



# Seattle Chapter News

Seattle Chapter IPMS/USA **October 2020**



## Season of Change

*[I thought I'd take a short break from how-to modeling subjects. I'll be back with articles on 'Building an Airbrush Booth' and 'Photography on a Budget' starting next month.]*

First, some business... The October and November General IPMS meetings have been canceled by the City of Bellevue, per the rules under Phase II of the pandemic. In fact, since our club is so large, we probably won't be able to meet again until we are firmly in Phase IV – which, if current events are any indication, is still quite a way off. Some day we'll look back on all of this and... well hopefully we won't look back on this.

I do see light on the horizon, however, and I suggest we look forward to vaccinations, open venues, and modeling sunshine next year. To that end, we have secured the Renton facility for June 18th and 19th for our annual 'Spring' Show. We wanted to give the vaccinations time to take hold, but run the show before the IPMS USA Nationals in July/August – an event being held somewhat 'close by', in Las Vegas. For modelers anxious to get out and safely attend shows, hopefully next summer will be one for the ages.

Which brings me to the subject of this month's editorial. We have a great modeling club – the latest head-count shows 165 dues-paying members – that exemplifies the very best that a large social club can offer. The variety of skill levels, modeling interest areas, ages, and life experiences guarantee that the information traded between members is the very best that we could hope for as an interest group.

I have to ask myself, then, why does such a large percentage of the club's members (85%) choose to forego meeting online, at one or more of the Zoom meetings being held (almost) every day of the week? Ever since we lost Bill Johnson, who spent the last months of his life holed up in his apartment, offline, this subject has been on my mind.

Technology may be an issue – Some are either unfamiliar with the process, or lack the equipment altogether. We have members, however, joining (for voice-only connection) who have nothing but an old dial phone (without internet access). Issues that involve connecting and communicating are usually resolved in the first few minutes of the first attempt – and never rear their head again after that. To join though, you at least have to try.

Risk may be another issue. What I mean by this is how it feels walking into a room of five or six people (like many other IPMS Club's meetings) vs. walking into a room of a 100+ people (like at a typical Seattle IPMS meeting). In the first instance, you might be expected to engage in conversation – to participate – which involves personal risk (in a small way). But there are Zoom build sessions that have up to 20 or more participants every Thursday and some Saturdays (and more open-ended Zoom sessions are being added all the time). At these larger sessions most folks simply model together and are mostly silent – there are always enough people asking/answering questions or sharing what they are working on, or discussing a variety of topical subjects (we all try to steer clear of politics, religion, and similar hot-button subjects) to keep things interesting. My point is that in a larger group you, as an individual, can choose the level of participation that you are comfortable with and no one will judge you for it. No risk.



*continued on page 17*

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**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Eric Christianson 10014 124th Ave NE Kirkland, WA 98033 Ph: 425-591-7385 ModelerEric@comcast.net	<b>Vice President:</b> Terry Moore 7014 Lake Grove St. SW Lakewood, WA 98499 terryandjill@comcast.net	<b>Treasurer:</b> Fuzhou Hu 19012 3rd Dr SE Bothell, WA 98012 Ph: 412-215-7417 fhu.ipms@gmail.com	<b>Show Chair:</b> David Dodge Ph: 425-825-8529 ddodge@nwlinc.com
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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

**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. Dues are \$15 per annum, and may be paid to Twyla Birkbeck, our Treasurer. (See address above). 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. 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 2020 meeting schedule is as follows. All meetings are 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.

**The October and November meetings have been cancelled**

**December 12**

**IPMS/USA MEMBERSHIP FORM**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
if Renewing First Middle Last

Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Signature (Required by PO): \_\_\_\_\_

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 + \$1), One for Journal  How Many Cards? \_\_\_\_\_  
 Canada & Mexico: \$35  Other / Foreign: \$38 (airmail) 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** PO Box 1411  
Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org) Riverview, FL 33668-1411

**Newsletter Editor:**  
 Robert Allen  
 7919 133rd Ave. NE  
 Redmond, WA, 98052  
 425-885-3671  
[baclightning@yahoo.com](mailto:baclightning@yahoo.com)

## Remembering Bill Johnson (1929 – 2020)

by Bob LaBouy

Bill Johnson passed away on Monday, September 21, 2020. He was 91 years young.

Among his proud accomplishments, Bill was part of the 'Greatest Generation' having served in Army Quartermaster Corps stationed at Clark Field in the Philippines.

Long time modeler and member of IPMS Seattle for over 30 years, he rarely missed one of our monthly chapter meetings. Bill was a constant volunteer and staff contributor during the Seattle Chapter's Annual Spring Show and other club events.

Bill really enjoyed sharing his interest in aviation history with others and meticulously put together a thick file with the aircraft's history, photographs, line drawings, kit instructions, and other related information in what wound up as a manual of 'how to.'

He built all types and scales of models including his recent 1/12th scale model of the Wright Flyer.

Bill was one of the original members of the local Thursday Night Irregulars (TNI), which met weekly at a member's home, where we modeled and poured over each other's 'stuff.'

In recent years, Bill was thrilled to be a docent at the Historic Flight Foundation and took great pride in showing folks around the Paine Field museum. When the COVID crisis hit and the museum transferred to Spokane, it was a blow to Bill.

Bill was also regular attendee and contributor at the Northwest Scale Modelers (NWSM) events, and at the annual Model Mania! Shows.

Throughout each of these activities you could sense that Bill was a contributor; always a gregarious person with a ready smile who loved to work any room and discussion involving scale modeling and aircraft in general; he was always an engaging conversation-alist.

