

IT'S ONLY A NEWSLETTER

IPMS Marietta Scale Modelers

April 2018

HAIL TO THE CHIEF!

April begins Martin Hatfield's run as leader of our merry band. Mike Idacavage, Larry Bean and I round out the E-board. We all are striving to continue to make our club an enjoyable and lighthearted respite from the pressures of everyday life.

Once again, we are all volunteers and will rely on the rest of the club for assistance with meetings and shows.

QUIZ FOR APRIL

1. What two WW 1 famous German aces died flying the Fokker Dr-1?
2. How many English aces did Voss choose to fight instead of running away before he was shot down? What was his record of enemy plane shot down in his short career?
3. In the movie "The Eagle and the Hawk", who did Fredrick March shoot down?

IPMS Marietta Scale Modelers

*Meet every 2nd Saturday of the month at Hobbytown USA in Kennesaw, GA
840 Ernest W Barrett Pkwy
NW, Kennesaw, GA 30144*

*President—Martin Hatfield
Vice President—Mike Idacavage
Secretary/Chapter Contact—Rob Morales
rmoe701@gmail.com*



Fritz's kleiner panzer ,IPMS Berlin, 1944

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MARCH MEETING NOTES

Rob Morales

The March meeting was kicked off by Dave Lockhart right around 1 PM, with 23 in attendance. Dave started us off with his final PowerPoint show highlighting club news, business and some light-hearted fun. A reminder to pay your 2018 dues (\$12) was made and we had some takers.

As of the March meeting, the club's account had \$4559.00. Of that amount, the club sales tables at Chattanooga and AtlantaCon accounted for \$2700! Many thanks to Larry "Beamer" Beam and his fabulous wife for their efforts in running the tables, and to all who contributed.



For any member wishing to obtain new IPMS MSM Logo gear, we will be collecting NEW, UNWASHED garment that you may want to have embroidered at the April meeting. Dave will help coordinate with the vendor to produce the items.

Cindy and Fred Heil surprised the club with a terrific going away cake and gift for our former chief executive!

The AtlantaCon profit to our club was \$640. Not bad for a one-day deal. The 2019 AtlantaCon has been set to take place on Saturday, March 9, 2019. Brian Speer of IPMS Atlanta will be the show chairman.



The discovery of the wreck of U.S.S. Lexington (CV-2) in the Coral Sea was discussed. James Corley (President-emeritus) was at the meeting and has offered some information regarding the F4F-3 discovered there:

Following the 20 February combat near Rabaul, LEXINGTON teamed up with YORKTOWN in early March south of New Guinea to launch air raids against the new Japanese landing sites at Lae and Salamaua on New Guinea's north shore. They flew over the Owen Stanley mountain range that runs the length of the island and returned, leaving the Japanese stymied over where the hell they had come from. Lundstrom's book describes the F4F's carrying small 100 lb bombs on their wing racks (VMF-211 used them in December defending Wake Island) and helping in the SBD's attacks against Japanese shipping with little effect. This might explain the apparent marking you mention, Brian.

The airplane marked "F-5" in the photo was not the earlier 3-F-5 flown by Dale Peterson on February 20th. That airplane, BuNo 4009, was transferred to YORKTOWN's VF-42 in April, and was lost at sea when it suffered apparent engine failure on approach while being flown by LT Walter Haas. The new 2-F-5 was

certainly one of the 19 F4F-3's handed over to VF-2 from VF-3 when they did the swap at Pearl Harbor in late March/early April. VF-3 went ashore and got new F4F-4's while LEXINGTON sortied to the Coral Sea. Again, Lundstrom's book (p.165) shows F-5 as being assigned to LT Albert Vorse. Vorse, however was only credited with 2.5 victories by July 7, 1942 (he ended the war with 11.5), so there's no telling who was responsible for the four victory flags on the sunken F-5 in the picture. No doubt several other pilots actually flew F-5 before and during the Coral Sea battle 1-7 May. A possibility is LTJG "Doc" Sellstrom, who had claimed a victory while with VF-3 on LEX in February, and three more with VF-2 during the Coral Sea battle, but I can't find any reference to which airplane he was actually flying. He died on 8 June from wounds received during the Midway battle.

