design was agreed upon for the Comet. (It was originally built to meet the Air Ministry's January 1946 Specification E.1/45. While often referred to as the Swallow, this was not an official de Havilland designation.) The first two DH.108s used Vampire Mk. I fuselages with new metal swept wings. (The third aircraft used a Vampire FB.5 fuselage, a larger Goblin engine, a substantially more streamlined nose and canopy, and featured a strengthened airframe and an ejection seat.)



The prototype TG283, which first flew on May 15, 1946, was optimized for low-speed testing with fixed wooden slats. This aircraft was demonstrated by Geoffrey de Havilland Jr., son of the firm founder Geoffrey de Havilland, at 1946 Society of British Aircraft Constructors (SBAC) airshow. The second prototype, TG306, designed for high-speed testing with retractable slats, first flew during June 1946. The final prototype, VW120, flew a year later on July 24, 1947.

Sadly, all three DH.108s were destroyed in fatal crashes. TG306 broke up during high-speed testing on September 27, 1946, killing test pilot Geoffrey de Havilland Jr. as he prepared to break the World Air Speed Record. (The third prototype, VW120, did set a new world 100 km closed-circuit speed record in April 1948 and was the first British aircraft to break the sound barrier on September 6, 1948.) The third prototype was destroyed in a fatal crash on February 15, 1950, due to pilot incapacitation, and TG283 was destroyed in a crash on May 1, 1950, during low-speed tests. Maybe Eric 'Winkle' Brown was correct. After he flew the Swallow he wrote in his logbook "A Killer. Nasty Stall. Vicious undamped longitudinal oscillation at speed."

The first kit of the DH.108 was issued in the mid 70s by the British Columbia vacuform firm Airframe. A few additional vacuform and resin kits have appeared over the years, but Mikro Mir's is the first injection molded Swallow in any scale.

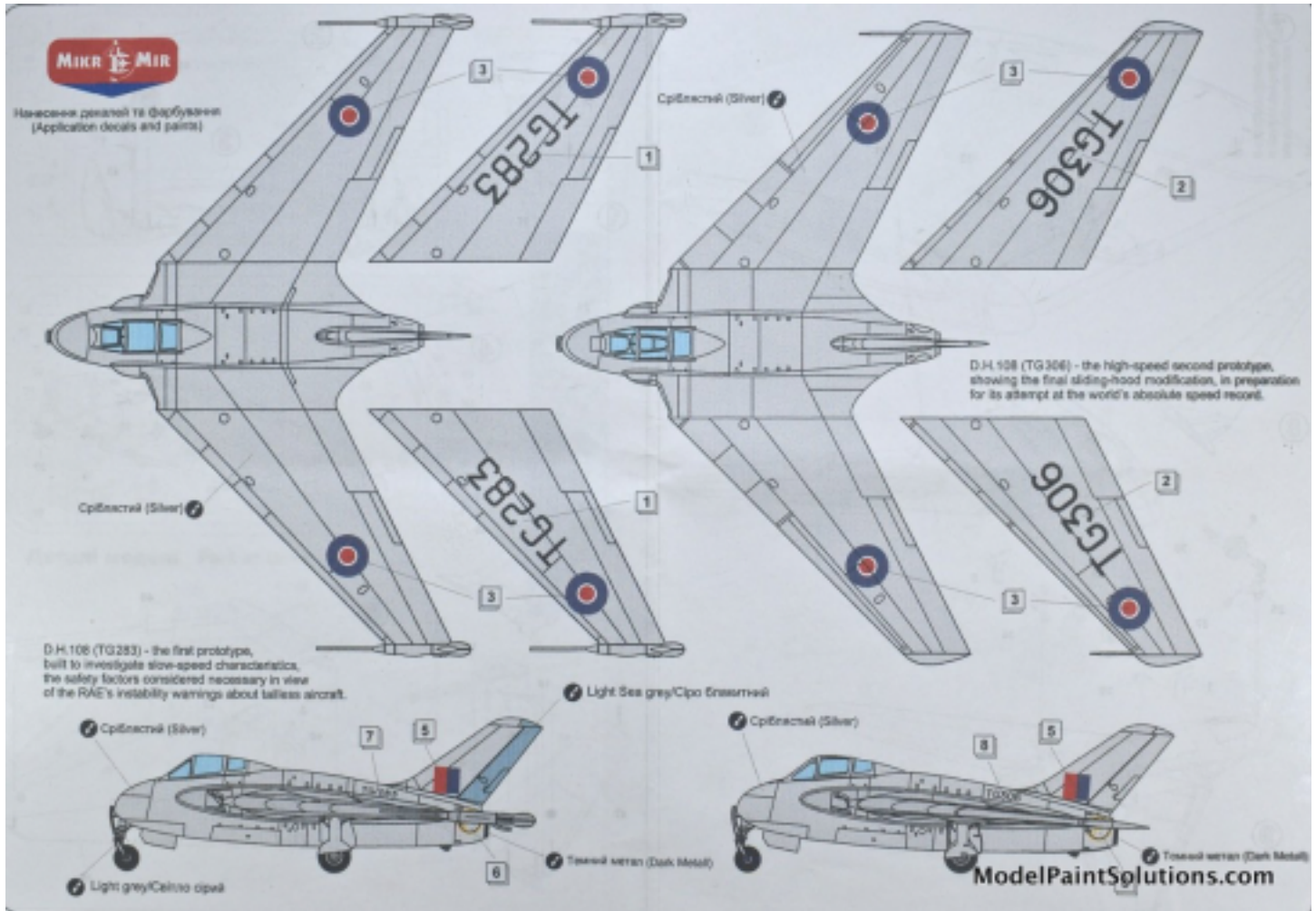
Disclaimer: Only the first two prototypes of the Swallow can be built from this kit. VW120 was a substantially different looking aircraft, and the parts are not included to model this version.

The kit consists of four short run injection molded sprues in grey, one in clear, a small decal sheet, and a set of masks. The largest components are the swept wings, and all plastic parts include fine recessed surface detail. While this is a short run kit, the plastic parts are well molded, and the detail is quite crisp. There is a small amount of flash on a few parts, but nothing that cannot be cleaned up in a few minutes. Many of the larger parts, for example the fuselage and wings, have the runner attachment points on the gluing surfaces. I've seen this in more mainstream kits, but it is a first for me in a short run kit. The two canopies are quite clear, but there are some molding flaws and distortion in my example. The decal sheet is quite small but includes markings for both TG283 and TG306. Sorry, but you can paint your Swallow any color you want as long as it is High-Speed Silver. The masks are some sort of vinyl; not the usual Tamiya tape style used by Eduard.

The instructions are not quite clear as to the options. Two canopies are provided, and I believe that part number 16 is for TG283, and part 17 is for TG306. If that is indeed the case, the instructions are also incorrect as the rear portion of part 17 should be painted and not left clear as illustrated in the paint diagram. Both "normal" wing tips and pods with pitot tubes are included. (These contained anti-spin parachutes.) Only TG283 carried these pods, so if you are fitting the "normal" wingtips, you will need to supply your own pitot tubes. Finally, no fixed slats are provided for TG283.