Bill was truly one of a kind, a Hero to all who shared his life with him. He will be missed by all those who were graced by his presence.

He is survived by his wife Fran, sons Jim and Bill, and daughter Jennifer.

I am certain he is looking down on us, trying to find the right color paint for his next modelling effort.

*Photo at bottom right by Jill Moore*





## AFV Club 1/35th Scale ROC TIFV CM-34 "Clouded Leopard"

by Bob LaBouy

The name 'Clouded Leopard' is taken from a beautiful medium-sized wild cat that is found throughout much of Southeastern Asia and pictured below to satisfy your animal interest for this beautiful cat.



This kit is a Taiwan Infantry Fighting Vehicle (TIFV) and appears to closely resemble the Stryker vehicles I have seen at Ft. Lewis. That's where the apparent similarity ends, as the basic CM-32 vehicle series is new design built in Taiwan, the Republic of China.

This Taiwanese vehicle is an eight-wheeled armored vehicle with the four front wheels able to articulate together, allowing for approximately a 33-foot turning radius. The CM-32 series is currently at roughly 600 units and is estimated to include almost 1,400 in total operational service. The CM-34 (covered in this review) mounts a long barreled 30 mm chain gun in its dedicated turret. There are approximately 284 CM-34 versions currently in use by the Taiwanese Army and another 21 in use by the Republic of China Military Police.

The kit contains nine finely detailed sprue trees, with a separate main body section, a clear tree, some poly caps, a separate aluminum gun barrel, two frets of photo-etch, a small decal sheet, a bag of eight rubber tires, and an instruction sheet of 33 pages. There are several pieces included which are intended for prior kits; this is especially evident in the 'C' clear piece. I appreciate AFV Club's use of olive colored plastic for their injection molding of this kit; far too often I open kits molded in tan, white, purple, or black plastic which will always require one or two coats of priming to arrive at a workable and paintable surface color.

Aside from the three existing AFV Club kits currently in production, you will also notice that ScaleMates shows a lineage link to the Freedom Model Kits line of four kits. Presumably this indicates that these kits are all manufactured by the same parent company which appears to be Hobby Fan.

I would recommend that you also read Michael Reeves' August 19, 2019 review for a good description of the building process (<https://web.ipmsusa3.org/content/clouded-leopard-roc-tifv-cm-3233>). He provides an excellent discussion of the assembly process. His discussion of the assembly of the undercarriage, suspension, drive shafts, wheel hubs, tires and protective side assemblies consumes the initial nine pages of the instructions.

The remaining 11 pages address the assembly of the main armored deck, pieces of applique armor plates, the 30 mm gun turret, and bustle.

Unique to the CM-34 is a dedicated turret containing the 30 mm chain gun, the Mk 44 Bushmaster cannon. This weapon can fire out to over 3,000 yards (9,800 feet) at effective rate of over 100-200 rounds per minute. I have witnessed several test firings of this weapons system and can attest to the tremendous blurring sound of the weapons. This is the same basic weapon used throughout the military today aboard many surface ships, gunships and awesome armored vehicles.



The painting of this model becomes a bit tricky as the box art displays a digital camouflage scheme and this is where I chose to use my 'artistic license'. There are four colors called out in the instruction drawings, including "Leather Brown (FS 30051), Bronze Green (FS 34094), Tar Black (FS 37030) and Russian Green (1)."

Then for the next major tasks (1) to very carefully analyze the 'digital' camouflage scheme, (2) I did this by making a series of enlarged copies of pages 21-23, (3) created the masking as shown on the patterns, (4) masked off the four colors (laying down the Russian Green first, followed by the Leather Brown, Bronze Green and finally Tar Black, (5) be prepared with a lot of patience and Tamiya masking tape, and (6) start to lay down the actual masking pattern (going from the lightest to darkest colors). It's a bit mind numbing, but the resulting paint scheme is very pleasing. When analyzing the turret paint scheme, you will probably notice that the drawings on page 21 do not match that shown on pages 22 and 23 (which show the turret in a camouflage pattern, which I did not choose to follow).

I primed the model with Mig One Shot Green primer (# A-Mig-2028). It's the Russian Green that caused me some consternation and I chose to use Mission Models Russian Green Modern (MMP-032) as the initial base color, followed by Mission's Japanese Propeller Brown (MMP-119), US Army Olive Drab Faded 2 (MMP-021), and NATO Black (MMP-035). These colors basically permitted me to create a more subdued camouflaged paint scheme. The turret is painted in an overall olive drab color (see the note above).

In retrospect I should possibly have used Russian WWII (MMP-085) which is a yellowish green color. The fact is that once you have settled on your color choices this scheme is complicated to say the least and one that is not easily oversprayed once painted. If you can find the AFV Club masking set TW 60019, it will provide you with an alternate approach to this challenging paint scheme.

There is another alternative color scheme that uses only one basic olive drab color, for which there are several online photos available. This would appear to be a much simpler and faster painting scheme. But we're modelers and we often go for the more challenging approach...right?

I oversprayed the entire model with a thinned layer of Dullcoat and dry brushed with my favorite Naples Yellow Light, # 426.

The small sheet of decals provides a variety of vehicle serial numbers.

Having done several AFV Club models I anticipated a more challenging build and was happily surprised as I found this kit built up quite quickly and easily.