Upcoming shows include Anniston on April 7th, Knoxville, TN on May 12th and ScottCon (Warner Robins) on June 9th. The IPMS National Convention takes place this year in Phoenix, AZ, from August 1st through the 4th.

The club has once again chosen to sponsor a trophy package at the nationals; details to follow.

Kevin Westphal showed us what's new on the shelves at Hobbytown USA:



Scale	Manufacturer	Model	Cost
1/144	Mobius	2001 Discovery	143.00
1/25	Revell	85 Oldsmobile	25.00
1/35	Tamiya	Easy Eight Sherman - Korean War	47.00
1/35	Dragon	IJA Type 97 Tank	65.00
1/35	HobbyBoss	44 M TAS Tank	45.00
1/48	KittyHawk	Su-17	69.00
1/72	Eduard	Grunherz combo Fw 190	50.00
1/48	Tamiya	Bf 109 G6	46.50
1/48	Airfix	Boulton Paul Night Fighter	30.00
1/72	Hasegawa	E-2C	65.00

Model Show and Tell

Surcouf French Submarine (WIP) by Dave Lockhart. Hobbyboss 1/350 scale Out of the box. Painted with Model Master paints.



Bf109E vignette by Doug Shearer. Hasegawa kit in 1/32 scale with various figures of English country folk. The scene depicts the capture of the Luftwaffe pilot shot down during the Battle of Britain. Doug used lots of jute rope to model the landscape.



M60A2 "Starship" Main Battle Tank by Tom Rice. This is the AFV kit in 1/35 scale. Used carbon fiber to depict antennas. The kit requires a lot of patience in constructing the bustle racks. Only about 500 were produced and were not well liked by the Army.



Ohka Model 11 by Mike Idacavage. This is the Fine Molds kit in 1/48 scale (huge for Mike!). Used photoetch in the cockpit and a brass pitot tube. Vallejo colors used to depict the only documented scheme for the Ohka. Mike used Durham's Water Putty and stained wood slats to make the scenic base.



Bell X-1 (WIP) by Mike Idacavage. This is the Dragon kit in 1/144 scale (that's more like it...). Features a scratch built details, PE for the interior and cut open the cockpit door.



JS-3 Heavy Tank by Louis Beverly. This is the Trumpeter kit in 1/35 scale. Out of the box except for brass wire grab handles. The tank depicts an Egyptian vehicle prior to the Six-Day War and is painted in a 50-50 mix of US Armor Sand and Afrika Korps Sand. Discussion about the kit made it clear that "Trumpeter" was a Chinese phrase meaning "Not Tamiya!"

Gato-class Submarine by Keith Scruton. This is the 1/72 scale kit by Revell. This kit is OOB with Model Masters used for paint. Weathering was done using washes that were sprayed on.



McDonnell Douglas DC-10-30 (WIP) by Dave Michener. This is the Authentic Airliners kit in 1/144 scale. So far painted with Alclad II, Tamiya Primer and Mission Models paints. The DC-10 will be finished in the classic Continental Airlines "Black Meatball" livery.

McDonnell Douglas DC-9-32 by Dave Michener. This is the 1/144 scale Authentic Airliners kit. Painted in Tamiya Fine Primer and Model

Master paints, with micro mesh polishing on the finish. Decals are the Classic Airframe set depicting the 1960s Delta Air Lines “Sideways” or “Rocket” widget.

The Model of the Month vote ended up in a tie between Keith’s Gato and Doug’s Bf109. Mike Idacavage won the HT USA gift card and Joe Tulleners won an Eduard Fw190 Coaster.





NOTES FROM THE WORKBENCH

Dave Lockhart

This is Not Your Father's Models

When I started building models in the mid-60's there were not very many options. Revell, Lindberg, Aurora were the most prominent manufacturers. I had tried to build a few Guillow wood airplanes but never could figure out how to glue the covering on the plane and doping it. (Yes, we were able to legally buy dope in the 60's).