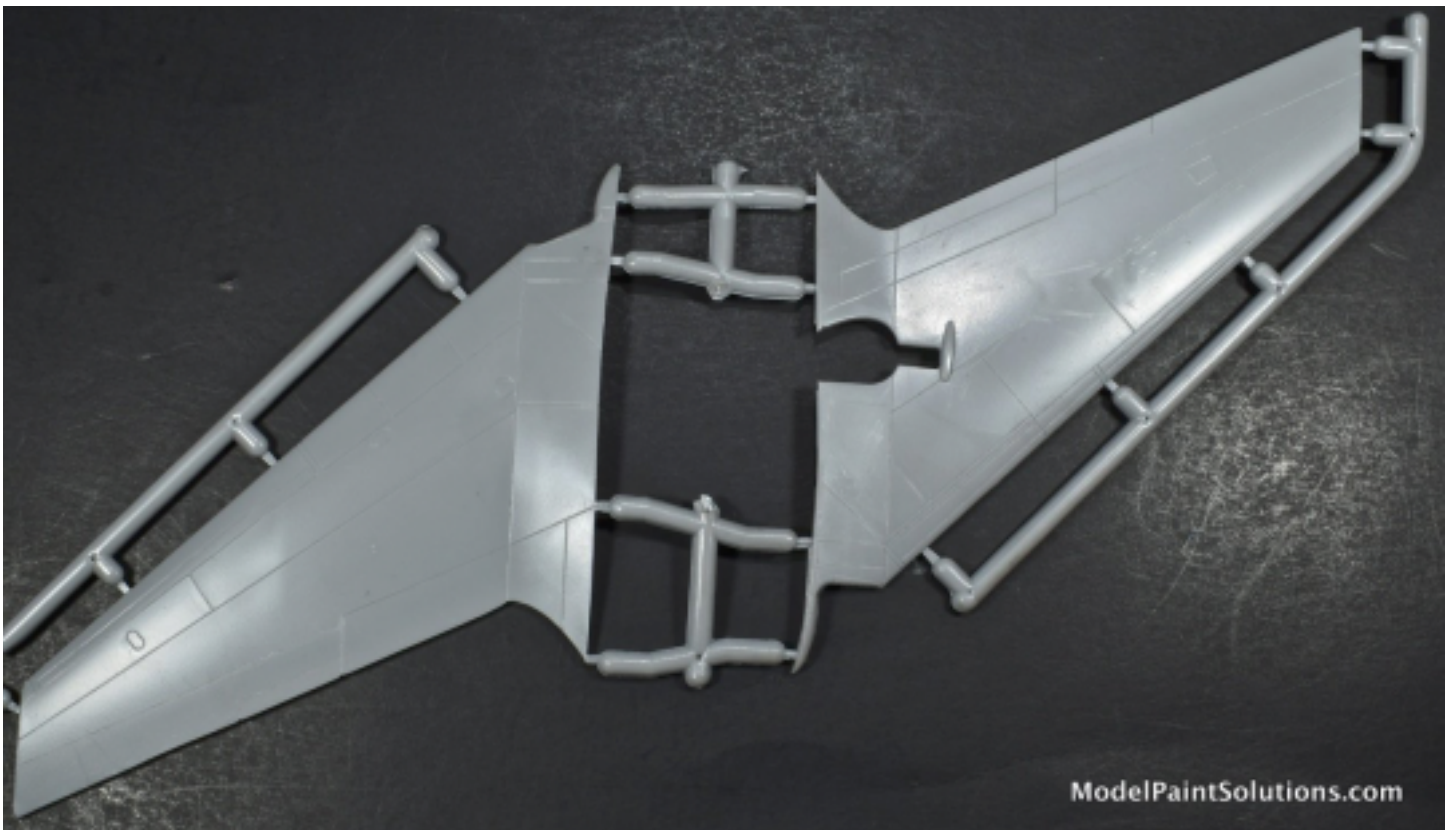
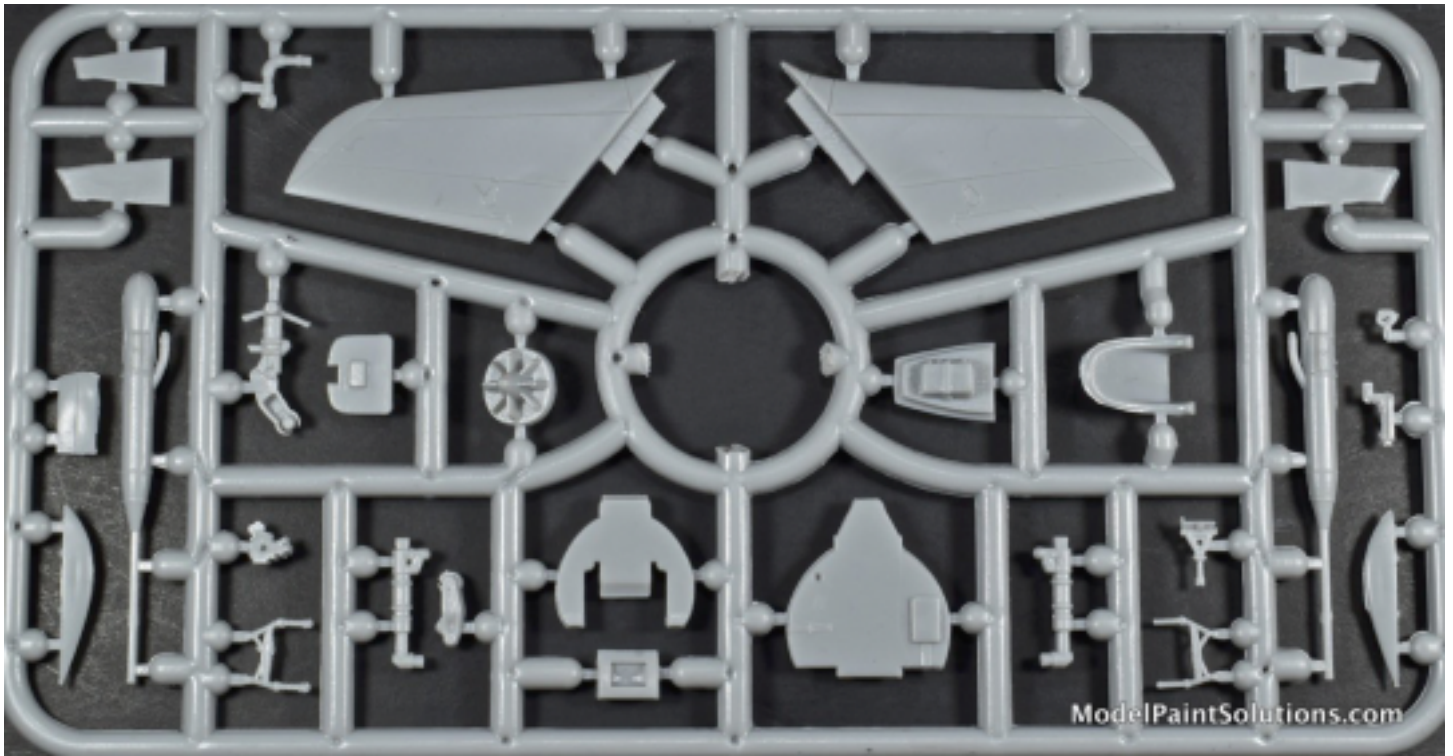