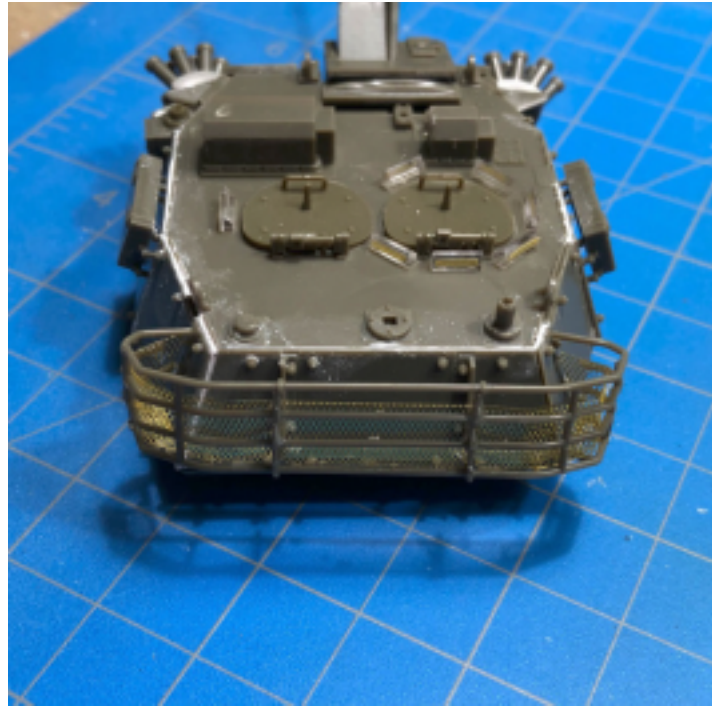
I followed the instructions with a few exceptions (i.e. antennae, small tools and side storage shelf racks) and found they provided an orderly process.

I strongly recommend this kit, with the painting and masking challenges noted above.

My thanks to AFV Club and IPMS-USA for the opportunity to review this kit.







## Eduard 1/48 Spitfire Mk.VIII Over Pacific Decals

by Jacob Russell

This exciting decal sheet covers four Royal Australian Air Force (RAAF) Supermarine Spitfire Mk.VIII in service during 1944-1945. The aircraft are as follows:

- 1) "RG \* V", A58-602, flown by W/C Bobby Gibbes, CO of No. 80 Wing, Morotai, April 1945. This colorful "Grey Nurse" shark-mouth Mk.VIII was Ocean Gray and Dark Green over Medium Sea Gray with a white fuselage band and red spinner. The fuselage, fin, rudder and horizontal stabilizers aft of the fuselage band are painted RAAF Foliage Green on the upper surfaces and RAAF Sky Blue on the lower surfaces.
- 2) "ZF \* Z", A58-379, flown by F/L David Glaser, No. 549 Squadron, Strauss Airstrip, September 1944. This Mk.VIII was painted Silver with a black anti-glare panel, yellow spinner and cannon barrels and stubs.
- 3) "UP \* L", A58-526, No. 79 Wing, Morotai, May 1945. Ocean Gray and Dark Green over Medium Sea Gray with white wing leading edges and a Sky spinner. There is an area of Foliage Green painted on the upper fuselage in front of the fin and overpainted roundels on the upper wings.
- 4) "ZP \* V", A58-631, F/L George Scrimgeour, No. 457 Squadron, Labuan, Borneo June 1945. Another shark-mouth "Grey Nurse" Mk.VIII in Ocean Gray and Dark Green over Medium Sea Gray with a white fuselage band and Sky spinner. The rear fuselage aft of the fuselage band is RAAF Foliage Green and the forward part of the starboard horizontal stabilizer has had its Dark Green portion repainted Foliage Green.

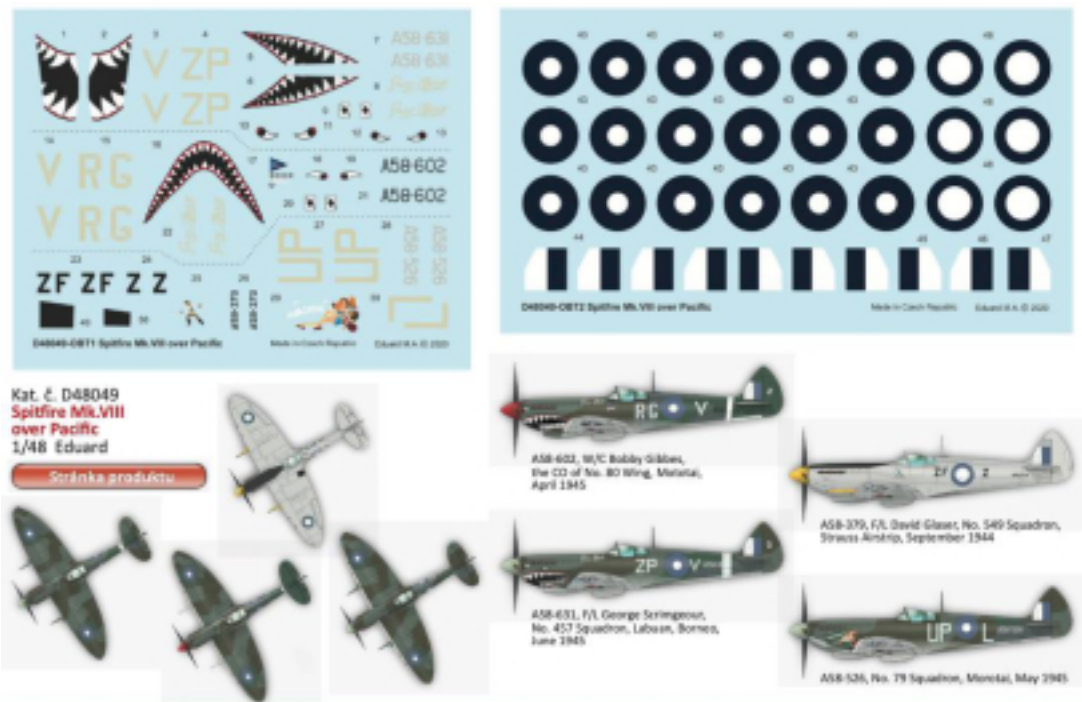
The decals are up to Eduard's customary standards. They are crisply printed, fully legible, in register and have excellent color. Stencils aren't included but you can get a set from Eduard sheet number D48015.