The majority of the models I build back then were styrene. As mentioned above, wood planes were out. So were wood ship models. They were above my pay scale and skill set. Very few vacuform kits were available. There were no aftermarket products. Photo-etch, what was that? Superglue- no. Liquid plastic glue – not in the beginning. I didn't even have an airbrush. The first airbrush I got in the 70's was a blue plastic Badger that one screwed on top of a can of air. The air lasted about ½ of a plane model and the can got a cold, frosty white.

In the last 50+ years there have been some amazing changes in the modeling world. As George Takei would say, "Oh my".

The materials available for modelers today is wonderful: styrene, resin, brass, stainless steel, wood, paper etc. 3-D printed products are becoming more prolific and I don't even know what those are made of.

I'm seeing a great variety of models not only on the table at my chapter meetings but also at show. Someone may bring in a new die-cast model. Many of these now are exquisite models. Some of the newer LEGO models, such as the Saturn V, look pretty damn good. I see young kids at the show very excited about their Gundam models. They may know nothing about the new Revell Bf-109 kit, and I don't know anything about their kits, but we do have something in common: the joy of model building.

It would seem logical that as the world is becoming more diverse and inclusive, so is our hobby.

Next time you see a non-styrene model on the bench ask the modeler about it. You'll both learn something, and we'll keep the hobby going.

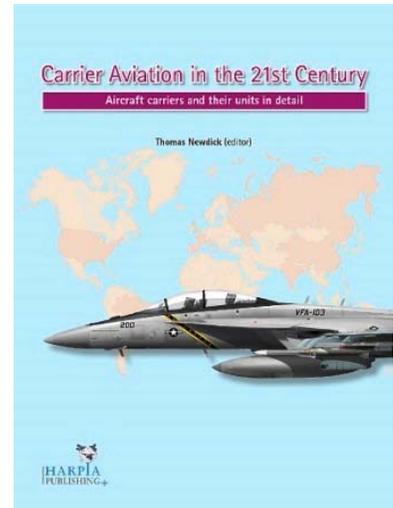
Happy Modeling.

Dave

JIM'S PLASTIC MATTERS

Jim Pernikoff

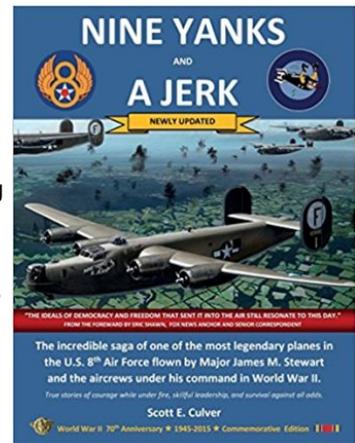
Harpia Publishing continues to be about the only U.S. publisher doing high-quality aviation books to match all those British publishers. Their newest is **Carrier Aviation in the 21st Century**, a 250-page softcover that features the 9 countries that currently field aircraft or helicopter carriers and the way they operate them. Since each chapter has a separate author, the styles differ, but for the most part each chapter presents a brief history of the country's carrier usage, in particular detailing the acquisition of their current ship(s), which in many cases were acquired second-hand. Then comes the makeup of the units on board and the missions and operating procedures for each. Technical data for the ships and, particularly, the aircraft is limited, but that is not the book's function. The end of each chapter has a diagram showing the makeup of the country's typical carrier battle group as it would appear at sea. As is typical for Harpia, the images are a strength, with plenty of color photos, tables and lots of unit and ship insignias. Future plans are divulged where known and is most extensive for China and the U.S. Note that countries that fielded carriers in the past but do not at the present, such as Argentina, Australia and Canada, are not included. And there is no index. Typically for Harpia softcovers, the price is rather high, but this is another quality work from them.