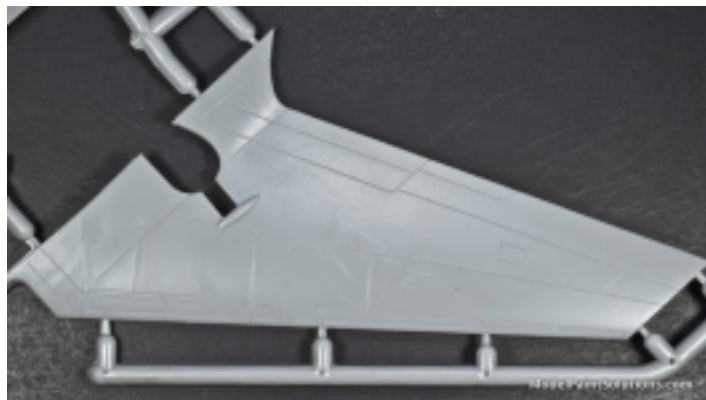
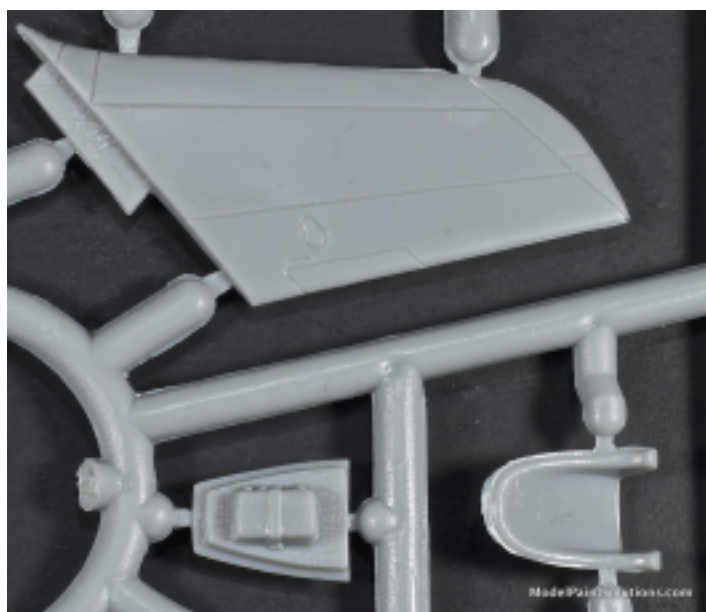
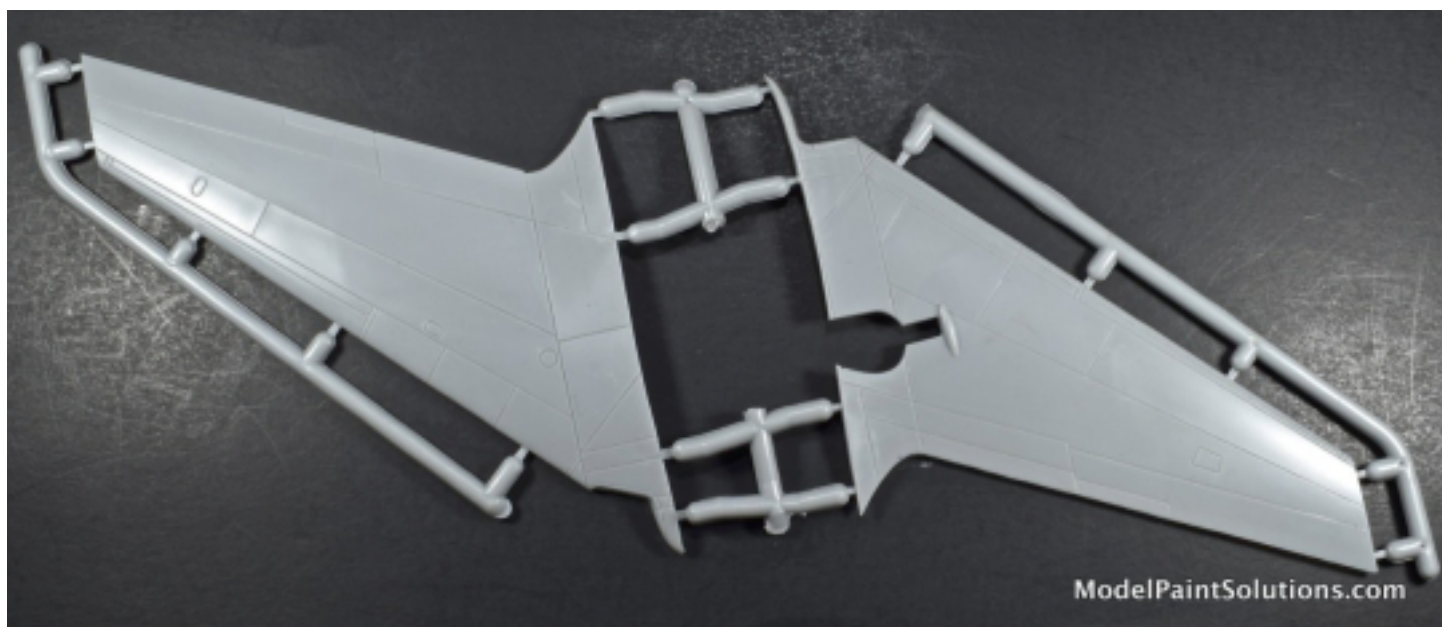
This is a nice-looking kit and the easiest way to get a DH.108 in your 1/72nd collection. I wonder if Mikro Mir will follow on with a kit of VW120, the most famous of the Swallows?













## ***U.S. Army Diamond T Vehicles in World War II*, by Dider Andres**

**reviewed by Christopher Martin**

This Casemate Illustrated Special Series is the sixth issue in the series. Other books cover ambulances and medical vehicles of WWII, Chevrolet Trucks of WWII, U.S. Army vehicle markings 1944, and U.S. Army Signal Corps vehicles 1941-45.