I am a real fan of RAAF Spitfires. They were among the most colorful Spits and the "Grey Nurse" Mk.VIII's are perennial favorites. I recommend this decal set and I would like to thank Eduard for the review sample.

### References:

*Spitfires Against Japan*, by Steve Nichols, "Military Aircraft Monthly", Volume 8, Issue 9, September 2009, SAM Publications

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Jacob's article. - ED]





## October's More-or-Less Six Questions

by Scott H. Kruize, NWSM's Person Who Talks (Well, Writes) the Most

Our theme for October is something that Belle Fincher would approve of...had she any interest beyond Jon feeding and petting her...

What kind of water vessel dates back to prehistoric times, yet is the most efficient – with regards to speed, stability, and response to propulsive force – than more conventional watercraft?

Gilmore was once a popular oil company, but the name also applies to a popular public icon of the Thirties, connected to a sport, once orders of magnitude more popular than today. Back Then, in newspapers, newsreels, and on the radio, who or what was this?

If you got that right, you also know of what similarly-titled Israeli jet fighter?

“Black Cat” has a specific meaning, with regard to what significant aircraft and its role during the Pacific War?

Speaking of that war time – and carry-over to subsequent troubles – what AFV is referred to as the 'Hellcat'?

Kept from knowing of early experimental work with airborne radar, the press gave what certain successful British night fighter pilot this EYE-catching nickname?

Starting with a prototype flight in September 1937, a certain aircraft firm began producing a whole line of Navy “cat” fighter planes. Can you name them all?

The last name on that list – if you worked thru and got them all right – you'll recognize as resembling the name of a TV show 'super-hero': who's closely surrounded by intellectual associates, does everything with dignity, and is “the most...the king of about everything”...he's the most \_\_\_\_\_ !

Speaking of TV Way Back Then: according to a televised report in September 1960, who was the first American to successfully survive a rocket landing on the Moon? (Our own RocketMan – for all his space research and expertise – didn't know this factoid, until I told him!) Bonus: what inspiring message did this pioneer space pilot broadcast to Earth...a phrase which is still remembered, even by those unfortunates who missed that first broadcast...because it's exceptionally Intellectually Stimulating, Culturally Uplifting, and – most definitely! – Morally Edifying?



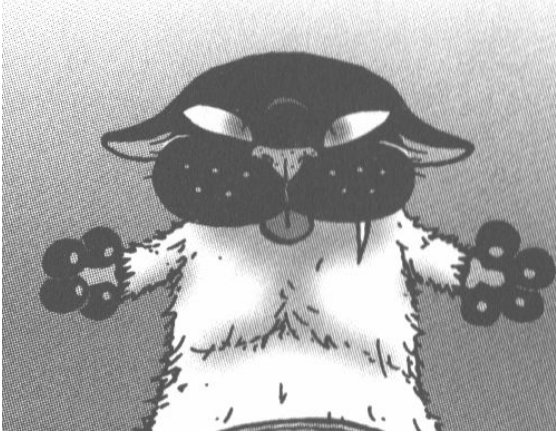
*The Fincher cats  
Left: Belle and Jon  
Below: Shadow sleeping*





You must've figured out why our October theme would have been approved by Belle Fincher...if she cared about anything except always getting her way from her pet human Jon.

During our Zoom session, somebody asked whether some other member had a "good" cat. Sure: all ours are, at least compared to a Bucky, costar of Darby Conley's *Get Fuzzy* cartoons. Here he is at his best: one fang, bad attitude.



Efficient watercraft: we call the South Sea islanders' prehistoric invention a CATamaran. From Wikipedia: The word "catamaran" is derived from the Tamil word, kattumaram, which means "logs bound together".

Gilmore was a lion cub, the mascot and PR-star of aircraft racer Roscoe Turner. The Time-Life book *Barnstormers and Speed Kings* has a picture of little Gilmore in the cockpit of Roscoe's racer – and a later photograph of Roscoe accepting vigorous hugs and kisses from full-grown Gilmore. I personally like kitties – but draw the line at coming anywhere near one that weighs 800 pounds...

Rather than let their very talented aeronautical engineering people design a new plane, Israeli Aircraft Industries put an enormous amount of effort into reverse-engineering/copying/converting a French-designed Dassault Mirage to into an American-engined domestic product with the ancient Hebrew name Kfir – "lion cub", Hey, Israeli citizens: your tax dollars at work!

During World War II, while we were desperately trying to come to effective grips with the Imperial Japanese, some of our PBY Catalinas were painted black, hung with torpedoes, and sent out for night attacks against enemy shipping. That is: we pretended they were real warplanes...another assignment I would gladly have refrained from volunteering for!

The Hellcat looks like a tank to us non-armor modelers, but is instead a 76 mm Gun Motor Carriage M18 tank destroyer. The idea to mount a really powerful gun that can smash through the armor of enemy tanks, placed on a chassis that's fast enough to catch them. A teensy flaw in the whole idea is that to get that kind of power, speed, and maneuverability, you can't also have much armor...too bad if an enemy tank gets in a good shot first!