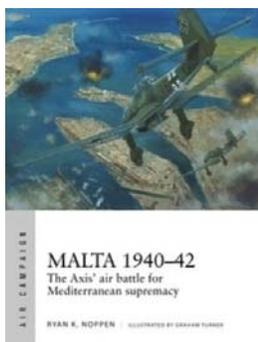
Air Force One, The Aircraft of the Modern Presidency from **Motorbooks**, is an update of a book first published in 2002, written by the late Robert Dorr. Nicholas Veronico has done a nice job of bringing the story up to date, and while there are other books available on the subject, this remains one of the better ones. It opens nicely with a chapter detailing a typical mission from the time the President leaves the White House until the time he arrives at his destination, with lots of photos showing the support helicopters, vehicles and personnel involved. The history of the mission is quite lengthy and detailed with histories of all the aircraft officially assigned to carry the President, and information about others that were not but did so anyway, such as the use of an S-3 as Navy One. (Note that for many years the Army and Marines shared the helicopter duties, so the callsign Army One was once applicable.) In particular,

the smaller aircraft that have been used get their due; do the designations L-26, U-4 or VC-6 ring any bells? There is as much technical description of the current VC-25's interior and systems as security allows, and some look into the future. A few typos, at least one being major, mar the work, but it is still a worthy publication, especially if you do not own the earlier edition..

Nine Yanks and a Jerk may be an unusual name for a book, but it is the name of a particular B-24J of the 8th Air Force, one of whose gunners was author and publisher Scott Culver's father. Significantly, the squadron commander was a certain Major James Stewart; yes, *that* Jimmy Stewart. In particular, the book highlights a single mission over Nuremburg during the "Big Week" of February 1944. The aircraft (and Sgt. Culver) were lucky to return because they were hit squarely by an 88mm shell which, fortunately, did not explode, though it did make the subsequent landing a bit dicey. (Notably, Maj. Stewart's aircraft was damaged as well.) The organization of the book is rather loose and it is obvious that the author is no professional at it, but in a way that makes the book seem more like a journal. The author traveled extensively in Europe interviewing a lot of people, and wears his father's uniform to depict various facets of life in the 8th A.F. and in a B-24. The foreword is by FOX News anchor Eric Shawn, whose father was the pilot on the subsequent mission where *Nine Yanks and a Jerk* was shot down by Fw 190s, though 8 of the crew on that mission did parachute to safety. If you accept the haphazard arrangement of the book, it is an enjoyable read and very worthwhile.

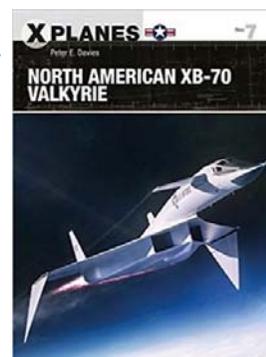


It's another big month for **Osprey** books. *Duel #85, Zeppelin vs British Air Defence 1915-18*, continues the series' recent trend of pitting dissimilar weapons against each other. It features a good history of the Zeppelin from its invention to its use as a bomber, with the necessary modifications, such as the addition of the infamous "cloud car" which allowed an observer to be lowered below a cloud deck. On the British side, both conventional aircraft and some rather unconventional ones, along with weapons like the Ranken Dart, were used and the progression of tactics is described, along with the use of anti-aircraft artillery. There are maps, biographies and descriptions of the various combats between the sides; eventually the British got it right, to the extent that the Germans had to shift from airships to Gotha bombers. This is a very good look at a type of aerial warfare which, obviously, will never be repeated.



Air Campaign #4, Malta 1940-42, continues this series' excellent start, with another book about a vital campaign which, like Rabaul, involved the effort to control the airspace in a critical part of a war theater. This is actually two campaigns, the Italian one of 1940 and the German one of 1941-42, the latter being a bit more successful, but ultimately failing to dislodge the British, which aided their support of the subsequent Sicily and Italy campaigns. As usual for the series, the maps and artwork are superb and the story is well told. (Oddly, the famous Gladiators *Faith, Hope and Charity* are not mentioned at all, leading one to wonder if they were more a part of legend and not necessarily reality.) So far, this series has not had a disappointing title in the least, and one wonders whether Osprey can continue its winning streak!