### **From Review Insert:**

*Between 1940 and 1945, Diamond T Motor Car Company supplied just over 50,000 vehicles to the US military, and also to the Allies. Of this, just over 30,000 were heavy 4-ton 6x6 trucks of varying types: cargo, tow truck, pontoon carrier, engineer, cartographic, etc. The “Diamond” would serve in all theaters of operations, wherever its robustness and reliability were necessary to complete the mission. Due to its expertise, Diamond T also produced the famous half-track, with more than 10,000 manufactured. All of these models are described in this work by Didier Andres, an expert in the subject. The text is illustrated throughout using archival and period photographs and diagrams.*

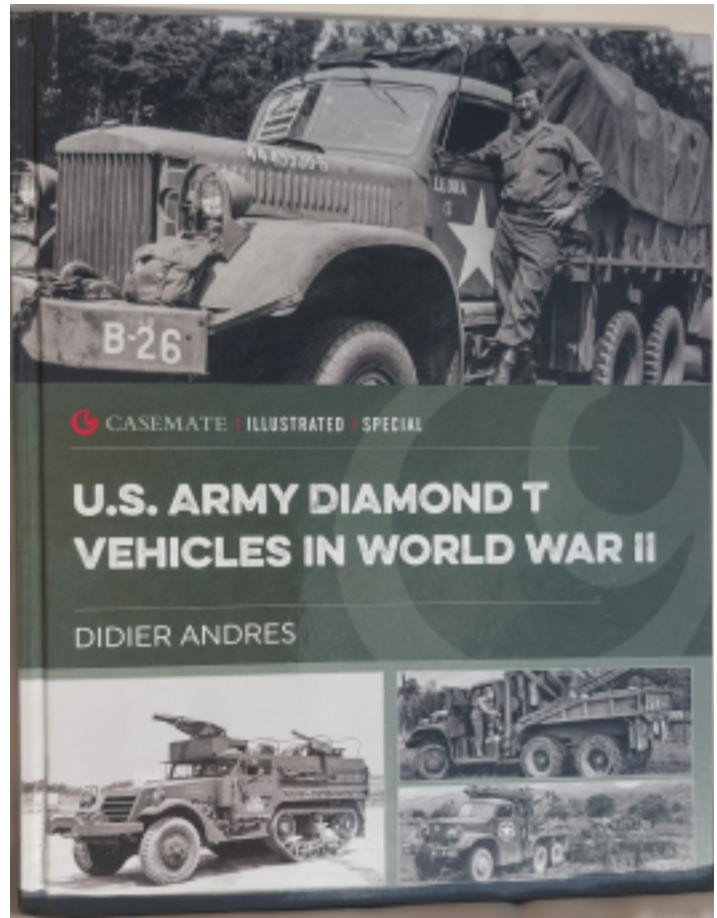
*About the author: Didier Andres, born in Verviers in Belgium, is passionate about military history and particularly about American vehicles of World War II. He has a large archive of documents and imagery, and has contributed to books and magazines for twenty years. He is the author of US Army Chevrolet, US Army Ambulances & Medical Vehicles and US Army Signal Corps Vehicles.*

### **My Comments:**

*U.S. Army Diamond T Vehicles in World War II* is a hard bound edition in standard 8¼ by 11 format with 130 glossy pages. The book contains an Introduction, 15 chapters, a bibliography, and acknowledgements. The Introduction presents a short concise history of the Diamond T Motor Car Company from its inception in 1905 until its final demise in 1975 when Diamond T-Reo Truck, Inc. declared bankruptcy. This chapter also includes information about Diamond T vehicles supplied during World War II.

Chapter 1 covers the Army's request for a mid-weight capacity truck. By 1939, the U.S. Army had published five categories of vehicle payloads to be developed; ½-ton, 1 ½-ton, 2 ½-ton, 4-ton, and 7 ½ ton. The ¼-ton vehicle chosen was created by Ford and was the ubiquitous Jeep. Dodge created the 1 ½-ton WC series, while Chevrolet created a 1 ½-ton cargo truck. GMC produced the famous CCKWX 353 “Deuce and half.” Diamond T found its niche with the 4-ton cargo truck. Chapter 2 is a deep dive into the mechanics and design of the first-generation cargo truck (the Model 967). Chapter 3 is the same for the second generation of trucks. Finally, Chapter 4 finishes with details on the differences in the fourth-generation vehicles.

Chapters 5 through 11 each cover one specific model. Diamond T produced four basic models; cargo, wrecker, pontoon, and dump truck. They also made vehicles for the Canadian Army to their specifications. Chapter 10 covers the production of a total of 2,197 bare chassis vehicles. These were divided out as 1,181 short wheel-base (151-inches) with a winch, 583 long wheel-base (172-inches) with a winch, 295 short wheel-base without a winch, and 138 long wheel-base without a winch. These bare chassis models were mounted with everything from water tanks to a centrally mounted swinging boom crane. Other special vehicles included trucks for the reproduction of maps, trucks for spreading asphalt and bitumen, a rotary drill rig, flatbed truck, and a tractor trailer. Chapter 11 deals with special service vehicles. These were unofficial field modifications creating everything from gasoline and water trucks to platform and specialty shop trucks with a front mounted lifting jib.





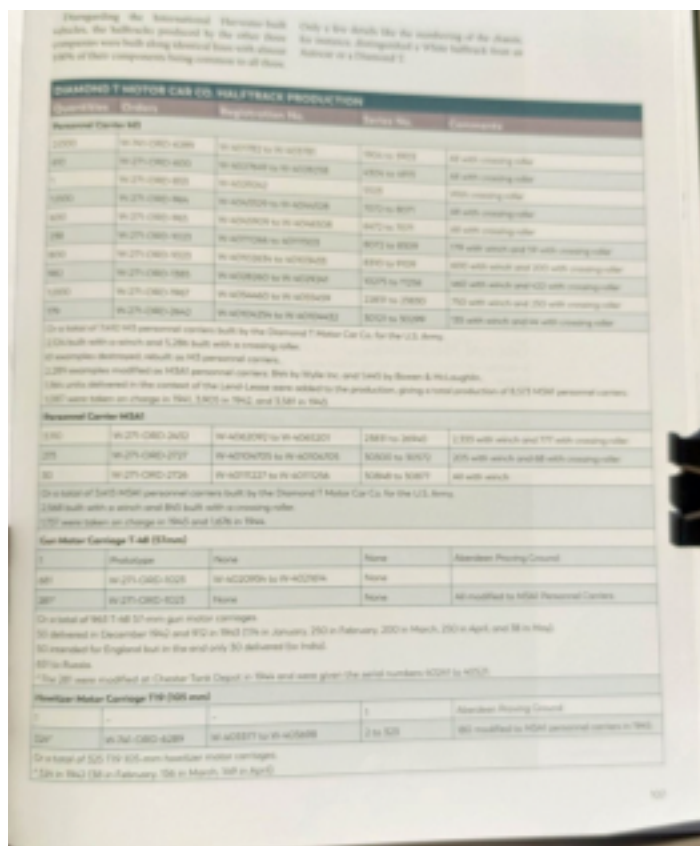
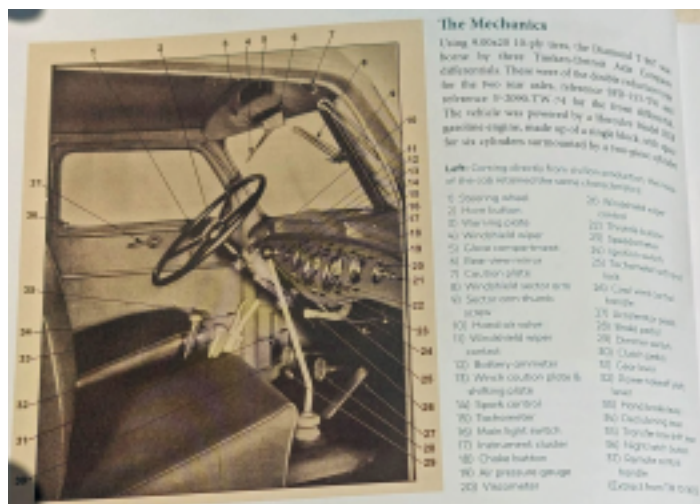
Chapter 12 deals with the over 55,000 halftracks produced by Diamond T. The halftracks were designed with standard parts and the various companies White, Autocar, International Harvester, and Diamond T simply assembled them. Besides the standard M3, and M3A1 personnel carrier, Diamond T also produced two specialty halftracks, the T-48 57-mm gun motor carriage and the T-19 105-mm howitzer carriage.