I've actually read biographical and autobiographical accounts of John "Cat's Eyes" Cunningham. First the Blenheim, then the Beaufighter, made the Blitz increasingly expensive to the Luftwaffe, with its cutting-edge new electronic 'eyes'. By the time when the Blitz petered out and the Luftwaffe turned its attention to the Soviet Union, de Havilland Mosquitoes carried their airborne radar right over the Reich. Group Captain Cunningham survived the war with 20 confirmed victories, 3 probables, and 7 damaged, all at night.

Grumman's F4F-3 Wildcat started the sequence, followed by the Hellcat, Bearcat, Tigercat – and into the Jet Age – Panther, Cougar, Tiger, and Jaguar\*. The last was only an experimental design, never reaching operational service, but it did teach Grumman how to make workable swing-wings. Their series ended with the 'superfighter' F-14 Tomcat...which did a fabulous job defending the United States Navy's carriers and the Islamic Republic of Iran...oh,wait! – That wasn't the original intention...And it inspired Hollywood's next-worst



of all time (after only *Pearl Harbor*) big-budget aviation-themed blockbuster movie: *Top Gun*. Of course, we're all practically beside ourselves awaiting the sequel!

“He's the Most – he's the King – for about Everything – he's the most tip-top: Top Cat!”

September 1960: as our huge Cold War Catch Up to the Commie Red Menace Space Program began, we needed experimental animals, inspiring Jinks with a unique opportunity. However, Pixie and Dixie played dumb when confronted with the classic maze test. After irritatedly telling them “Get the cheese, you guys!”, Jinks found himself in conversation with the research scientists, who admired his smarts. Next thing we saw, Jinks had landed 'his' rocket on the Moon. Establishing he was all right, the scientists asked “Do you have a message for the people of the world?” “Yes...” “Go ahead Mr. Jinks.” Here, I stand by my assertion that his quote – which we ALL know by heart – is truly Intellectually Stimulating, Culturally Uplifting, and Morally Edifying:

“I hate meeses to pieces!”

\* The name was later used for a warplane made in large quantities, to serve several air forces: the SEPECAT Jaguar multi-role strike fighter.

[Hmmm...no Westland Lynx? – ED]

P.S. from Morgan Girling: Scott, you missed one other aviation-related cat: Félicitte, the first cat in space:  
<https://en.wikipedia.org/wiki/F%C3%A9licitte>

## Apples and Oranges: Inflation & Kit Buying

by Scott H. Kruize

We have privileged ourselves – above the normal run of humanity – because we have a built-in refuge from the boredom and annoyances of the Pandemic. Our friends-and-relations who don't share our hobby struggle with depression and confinement anxiety – too many drink too much, and binge-watch entirely too much TV. We're busy at our obligatory one-square-foot modeling work areas! And actually making dents in our stashes!

Not to say we don't sometimes express dissatisfaction for hobby-related things. Some of us complain about kits with inadequate details...while others complain of kits with way too high parts counts. Uhh...doesn't finer detail come with more parts on more sprues –?

The classic – of course! – is how ex\$pen\$ive everything's becoming, a complaint hardly confined to modelers. People in all circumstances, all walks of life, having all kinds of ways of making a living, indulging in all kinds of hobbies and leisure activities, complain of high costs. We all know there's such thing as inflation...but we all really want is to use our current income to buy things at 1950s prices!

That cliché about 'apples and oranges'? The things we bought Way Back Then aren't the things we want to buy today...Here's an example: Monogram®'s 1/48th scale Focke-Wulf 190 kit retailed for \$1 in 1965. You can still find it at contests, swap meets, and perhaps places like Emil's Skyway Hobbies – but no one wants it. Its closest substitute Now would be the 1998 release of the Revell-Monogram® Pro Modeler® Fw 190G-2/G-3. Not sure of its original retail price; I bought mine secondhand for \$8. Does that make it “more expensive” than the 1965 kit?

HobbyBoss® has a new Fw 190 release listing for \$153.99. Is that more expensive? Sure! Do I, personally, plan to rush out and buy one? Ah...no...but there are lots of modelers who do want it...and would turn up their noses if I generously offered to sell my 1965 kit for its original \$1...or even my 1998 kit for eight...

They're not at all the same thing. Those earlier two still came 33 years apart, and the technology to make them shows...which reflects our ever-higher modeling consumer standards and demands. We want perfect fit among parts...polystyrene of the exact density...greater

dimensional accuracy...detail fidelity...engraved panel lines – much more expensive to build into molds than the older raised ones. We want well-researched, perfectly-registered multicolored decals...not just enough for a single build, like other builders would do, but a set varied enough for a whole stableful of exact replicas. We want details! – Lots and lots of details, including photo-etchings, resin castings, and canopy maskings. We want everything perfect! In other words, the greater expense is entirely our own fault!

You may have noticed that when complaints about costs reach the ears of economists, they say little but frown, shake their heads, and roll eyes Heavenwards. We haven't figured out how to make an economy give you ever-better toys at ever-decreasing cost! We're unlikely to succeed at this any time soon...don't think this doesn't distress us!

Oh, well...we all have to deal with Reality. Do recall that – decades ago – when taken on to do computer technical support at PacRim Imports, I was privileged to meet Jane Harbors, who with her husband Bruce were the company's database programmers. Early on, she told me there would be no whining. She asserted that she's "better at it than anyone else, and it doesn't do any good." The inference was easy to draw: if she – with her innate abilities, vast experience, and razor-sharp rhetoric – couldn't get anything good out of whining, what hope had any of us feeble wannabes?