X-Planes #7, North American XB-70 Valkyrie, is another excellent book that describes an aircraft that was truly way ahead of its time. The reason for its original mission (and its proposed F-108 escort fighter, which also gets some coverage) and for the demise of that mission are both described, and its subsequent career as an experimental test aircraft is covered in substantial detail, including the many myriad problems that befell the aircraft (many involving landing gear). The loss of ship #2 is gone over extensively, as are the subsequent modifications to ship #1 to allow it to accomplish much of what #2 was supposed to do. (There was a significant performance difference between the two.) Color drawings include a side-view cutaway and a hypothetical view of a B-70 in service, and there is an excellent annotated photo of the cockpit. A neat photo shows all the vehicles needed to service the Valkyrie. The XB-70 has always been one of the more dramatic-looking aircraft ever built, and this book does it justice.



What, another book on Operation Rolling Thunder? Following on the heels of the Osprey book reviewed last month comes the latest in the *Cold War 1945-1991* series from **Pen & Sword**, somewhat misleadingly named *Air War Over North Vietnam*, which only covers Rolling Thunder and not the entire war. And it's pretty good. While this series has tended to focus on the politics over the operations, this one does fine for the latter, with some good photos of U.S. jets dropping ordnance, viewing the results, and sometimes getting shot down! There are some particularly good maps. Of course, the same conclusions are reached, and again, there is a comparison made with the later Linebacker campaigns. There are 8 pages of good color photos, footnotes and a good bibliography, but again no index. Which one to buy, this or Osprey? I'll say that if you can afford it, get both of them!

Key Publishing has started a series of magbooks called *Combat Machines* which are the most book-like specials to come from them yet, as evidenced by a complete lack of advertising. **Junkers Ju 88** is #03 (following titles on the B-17G and B-25) and is a very effective mix of development, variant description and service history. There are 8 pages of color side-views, a 2-page cutaway of a Ju 88G, a 3-page walkaround of color photos of a Ju 88R at Cosford, a table of unit codes and articles on Ju 88 aces, testbeds, the Mistel program and foreign usage. There is coverage of the Ju 188, 288 and 388 as well, and the issue concludes with a survey of available kits, accessories and decals. Clearly more than just a mere magazine! Let's see if this series lasts.



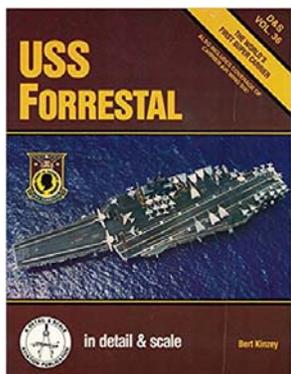
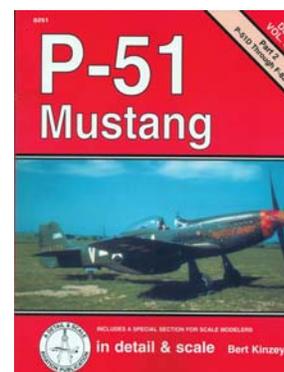
PUBLISHERS SURVEY – DETAIL & SCALE

After graduating VA Tech in 1968, Bert Kinzey became an Army officer and for a time commanded a HAWK missile battery in Korea. After returning stateside, he taught classes on air defense suppression; after resigning from active duty, he took a similar position as an expert with the DoD. At some point he wound up in Miami, where he and I were both members of the reconstituted IPMS chapter there before we went our separate ways.

Bert had become unhappy with the books available for aircraft modelers, so he started **Detail & Scale** as a part-time business to write and publish a series of books that he felt would give modelers the information they needed to build superior models. Initially there were to be three series of books, varying in size and price depending on the amount of content needed. As it transpired, no books of the largest series appeared, and only 4 books were published before Bert realized he needed a full-time commitment, so he resigned his DoD position and started over with a single, larger series. He also realized that he needed the actual publication to be done by an experienced source, so he linked up with Aero Publishers, by now known as TAB-Aero, whose own Aero Series had become more of a general-purpose line rather than the modelers-oriented line it had started out as.