Chapter 13 delves into the details of the Diamond T Model 980/981 prime mover trucks. A total of 6,548 prime movers were produced for use by Britain and the U.S. Army. Chapter 14 covers total vehicle production and particularities. Chapter 15 provides the technical specifications for trucks described in the previous chapters.

A bibliography of technical manuals and other documents is supplied along with acknowledgements is provided at the end of the book.

Wow. This is the first Casemate title I have reviewed. It's extensively researched and the photographs are documented. I was aware of Diamond T semis from modeling as a kid. But never dreamt of the impressive impact that this company had on the war effort in both World War I and World War II. By 1945 Diamond T had supplied 31,060 of the total truck and 55,500 of the half-tracks taken under order by the U.S. Army.

I would like to heartily thank Casemate Publishers for providing the book for review, and to IPMS USA for giving me the opportunity to review it.



## Ammo-Mig 1/35th Scale US Marines WWII Figures Acrylic Paint Set

by Eric Christianson

The AMMO range of acrylic paints for figures has recently been expanded to include another new set of paints specifically designed for the US Marines in the Pacific Theater, the subject of this review.

Opening the box reveals a set of six industry-standard 17ml. 'eyedropper' style bottles of high-quality acrylic paint from their Ammo-Mig line, each containing a 'stirring ball' (a BB-sized steel ball to help mix the paint when shaking). The assumption is that the paint set would serve as a one-stop shop for producing the USMC uniform that bears its name, a favorite for military figure painters and armor modelers alike.

### (From the Manufacturer's Website):

(US Marines WWII Figures Set) Includes the colors used to represent the distinctive greenish tones of the jacket and trousers used during the war. These colors have been selected through rigorous research to ensure accuracy when creating highlights, adding volume, and define details.

Includes the colors:

- AMMO.F-504 FIGURES PAINTS Yellow Green FS-34259
- AMMO.F-513 FIGURES PAINTS Field Grey Highlight FS-34414
- AMMO.F-534 FIGURES PAINTS Olive Green
- AMMO.F-544 FIGURES PAINTS Pacific Green
- AMMO.F-556 FIGURES PAINTS Dark Green
- AMMO.F-563 FIGURES PAINTS Buff

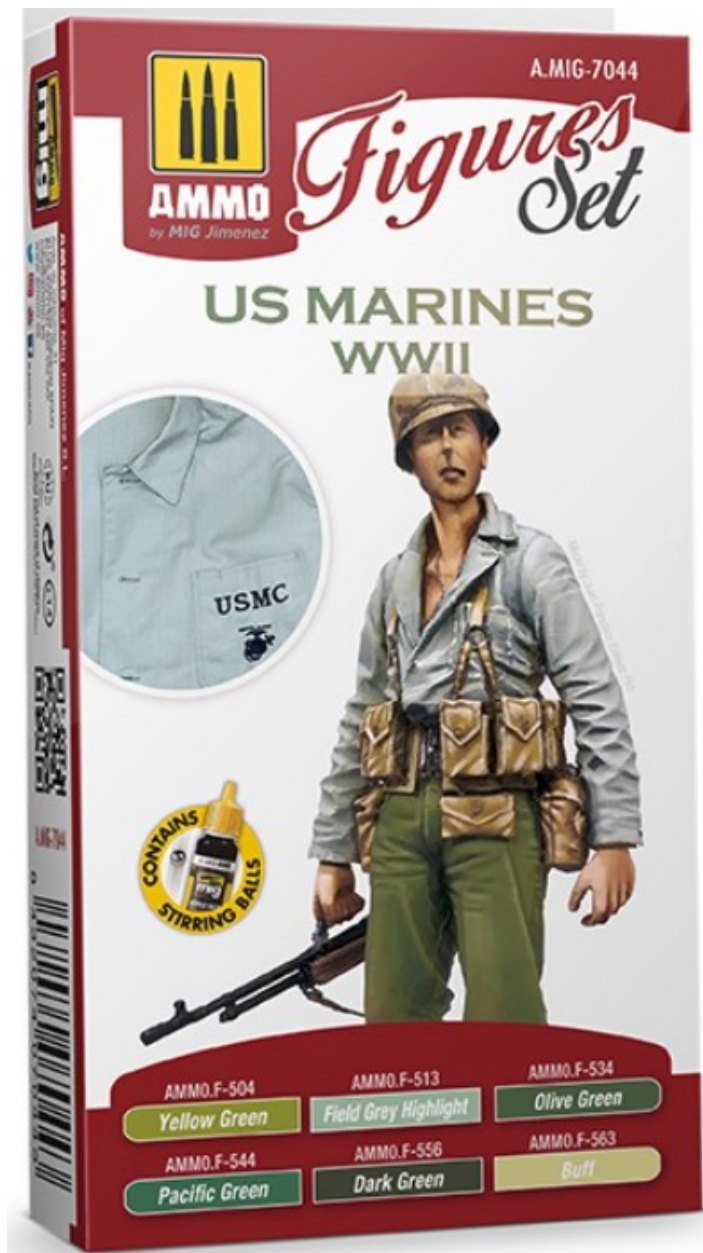
The AMMO range of acrylic paints for figures has been designed to make your painting sessions a more enjoyable experience thanks to the speed and simplicity of use. New materials for new techniques that are accessible to all modelers.

All of the colors in this series can be mixed with one another and with the full range of AMMO acrylics. This line of colors is perfect for the usual layering and blending techniques used in figure painting as well as the most recent mixed blending techniques. Formulated for maximum performance with both brush and airbrush. Water soluble, odorless, non-flammable and non-toxic.

### My experience using these paints:

First and foremost, I attach each figure to a wooden dowel or block for better handling, and I use good quality nylon/polyester brushes to apply the paint. I thin these paints using the manufacturer's recommendation; A.Mig 2000 Acrylic Thinner.

I prime my figures with an acrylic flat black, and then dust them from above using an acrylic flat white to create a modulated effect under the paint to follow. Before I weather my figures, I coat them with an acrylic clear gloss to protect the paint from enamel washes and oil-based dry brushing. I finish each figure with a dead-flat coat using A.Mig 2050 Ultra-Matt Lucky Varnish.