Yeah, things were cheaper in the Good Ol' Days...but that was Then, this is Now. Let's buy the toys we want Now for what it costs us Now...if they weren't Good Deals, we wouldn't want them...and our stashes would be a whole lot smaller...eh what?





## *Yugoslav Fighter Colours 1918-1941, Volume 1*, by Ognjan Petrovic and Djordje Nikolic

reviewed by Ken Murphy

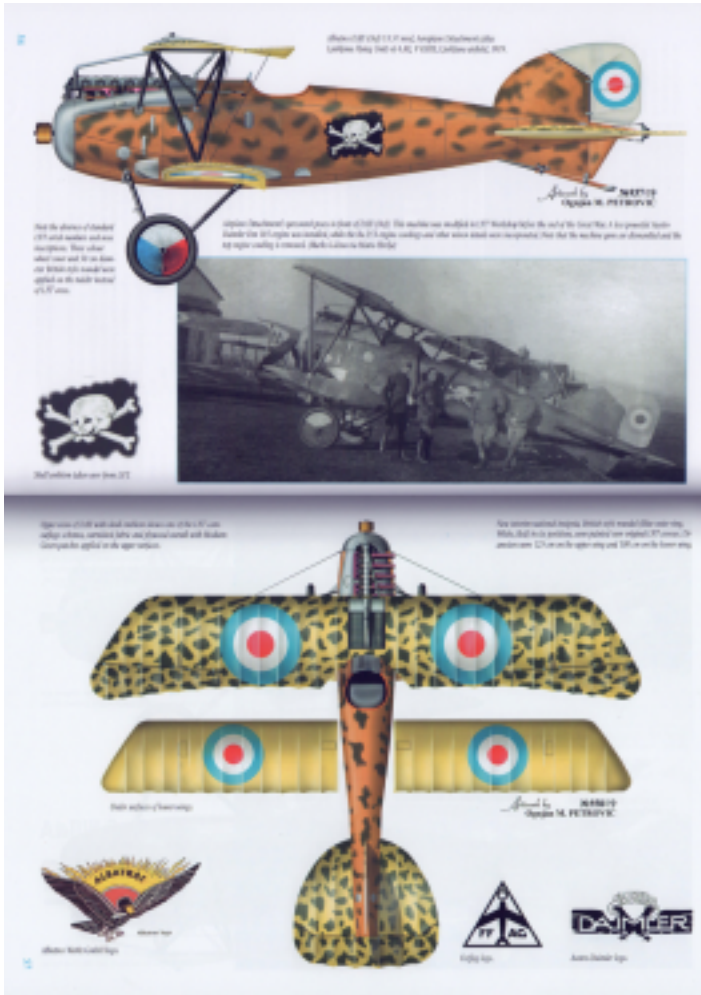
Once again, one of our own has published a book. This time it's Djordje Nikolic with his third offering, his previous books being the Special Edition Monographs of the Dornier Do 22 and the Rogozarski IK-3 published by Kagero. (I'm beginning to think we should open up a branch of Barnes and Noble!). Published through MMP Books, *Yugoslav Fighter Colours 1918-1941, Volume 1* is a part of their White Series and is available through MMP, Casemate, and Amazon.

This fascinating book is the first in a two-volume set examining the camouflage and markings of the fighters employed by the Yugoslav Air Force from 1918 to 1941. It begins with an overview of Yugoslavia's fleet obtained as residual World War I aircraft from French, British, Austro-Hungarian, Czech, and German sources. Continuing, it describes modernization efforts during the 1930s that resulted in the development of an aviation industry, including both indigenously designed aircraft and some foreign types such as the Hawker Hurricane and Messerschmitt 109. The history concludes with the courageous defense of the homeland against the German invaders of World War II.

Volume 1 covers the era from 1918 to the mid-1930s with detailed descriptions of thirteen different aircraft ranging from the Nieuport 24 to the Potez 25. Each section includes a background history of the particular aircraft with comprehensive statistical data charts and numerous black and white period photos followed by beautifully illustrated full-page color profiles with three-views showing national insignia, unit markings, and camouflage.

One can't say enough about the quality of this book. The level of detail and information is outstanding, and I assume this book represents the definitive history of the early Yugoslav Air Force. If you are a fan of unusual markings (there were a dizzying array of early national insignia designs), or of small air forces, you will find this book to be a treasure trove of great ideas and inspirations. Kits of many of these World War I aircraft are readily available, such as the Nieuport 24, Spad S.7, Albatros D.III, Aviatik D.I, and Bristol F.2b. Decals for several of these—and many other subjects—can be found at Lift Here Serbia (<https://lifthereserbia.wordpress.com>). If you're interested in more modern Yugoslavian aircraft, Volume 2, due out in six months or so depending on Covid 19, will cover aircraft of the late 30s and early 40s, including the Hawker Fury, Ikarus IK-2, Hawker Hurricane, Messerschmitt 109, Potez 631 and more.





From 1924 standard national markings consisting of the "Kasevo cross" insignia were introduced at four wing locations. The "Kasevo cross" was not applied on the fuselage sides. National tri-colour flag was applied across the entire rudder.