The books combined text, photos and drawings to illustrate some of the finer details that other books were missing; most photos were black-&-white but there was always a color section, which gradually grew as time went by. Each book also had a roundup of the existing kits available in the various scales. The early books concentrated on modern U.S. aircraft, with some WW2 bombers thrown in, but eventually other WW2 aircraft were added, and some books even covered aircraft carriers. When TAB was acquired by McGraw-Hill and got out of the “enthusiast” book business, Bert shopped around and eventually linked up with Squadron Signal, a bit ironic since it was their books whose criticism had helped start D&S in the first place! Even though the books had a similar target audience, evidently Squadron

felt that the D&S books were different enough so as not to take too much away from the sales of their own creations.



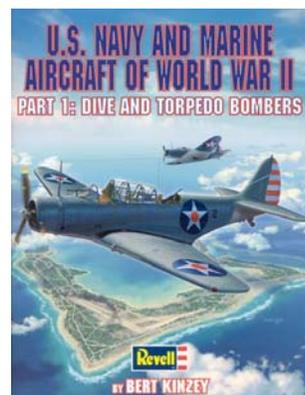
A side note here. In 1981, about the time that D&S was getting started in earnest, Bert arrived at the IPMS national convention in NYC prepared to announce the launch of a new, more sophisticated magazine for modelers to replace what was available, which in this country was really only *Scale Modeler*. But when he found out that Kalmbach Publishing was there to announce the same thing, namely *FineScale Modeler*, Bert yielded, since he knew that *FineScale* would be similar to what he had in mind, and Kalmbach was already an established magazine publisher. I wonder what Bert thinks of FSM now after 36 years?

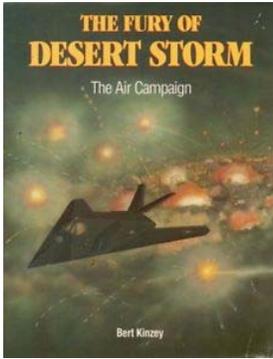
In 1984, Bert started a parallel series called *Color & Markings*, with the same general format but an obviously different emphasis. While C&M evidently did well enough, it is significant that Bert cut the series off after only 24 issues and 10 years, while D&S continued merrily along.

In 2001, Bert reached an agreement with Revell/Monogram for an interesting venture: publishing a series of somewhat simplified aviation history books to be packaged with select model kits. These obviously were largely derived from material previously published in D&S books, but were attractive enough that, even though they were never available separately, enough of them wound up on the second-hand book market to achieve quite a following of their own.

In 2004, some health issues convinced Bert to wrap up *Detail & Scale* after some 93 books had been printed, and many of these continued to be available from Squadron for some time; most are still readily available on the second-hand market, though as usual supply & demand results in a wide range of prices.

In 2013, Bert teamed up with a former USAF colonel (and fellow Hokie) named Rock Roszak to re-launch *Detail & Scale* as a digital series. The new series would feature twice as many images for half the price, and with the option to add more photographs in the future. These would be available in either Amazon Kindle or Apple iBooks format. As of now, five D&S and three C&M ebooks have been released, with more obviously to come. Interestingly, there has still been enough demand that the D&S titles are also being issued as regular books, taking advantage

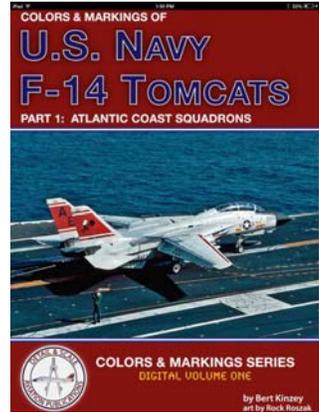




of the print-on-demand procedure to keep costs down, though I suspect that the digital versions will still have more images.