Here are the steps I used to produce the figure in the images (Figure is from the Dragon 6554 'U.S. Marines Peleliu 1944' figure kit):

Primer (1) Rattlecan Acrylic Flat Black overall  
Primer (2) from above: Rattlecan Acrylic Flat White  
Pants – Ammo.F-544 Pacific Green, F-556 Dark Green, F-504 Yellow Green  
T-Shirt - Vallejo Model Color 70.921 White  
Tunic – Ammo.F-513 Field Grey Highlight, F-534 Olive Green  
Boots – Vallejo Model Color 70.921 English Uniform  
Web Gear and Puttees – Ammo.F-563 Buff  
Helmet – Mix of all six Ammo Mig colors in the set  
Skin – Vallejo Model Color 70.927/928/955 Flesh

Thinning Ratio (for glazing) is 1 drop paint, 4 drops thinner  
I clean my acrylic brushes with tap water

Cleaning up Ammo paints is a breeze. These are true acrylics and clean up with tap water just fine. I will also draw my brushes through a cleaner/preserver cake once in a while to keep the bristles supple and the points true.

I am a big fan of Ammo paints, and I have been using them for several years now. The rich pigment has excellent coverage when brushed, and can be thinned to a point of near transparency for laying down thin layers of glaze. The range of their colors, and the use of a subject-orientated naming convention, greatly enhances the painting experience for military modelers.

I would like to heartily thank Ammo by Mig for providing these paints for review, and to IPMS USA for giving me the opportunity to use and review them.







## Arma Hobby 1/72nd Scale Nakajima Ki-84 Hayate Expert Set

by Robert Allen

The Nakajima Ki-84 Hayate (Gale), along with the less numerous Kawasaki Ki-100, was one of the two best Imperial Japanese Army Air Force single-seat fighters to see combat during World War Two. Introduced into combat by the 22nd Sentai over China in August 1944, it retained the excellent maneuverability and handling of previous Nakajima fighters, but combined that with improved performance and firepower, and armor for the pilot and self-sealing fuel tanks. The Hayate was operating under the worsening conditions of the Japanese war effort at the time, with lack of fuel and few experienced pilots, and an overwhelming inferiority in numbers compared to Allied aircraft, but it was respected as a formidable adversary by its opponents.

It's surprising that there haven't been more Ki-84 kits in 1/72nd scale. Revell introduced a crude kit (by today's standards) in the early 1960s, and Hasegawa released its version in 1987, which has become the standard kit for the type in this scale. Sword released a short-run kit in 2008. It's hard to think of another significant WW2 fighter that is as overdue for a state-of-the-art kit as is this one.



Arma Hobby's Ki-84 Expert Set comes in an end-opening box with box art by Shigeo Koike. Having a Koike painting as the box art is probably the best way to give a good first impression when dealing with a kit of a Japanese aircraft. It has 70 plastic parts, 66 in gray on one large and one small sprue, with four clear parts. There's also a photo-etch fret (PE parts are shown in red on the instruction sheet, which is helpful), a set of die-cut self-adhesive masks for the canopy and wheels, and decals for six aircraft. The clear parts, PE fret, and masks are placed in a small re-sealable bag. The instruction sheet runs 12 pages, half of which are color four-view drawings of the Hayates covered in the decal options. Five of the six are for initial Ko version, which had two 20 mm cannon and two 12.7 mm machine guns, and one for the later Otsu version, with four 20 mm cannon.

The parts are beautifully molded, with exceptional surface detail. There was a bit of flash on my example; not a lot, but I was surprised at any being present on a kit of this quality. Optional parts include external fuel tanks, 100 kg bombs, or 250 kg bombs to be carried under the wings. The cockpit is well detailed, with many decals being provided, including two to be used on the PE seat belts. Two under-nose radiators, one larger and one smaller, are included, with the mesh fronts being given as PE. Tires are flattened. Two upper fuselage inserts are included for the cockpit area, one for a closed canopy build and the other one for an open one; the same clear parts are used in both options. The catch is that the closed canopy option is designed for the Otsu, and the open version for the Ko. If you want to build an open canopy Otsu, or closed canopy Ko, you can, but you have to do a little surgery to the parts to build them. Both upper and lower wings are molded as a single part each, with the main wheel wells being integrated into the upper wing.

The six decal options are well chosen in regard to providing different colors and representing aircraft from several different units (color names are as given on the instruction sheet):

1. Ki-84 Otsu, 104th Sentai, Ota airbase, Japan, August 1945; Olive Green above, Light Olive Grey below
2. Ki-84 Ko, 11th Sentai, 2nd Chutai, Philippines, 1944/45; Olive Green above, Light Olive Grey below
3. Ki-84 Ko, 10th Rensei Hikotai (Operational Training Unit), Lt. Takata, Japan, spring 1945; overall Aluminium
4. Ki-84 Ko, 47th Sentai, 3rd Chutai commander Cpt. Hatano, Japanese Home Defence Forces, Narimasu, Japan, February 1945; Olive Green above, Light Olive Grey below, with White Home Defence markings
5. Ki-84 Ko, 57th Shimbu-tai, Mijokonojo airbase, Kiusiu, Japan, Battle of Okinawa, May 1945; Dark Green above, Light Grey Green below
6. Ki-84 Ko, 2nd Yuso Hikotai (ferry formation), Lt. Shuho Yamana ferried this airplane from Nakajima factory airfield in Ota to the base in Saigon, summer 1944; mottled Dark Green over Aluminium above, Aluminium below

The Arma Hobby Ki-84 looks to be an excellent kit. In the area of detail, it is far better than the venerable Hasegawa kit. It's one that has been needed for a long time.

## ***Hero: The Buzz Beurling Story*, by Brian Nolan**

**reviewed by Jim Bates**

A few weeks ago, I got tapped to build a Spitfire Vc for the Museum of Flight Aces display, and of course, it must be Beurling. So, I finally read *Hero* by Brian Nolan (Lester & Orpen Dennys Ltd. 1981). I remember badly wanting a copy of this book as a kid, but never got one, even the paperback. I bought a copy soon after becoming an employed member of society, but never got around to reading it. As I needed to build his Spitfire, I thought it was about time.

George “Buzz” Beurling is an interesting character. Was he someone that just loved to fly and fight? A psychopath? A hero? Lucky? A political pawn? A spy? Just misunderstood?