**Aircraft Characteristics Phoenix DI Ba.128 and Ba.228 (V KSHS Phoenix-Hiero 200 KS)**

Quantity used*	(mls.) 10
Crew:	1
Years of Service:	1918-the second half of twenties
Span:	9.8 m (32.2 ft)
Length:	6.8 m (22.2 ft)
Height:	2.7 m (8.7 ft)
Wing area:	25.0 m <sup>2</sup> (269 ft <sup>2</sup> )
Engine:	One 200 mhp Hiero Ba.31.000 (H 200)
Empty weight:	716 kg (1,579 lb)
Loaded weight:	851 kg (2,097 lb)
Maximum speed:	178 km/h (111 mph)
Service ceiling:	6,000 m (19,684 ft)
Climb to 3,000 m:	27 min 39 s
Endurance:	2 h
Armament:	Two synchronized 8 mm Schwarzlose/Steyr M.7/12 machine guns

\* Total of all versions (DI Ba.128, DI Ba.228, DIJ Ba.122 and DIJa Ba.422) within V KSHS service.

**Aircraft Characteristics Phoenix DIJa Ba.422 (V KSHS Phoenix-Hiero 230 KS)**

Crew:	1
Years of Service:	1922-the second half of twenties
Span:	9.8 m (32.2 ft)
Length:	6.8 m (22.2 ft)
Height:	2.7 m (8.7 ft)
Wing area:	25.0 m <sup>2</sup> (269 ft <sup>2</sup> )
Engine:	One 230 mhp Hiero Type H Ba.34.000 (H 230)
Empty weight:	665 kg (1,465 lb)
Loaded weight:	830 kg (1,796 lb)
Maximum speed:	190 km/h (118 mph)
Service ceiling:	6,800 m (22,311 ft)
Climb to 5,000 m:	17 min 28 s
Endurance:	3 h
Armament:	Two synchronized 8 mm Schwarzlose/Steyr M.7/12 machine guns



A half dozen Nakajima Ki-27 fighters from 1927 Aerobatic series, preparation for the September activities. Note fuselage outside on the wing and fuselage under the fuselage on the first machine in the row (Photo 1928)



First aerobatic team (Oswald East) from 1927 on the cockpit of a Nakajima Ki-27 with fuselage flag and skull and crossbones. The pilot had 500 hours of combat flying by the time of the American Aviation Museum - Alameda!



Nakajima Ki-27 of 1927 had a white undercarriage and red tail. Note Red Blue/White fuselage marking below the upper wing. (Photo 1928)



Ki-27 at Orosco. The man in the middle is pilot Joe Smith. Aircraft "Globe". According to the standard practice "Globe-Cross" insignia was carried in four wing positions. (see Photo 1928)



Appearance shot in front of 1227 fighter four people standing from the left to the right: Hugh D. Bayly, (Thomas) Lohr



First aerobatic team (Oswald East) standing in front of 1227 fighter four people standing from the left to the right: Hugh D. Bayly, (Thomas) Lohr

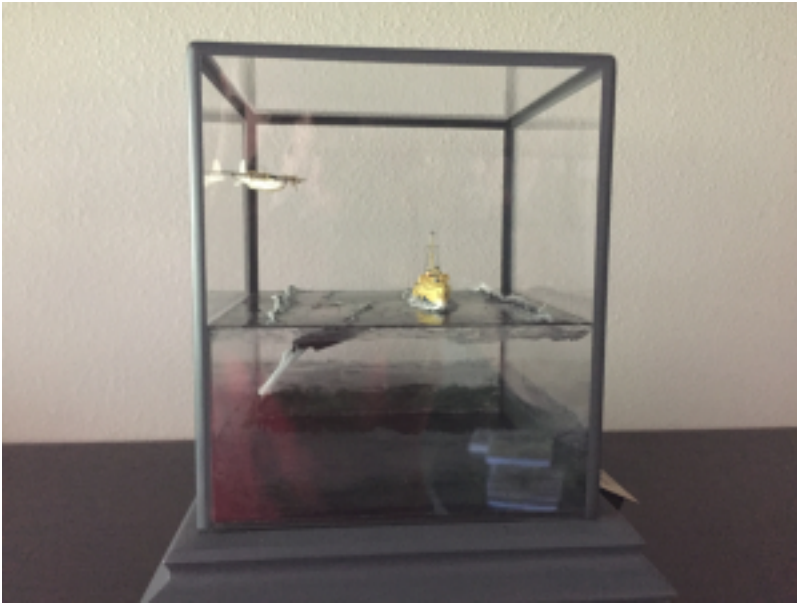
## Atlantic Showdown

by Jeff Smith

This is a diorama of an Atlantic showdown between a Flower class corvette and a type VIIB U-boat with some air power provided by a Short Sunderland. The corvette is the 1/700th scale HP resin waterline kit that has been modified to include the lower half of the hull. The figures on *HMS Burdock* are Eduard. The Sunderland and the U-boat are 1/700th scale also from Flyhawk. The flying boat is a miracle of small model production. It is really a kit all by itself. I really don't like the look of little wires to pose flying A/C in my dios so I thought about it a bit and decided why not just mount it to the sides of the clear cover. Much more convincing if you ask me. The base is built with materials I picked up at the local ACE hardware store. The plaque was created by a local engraver. Now onto that annular monoplane.







## *Nierstein and Oppenheim 1945, Patton Bounces the Rhine, by Russ Rodgers*

reviewed by **Blaine Singleton**

In January 1945, the collapse of the German front along the Siegfried Line led to a large-scale dissolution of German combat forces and capability. Pressed hard by Allied forces advancing eastward, German units often found themselves trapped west of the Rhine River. With his eye on history, US Lt. Gen. George S. Patton, Jr. was determined to be the first leader since Napoleon to make an assault crossing of the Rhine. The most logical crossing-place was at Mainz, as it served as a major railroad logistical link from west to east. However, Patton was aware that this would be obvious to the Germans, and therefore he and his staff made rapid plans for another site at Nierstein and Oppenheim, about 12 miles south of Mainz.