You will also note a couple of additional books at the end of the list. After the Gulf War, Bert was, as usual, dissatisfied with the publications that followed, and the result was *The Fury of Desert Storm*, which was essentially an oversized D&S book with a lot of technical detail, particularly on the weapons carried by the allied aircraft. *Attack on Pearl Harbor*, ordered by the Arizona Memorial Foundation, was really an enlargement of one of the Revell/Monogram books and is visually one of the better books on the subject. In 2016, as part of the 75th anniversary commemoration, the book went digital and was expanded significantly.

I have the digital versions of the two F-14 C&M books, and they are significantly more useful than the original print books. Hopefully, Bert and Rock will be able to reissue many more of the books in the expanded digital format, and add more completely new titles like the one on the F3H.



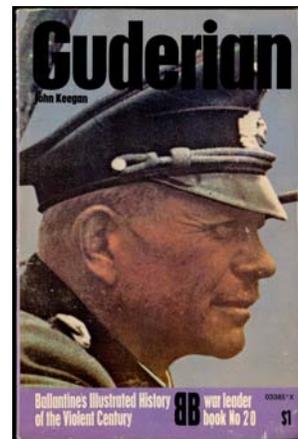
And now, a bonus. When I surveyed the *Ballantine* paperback books some months ago, I excluded a series with was decidedly non-standard and deserved separate treatment. What was originally called **Ballantine's Illustrated History of WW 2** was a series of uniformly-formatted books, bigger in page size but thinner than the normal paperback. Black & white photos were spread throughout the books, though the cheap paper used did not help the resolution. This was a British series, published over there by Purnell, and with well-known historian and writer Barrie Pitt as series editor. Done with the assistance of the Imperial War Museum, the content was generally good but the use of a variety of authors meant that some books were more worthy than others.



The books were divided into 7 subseries, each one having a different color that appeared on the binding and along the bottom of both front and rear covers. Books were numbered consecutively within each subseries, with a majority of books either in the Battle, Campaign, Leader or Weapon subseries. Some three years after the series began in 1968, the decision was made to expand the scope to cover other conflicts, and the series was renamed *Ballantine's Illustrated History of the Violent Century*. Most of the newer books covered WW I, but there were a variety of other topics, some of which did not actually occur during wartime.

By the time the series ran out in 1975, over 150 titles had been released. Considering the British penchant for terminating book series prematurely, the question has to be asked, was the series completed as originally intended? While I only ever saw a list of a handful of books that were announced and not published, and WW II was covered fairly thoroughly, I'm suspicious of the fact that the non-WW II content seems comparatively thin. So I think they had more in mind but probably pulled the plug due to slow sales.

You will note that they tried the same formula on cars and motorcycles, but that idea died much more quickly, and here I did find a substantial list of announced but unpublished titles. I bought the Ferrari title (natch!) and found the writing first rate, but the total lack of color did not work well with such a subject matter. But the list is included for your convenience.



As a final note, I should point out that Bantam used a very similar format some years later to do a series of books about the Vietnam war. When I get around to Bantam, you'll probably get a checklist!



IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing 4 decades, IPMS/USA has become a 5,000 member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

IPMS/USA produces the Modelers' Journal, an all-color magazine supplied to our members 6 times each year. Sample copies of the Journal are available upon request, and you'll find several cover shots elsewhere in this handout.

In addition, IPMS/USA maintains one of the largest and most-visited public websites in the modeling community (www.ipmsusa.org). Members and visitors can view product reviews, chapter and contest information, see examples of members' work, and view images of contest, museum walkarounds, and the like. A members-only Forum allows discussion of specific topics of interest amongst our membership. The remainder of the website is open to the modeling public and sees thousands of hits weekly.

Contact Information: [IPMS/USA](http://www.ipmsusa.org) PO Box 56023 St. Petersburg, FL 33732-6023

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____
If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 56023

St. Petersburg, FL 33732-6023

QUIZ ANSWERS FOR APRIL

1. Werner Voss and Baron Manfred von Richthofen.
2. 8. Voss' score at that time of his death September 1917 was 40 kills.
3. Voss...and he was 20 at his death.



Contact Us

IPMS Marietta Scale
Modelers

Chapter Contact: Rob
Morales

rmoe701@gmail.com