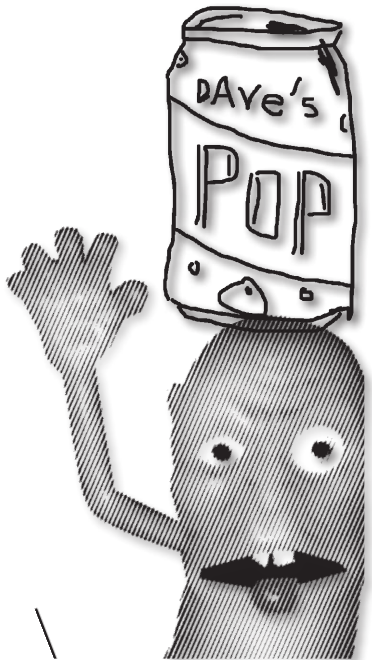
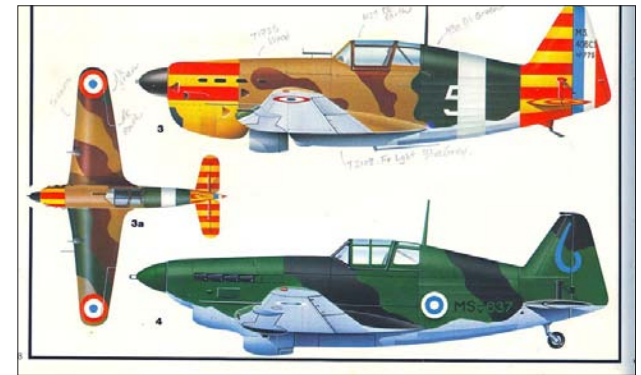
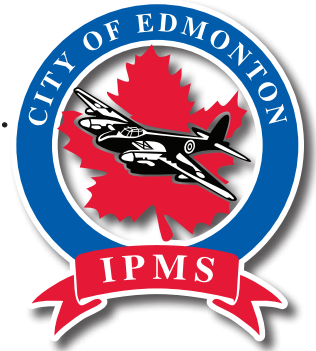


BULLETIN

The Newsletter of the International Plastic Modellers Society of Edmonton

JUNE 2008



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JUNE 2008

The **BULLETIN** is a monthly publication of the International Plastic Modellers Society, Edmonton Chapter. It is distributed to all members in good standing from September to June. Articles in the Bulletin may be published in other IPMS Newsletters if credit is given to the author and IPMS Edmonton.

CLUB MEETINGS

IPMS Edmonton meets the second Tuesday of each month (September to June) from 7:00 to 9:00 pm in the cafeteria of:

McNally Senior High School,
8440 – 105 Avenue,
Edmonton, Alberta.

There is no admission fee and club meetings are open to the general public. Members and non-members alike are encouraged to bring models, books, accessories, or other modelling related items for show (or sale) at the meetings. The club is run very informally and is a great opportunity to learn how others approach the hobby. There are also workshops and demonstrations – if you would like to volunteer please contact a member of the executive. Monthly meetings have a very short business portion and members who bring completed kits to show are eligible for a members-only door prize. There is usually a raffle draw open to those who purchase tickets.

ANNUAL MEMBERSHIPS

IPMS Edmonton memberships cost \$20.00 CDN annually. Membership fees are due each September and include a Bulletin subscription and IPMS membership card. A good number of local hobby shops provide discounts to customers with valid membership cards. Membership gives you access to the club's decal bank, privileges to purchase raffle tickets, privileges to enter in the members-only contests, voting rights for the club, and the option to run for the Executive.

SUBMISSIONS

The **BULLETIN** is possible because of the voluntary contributions and participation of our members. You can be part of sharing your hobby by writing about your modelling interests. That might mean an in-depth build article, a "how-to" story, a preview of a new kit, or perhaps a review of a new book. Submissions can include photographs, drawings, or illustrations. We welcome your participation and have three people coordinating submissions according to theme:

Aircraft Rep > Brent Fordham > bfordham@telusplanet.net
Armour Rep > Kevin Johnson > in person
Car Rep > Dave Anderson > dmkealy@yahoo.ca
Other > Dennis Weber > shreddy@telusplanet.net

Of course we welcome submissions in other topics too, so don't be shy about sending those too. If you are not sure what is needed to make your submission into the Bulletin, contact a rep and they'll help you through the process.