The crossing began at 2230 hours on 23 March, when the first boats carrying 11th Infantry Regiment troops left the western bank of the Rhine. They met with little opposition; despite a few sharp counterattacks, overall resistance was light and American forces suffered few casualties. By 24 March, the US 4th Armoured Division under Brig. Gen. William Hoge crossed the Rhine and began the exploitation phase. By 26 March, the exploitation to the Main River was clearly a rout, exacerbated by additional crossings of the Rhine by other Allied units over the next few days. Illustrated throughout with stunning full-color artwork, maps, and bird's-eye-views, this title details the complete history of this campaign.

The book is 95 pages and has great black and white photos, color maps of the areas of the campaign and is divided into the following chapters

- Origins of the campaign
- Chronology
- Opposing Commanders
- Opposing armies
- Orders of Battle
- Opposing plans
- The Campaign
- Aftermath
- The battlefields today
- Further reading
- Index

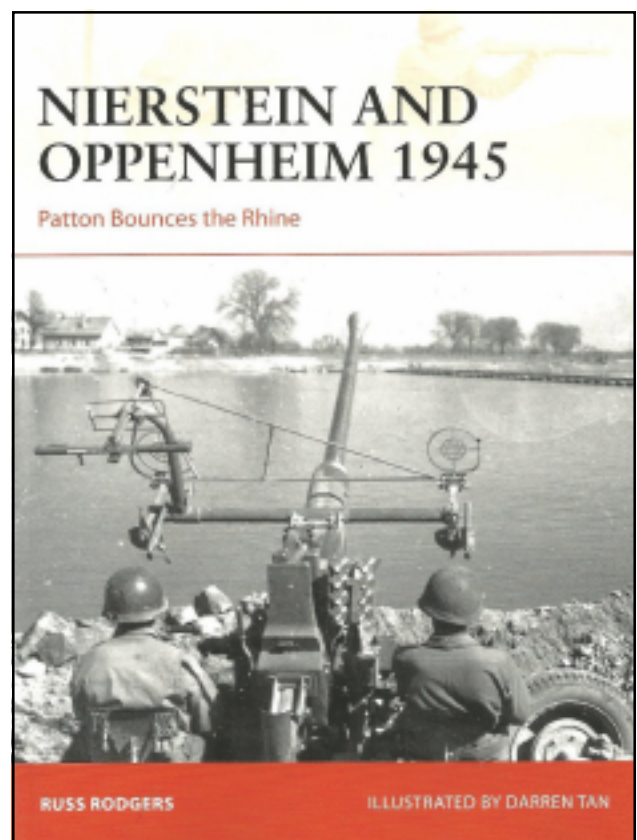
Some sections in the book give information about opposing commanders, not only American and German, but also opposing American Generals against themselves and actions they took to be the first to Germany.

One section talks about the specific rivalry between Lieutenant General Courtney Hodges and Lieutenant General George Patton, and their run across Germany. Mostly what I have ever heard about a Patton rivalry was with Montgomery.

If you are a history buff and are interested in information about the battles associated with the American Army crossing the Rhine river, this book goes into very fine details. There are color maps in the book of how the offensive took shape for different campaigns and eventually crossing the Rhine.

Logistics were a Staff headache for the crossing of the river and are covered extensively and could be a book all on its own. American logistics staff were far more superior in the handling of real world, long distance movement of equipment and personnel while the German logistics staff were more experienced at handling tactical matters. Staff can make a mediocre commander look brilliant.

For me this book was an interesting read. Once again reviewing books gives me a better understanding of the events of World War 2. I want to thank Osprey Publishing, and IPMS/USA for the opportunity to read and review the book.



*Season of Change*

*from page 1*

The last issue is perhaps lack of time and/or modeling interest. You simply may not have the time to join these build sessions, or are not actively modeling right now. That may certainly be a thing, and there's nothing that we can do about that. But that cannot explain the 85% of members who are not joining in. And (hopefully), if you are not actively modeling, you know that you are still welcome to join the build sessions just to hang out with your club friends and acquaintances – maybe the experience will help to stir the modeling bench juices! It will certainly do you no harm.

Folks - this virus is not going away anytime soon – that's just the fact of it. And even when it does, (I feel) that meeting online, for a variety of business and/or social reasons, may be here to stay, just like seat belts and taxes. People will have to choose to either get on board or isolate themselves from a growing list of situations. We are experiencing a paradigm shift, for better or for worse.

So - I end this with another attempt to reach those who are 'on the bubble'; who would like to join the build sessions, but might just need a little push. Please contact me at my email address (**ModelerEric@Comcast.Net**). Let me assess your situation and provide you with set-up suggestions, invites, and meeting times. Once you get into a Zoom meeting with us, I swear, you won't regret it!

Model On!

*Eric*







## Photo of the Month

*IWM caption: "Tiddles, the ship's cat of HMS VICTORIOUS, at his favourite station on the after capstan, where he can play with the bell-rope, 10 July 1942. Tiddles now serving on board HMS VICTORIOUS as Captain's cat, has spent his whole life on board aircraft carriers. Born on the high seas on board HMS ARGUS he has 30,000 miles to his credit." Source: IWM (A 10646)*

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## Meeting/Show Information

The October and November IPMS Seattle meetings have been cancelled. It is impossible to know at this time for certain when our meetings will resume. Please check the web site at <http://www.ipms-seattle.org> for updates.

The Oregon Modelers' Society, IPMS Boise, and IPMS Vancouver shows for this year have been cancelled.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). If we can't meet in person, at least we can meet online and work on models together. It is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the e-mail on Friday.