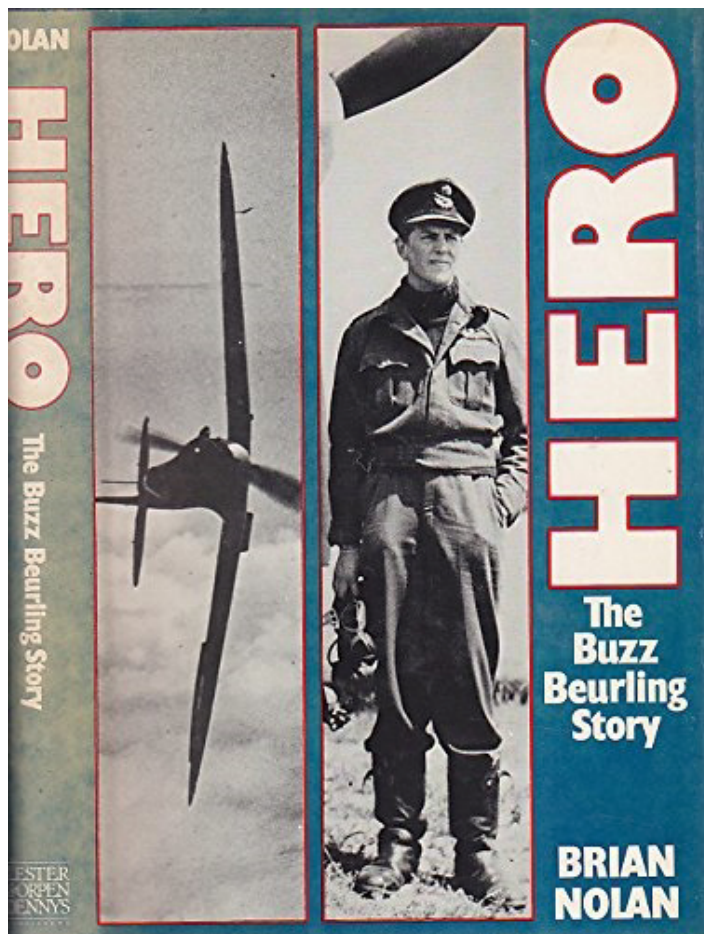
In *Hero*, Canadian journalist Brian Nolan explores the life of this complex man. Starting with his life in Verdun, Quebec as a child of a strict religious family, to becoming obsessed with aviation (Buzz earned money for flying lessons by selling models), to his time in Malta, and finally his mysterious death in Italy, Beurling is an enigma. A great pilot and gunner, he was anti-authority and mostly anti-social. A teetotaler, he made comments about fighting that have some labeling him a psychopath. (I do wonder how much we can take from some of his public statements. Was he just winding everyone up? Saying things to get attention?)

Everywhere Beurling went, controversy followed. He tried to join the RCAF, but they turned him down. A trip to the US bore no fruit, so he traveled to England and joined the RAF. After the usual training, he flew with 41 Squadron and got his first two kills. A Sergeant pilot, he was often offered a commission, and always turned it down. (He finally became an officer over his objections.) But it wasn't until he flew his Spitfire off *HMS Eagle* to Malta that he became a hero. His feats in Malta are the stuff of legends, though life on the Island was hard, and Beurling had quite a few accidents. (He was one of three survivors of a Liberator crash in Gibraltar on his way home to Canada.)

Returning home to Canada he was feted in public, spoke to sell War Bonds, and seemingly a political pawn used by Prime Minister Mackenzie King. This is most obvious in his transfer to the RCAF and a return to Europe to fly Spitfire IXs with 403 and 412 Squadron. He did not play well with others and scoffed at authority and RCAF fighter tactics. The hero only got two more kills and was sent home and out of the RCAF by D-Day. (There is a great story in the book, that Buzz approached the RCAF higher-ups to be allowed to start his own “flying circus” of four P-51s and three hand-picked pilots to cherry pick attacks over Germany. If only...)

Returning to Canada, his life gets confusing. He married a woman from British Columbia and carried on an affair with an American socialite. Sometimes it appeared he had unlimited wealth, other times, it was as if he was a pauper. He told crazy stories and spent time hanging out with all sorts at Quebec ski resorts. And it only gets more confusing when the war ended. Beurling still wanted to fly and fight and told some he was getting paid big bucks to fight against Israel. But it appears he joined the Israeli Air Force for no payment due to his strong religious beliefs. Was he a spy for the English? A mercenary?

Everything got more confusing on May 20, 1948, when Beurling and one other pilot were killed in a crash of a Noorduyt Norseman in Rome. Did something just go wrong, or was it sabotage? Beurling was buried in a cemetery in Italy near Shelley and Keats. But even in





death, Beurling could not stand still. His family was not happy that he was buried in Italy, and with the consent of his estranged wife, in 1950 his body was exhumed and reburied in Israel.

Nolan's book is a great examination of the man, a breezy read, and well written. (Other than an odd blast at excessive pro sports salaries...why do so many side with the extravagantly wealthy owners?) It asks the same questions I have above, with few answers. But someone should option this book for a movie, some of the stories are just too good to be true.

Next on the table is Buzz's autobiography!

After reading the book, I compiled a list of Buzz's Spits in Malta. Kills in brackets. BR130 is his most flown aircraft, but not the only one he crashed. Sadly, I haven't found the others he pranged yet.

Spitfire Vc

BR128 (1)

BR130 T-D (No kills. Crashed 7/14/42)

BR135 T-Z (2)

BR173 (3)

BR176 (3)

BR301 UF-S (5)

BR323 S (4)

BR380 (No kills. Flew off *HMS Eagle*)

BR565 (3)

Spitfire Vb

EN973 (1)

EP135 (1/3)

EP706 T-L (4)

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## ***IPMS Vancouver Fall Show***

*from page 1*

very well. We then morphed into two groups – one group heading back home and the second group merging with a small group of our Canadian friends for after-event activities.

What do we do? Make a beeline for the Hobby Shop, of course! Canadian hobby shops are both different and the same as their American counterparts. Different in that they have many foreign-produced kits, materials, and magazines that we do not see in the States, but also the same in that much of the major vendors' products are still available. Burnaby's is packed with wonderful stuff to buy, but just a little overpriced for my tastes. Still – you can find new and interesting things to pick up, and certainly a lot to look at. My thanks to the owner, Steve, who stayed open after-hours to accommodate our throng.

After Burnaby's, we headed straight for our normal dinner haunt, the White Spot, where 15 of us were seated outside in the still-pleasant October evening. Good food, good beer, good company, and what? What? Gravy again? After dinner, Jackie and I headed to our hotel (so we could take advantage of the wonders of the Granville Island Public Market the next morning), while most of the others travelled back home.

Overall, a great day and good memories - we always have a great time up in Canada.

Show Results will be available when they are posted on the Vancouver website, or here, next month.

*Eric*

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# OREGON MODELERS SOCIETY



## Saturday, October 29 11am–2pm

Oregon Stamp Society 4828 NE 33rd Ave. Portland, OR 97211

### Bid on model kits, tools and supplies

A fun, exciting way to get kits and 100% of sales support Oregon Modelers Society. Free and open to all, invite your modeler friends! This is our only fundraiser for the year, so please be generous with bids and donations. All sales are cash only.

**Armor Aircraft Ships Cars Space Sci-Fi Figures More!**

#### Donations

We all have kits we'll never build, give them new life by donating them! Now accepting the following donations for the auction:

- Model kits, tools, equipment and supplies that are factory-sealed
- Model kits that are open and complete with all parts, decals, instructions, etc.
- Used modeling tools and equipment that are in good working order
- Open paint, glue and other supplies that are at least 75% full or complete and usable (not dried-out or separated), and properly sealed
- Please attach note to box top on kits with extra decals, resin, photo etch, etc.
- Please, no kits with parts or materials missing or that have been started

Donations may be dropped-off at the start of the auction, or at our meetings on the following dates and times only: Sept. 20, Oct. 6, and Oct. 18, between 6:30 and 8:30 pm at 4828 NE 33rd Avenue in Portland.