2008/2009 Event Schedule

Just a quick reminder that we do not meet in July or August. The next meeting will be in September at the usual place. Have a great summer and consider using the free time to work on submissions for next modeling season. Here is a tentative schedule for 2008/2009

September 9	2008/2009 Season Kick-off Camaro Challenge!
	Time to pay your dues.
October 14	TBA
November 11	TBA
December 9	TBA
January 8	TBA
February 12	TBA
March 11	TBA
April 8	TBA
May 13	TBA
June 9	Swap meet

IPMS Edmonton Executive

President	780.406.4692
Gary Fairfull	bentwing@telus.net
Treasurer	780.483.0279
Geoff Robertson	georob@telusplanet.net
Member at large	780.473.0038
Chris Aleong	chris174@shaw.ca

HOBBY SHOP DISCOUNTS

Upon presentation of your IPMS Edmonton membership card, the following hobby shops offer members a discount of 10% off regular priced plastic kits:

Alberta Hobby Centre
14220 Yellowhead Trail

Comex Hobby
1780 West Edmonton Mall

Comex Hobby
115 Kingsway Garden Mall

Great Hobbies
5144 – 75 St

Kites and Other Delights
10024 – 21 Ave

Kites and Other Delights
1209 West Edmonton Mall

Roundhouse Sales
9532 – 87 St

Brightside Hobbies
10130 – 100 Ave (Morinville)

Uncle Bill's Hobbies
Calgary

LAST MEETING RECAP

\$25.00 Door Prize Gift Certificate for
Kites and Other Delights: Jon Baniak
The June meeting was a hive of activity and like the floor of the stock exchange because of swap meet. We would also like to welcome two new members: Paul Bacon and Dan Kuziw.

David Andersen's Revell SnapTite Camaro Can of Pop Contest

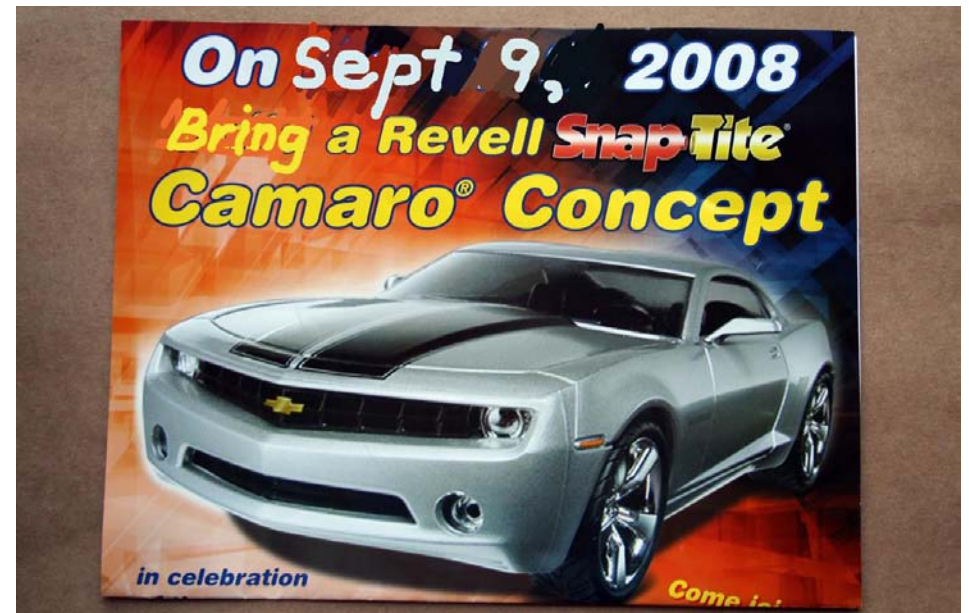
Mr. Finger™

Hear ye, hear ye. David Andersen of IPMS Chapter Edmonton wishes to invite all to participate in the modelling event challenge of 2008 – one that will be discussed over and over in the years to come. Over the summer, work on your Revell SnapTite Camaro and bring it to the first meeting on September 9, 2008.