For updates, join us at [facebook.com/groups/ipmsoregon](https://facebook.com/groups/ipmsoregon)

NE 33rd Ave. & Alberta Ct. | Free Parking in Lot & Street | Wheelchair Accessible | TriMet Bus 70

OMS is a member of the International Plastic Modelers Society (IPMS).

Please follow current state and local health regulations.



#### Special Auction Item!

Turret roof edge piece from a German Tiger I Heavy Tank, destroyed in Ukraine circa 1944. About 3 inches wide, with certificate of authenticity. A great piece to display alone or as part of a Tiger I model. Recovered and donated to us by The Australian Armour & Artillery Museum, find them at [www.ausarmour.com](http://www.ausarmour.com).





## Overdue Road Trip to Vancouver

by Scott H. Kruize

Three years have passed...THREE YEARS since we Western Washingtonians ventured northwards up to play with our friends-and-relations in Canada. Fortunately, our cousins are still there, and still carrying on - although mourning the loss of their moral (if not administrative) leader, Warwick Wright.

The venue was familiar, but noticeably more crowded. Conversing with one of their Chapter members confirmed the difference. With the long Pandemic temporal gap, the resumption of their Contest-and-Show ended up with 600-some entries, where it was normally about 400. For guests and spectators, this was all to the good. The difficulty arose later...

It was reassuring to look around and see many familiar faces wearing Vancouver Chapter's blue. I don't see them often enough to know all their names, but they showed they were glad to see us again.

'Us': several members of our own chapter. Looking up and down and over and around the tables, I could see Jack Matthews, Will Perry, Dan Carey, Morgan Girling, Tim Nelson, and several others.

Including our own Prez. Eric says he doesn't normally put out his own remodels at contests, but made an exception this time. Even the 'small sample' (!) extracted from his builds was way more numerous than the real armored forces of most nations on the planet.

I watched his Logistics Support & Moral Maintenance Staff (a.k.a. Jackie) manhandle large clear plastic storage trays and was inspired to ask her whether she'd seen, Way Back When, the Disney movie *Babes In Toyland*. Astonishingly, she had not. I certainly had, carrying the impression that parents were under some sort of legal requirement to take their children to see all the Disney movies. Not so...apparently, Disney's lawyers and lobbyists - skilled though they are! - have not yet succeeded in getting such legislation through past the evil Curmudgeon Cabal...

In Ed Wynn's toymaking workshop, his cleverest invention - in pursuit of widening the pipeline of toys to Santa's operation - was a size-changing projector. Our hero Tom Piper (Tommy Sands) was caught - while miniaturized - with having to defend Mary Contrary (Annette Funicello; who else?!) from having to marry the evil Barnaby Barnicle (Ray Bolger)...surely A Fate Worse Than Death! The only weaponry Tom could deploy were the toy soldiers and their artillery pieces...with no CGI help! I didn't give Jackie any 'spoilers' - nor will I here - but I do observe that movie could provide LOTS of material for us modelers.

Our own members made significant enhancements to the models on display, and did well in winning awards. I hope they'll bring their entries and ribbons to the upcoming meeting. I myself won three ribbons, not against determined skilled opposition. My 2nd-place ribbon, for the Battle Mountain 'Climax' locomotive, was because it was in a category with two entries. Not much different was my 3rd-place ribbon for the Hawker Hurricane, built long ago during our club's Spitfire Group Build. (Yes, I could tell the difference Then, and still can!). But put with it was the placard made for the Museum of Flight display a while back: 'Women in Aviation'. Elsie MacGill rose during the Second World War to manage Canadian Car & Foundry, which cranked out 1,400 Hurricanes during the war to defend Canada and beef up the Royal Air Force. She's called 'Queen of the Hurricanes'...and how could I NOT bring a Hurricane to the Contest-and-Show? Its THEME this year was 'Battle of Britain'!

Lastly, an Honorable Mention went to my Lunar Rover, extracted from the old Airfix 1/72 scale Moon Landing group kit, which I put together for another Museum of Flight display, that time about aviation and space technology.

None of these entries could impress any modeling community - but as pointed out to me many times, There Is No Such Thing As A Bad Ribbon.

Just after lunch, a degree of Domestic Discord arose there, and steadily escalated. The schedule anticipated judging to be done and tallied around 3 o'clock, the Display Hall closed, and ribbons and other awards all neatly put out before attendees were allowed back in towards 4. In the event, there was disorder. We ended up not being able to leave until well after 5 o'clock, and even then, the ceremony was still going on for specialized, auxiliary, and top awards.

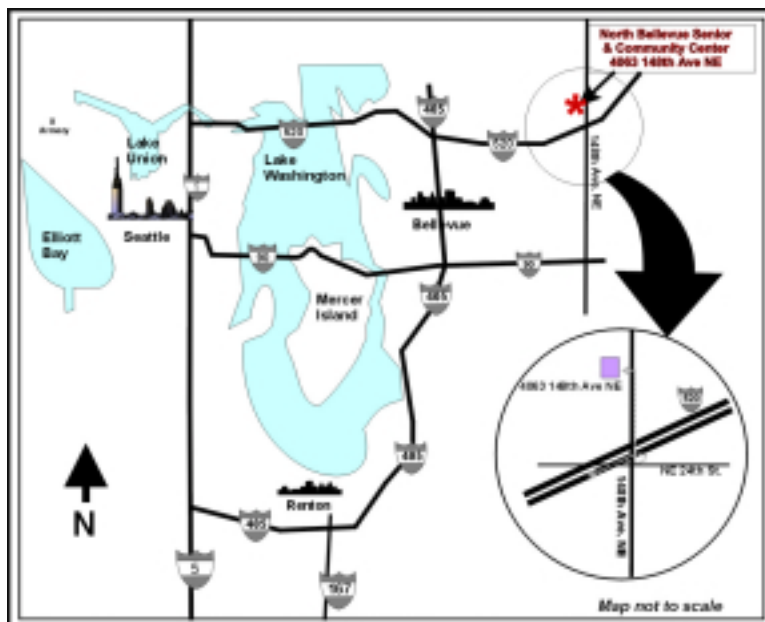
This isn't a formal report, only my impressions. Let's watch the Vancouver Chapter's Website for full postings of statistics, their official pictures, and a comprehensive list of the winners and awards given out. Meanwhile, howabout some impressions from some of you other expeditionaries?

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I'm glad I went, with my carpool buddies Ken Murphy and Ed Pinnell, catching up on our 'routine' after the three years we missed. Now I'm looking forward to our Chapter's resuming its own Contest-&-Show, confident our Canadian friends-and-relations will be coming down to play with us then. Onwards and upwards, if somewhat erratically...back to 'normalcy'...or at least a modern Reasonable Facsimile of it!



## Next Meeting: October 15 10:30 AM to 1:30 PM



**Note:** Previous editions of the newsletter gave an incorrect date for the October meeting. **October 15 is the correct date, and we apologise for the previous error.**

**North Bellevue Community/Senior Center**  
**4063 -148th Ave NE, Bellevue**

**Directions to NBCSC:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.