Why? Because Dave will buy you a can of pop if you do. That's right – a *whole* can of pop. What kind of pop? You'll just have to ask him about that. No one knows if it is expensive brand name pop or cheap generic pop, how old it is, or whether if it is diet or decaf. That it is entirely not the point, though – you can get a free can of pop at Dave's expense. Build the kit any way you want. Let your imagination go wild. There are no restrictions other than get the thing done so Dave has to buy you a pop!

All of the completed cars will be subject to a quick and informal club vote. The winner will be proclaimed "World Champion of the David Andersen Revell SnapTite Camaro Can of Pop Contest" and the winner will proudly claim a donated Dodge Charger kit. Just when you thought things couldn't get better you will be overjoyed to hear that *this kit was donated by Dave*.

As you can well imagine, there are a great many people who hate Dave and so competition is bound to be fierce. So if Dave has ever stolen your chair at a meeting, said something nasty about one of your kits, or gave you foolish modelling advice, now is your chance for payback. So come on everyone, let's all stick it to Dave! ♦



1/72 Minicraft Ventura II Part 4 – Painting and final assembly

Vic Scheuerman

As was related in the Part 3, the model was primed with Tamiya rattle can primer and the clear parts had been masked and attached. First colour applied was Model Master (MM) Interior Green to all the clear areas.

The Ventura that had caught my eye was on page 133 of Canada's Air Force at War and Peace by Larry Milberry. Initial perception was that the locations where the codes were added had been sprayed fresh as these were clearly darker than the remainder of the upper frame. However, while talking to Tony Jarvis of the Ventura Memorial Flight Association, he thought that

distemper had been applied to the frame and these dark squares and part of the lower aft fuselage were actually the only spots of the original colour left exposed on the upper surfaces of the aircraft. Looking much closer at the photograph with a magnifier did leave me to believe that Tony was onto something. The fuselage clearly shows a new patchy colour addition and it also appeared that one of the original darker colours were left exposed on the starboard wing. To add a further twist to the colour plot, the fins appeared to feature a disruptive pattern but with lighter colours or was it the new colour just lightly sprayed over the dark base? To make a long story somewhat shorter, I chose to paint my Ventura in the normal colours applied in the factory pattern to play it safe. Then there were those large codes on the fuselage and cowling...

As this Ventura was an aircraft from No 34 Operational Training Unit, another question was the colour of these codes. Though I never came up with any proof, with this being a training unit and the fact that the code was repeated on the cowling and the tone value in some pictures (of other 34 OTU Ventura's) matched the yellow ring on the fuselage roundel, I went with yellow. The other colour option was the normal Medium Grey.

All four spots where the codes would be added were

sprayed yellow. As soon as this was cured, some vinyl characters from an old Instasign sheet were used. For the cowling the 3/8 inch (9mm) was used while the fuselage received the 1/2 inch (12mm). Though not entirely correct in either size or shape (the cowling characters do differ somewhat to the fuselage A1 configuration), it was a case of accepting what was close as good enough.

Before the actual camouflage was applied, all the panel lines received a pre-shading of MM Aircraft Interior Black. As these were painted in the states and not in the UK, the American equivalents of the British colours were used. While the Dark Earth and Dark Green are very similar, the Sky can differ. Depending on the manufacturer this latter colour can be grey in lieu of the clearly green of proper Sky. To get around this conundrum, I take a bottle of MM Gull Gray had a dollop of MM Sky added to it. It just changes the hue to that hint of Sky that looks correct to me. In short order all the lower surfaces were painted in the mixed Sky, including the wheel well, interior of the gear doors and the landing gear assembly.

To reproduce the sharp division line between the upper and lower colours, some Blu Tack was used as a mask and with some of the lower surfaces masked with Tamiya Tape, MM ANA Dark Earth and RAF Dark Green was



One of 34 OTU's Venturas trundles along at Pennfield Ridge. (J.A. "Joe" Ouellette)

mess ante-room, where we waited to be approached by a pilot looking for his fourth crew member. I already had been crewed with a New Zealand pilot, but had yet to meet our observer and WAG.

One cold Sunday afternoon I wandered over to the hangar line. I was keen to make a check in a Ventura, which had a hydraulically

radio; but there was a water tower straight ahead. "Sut" banked steeply to starboard, leveled out, but didn't have a hope of getting lined up on the runway in time. Ahead were within moments we were moving tops off the By good fortune a potato field loomed. By a time I was thinking how my parents would receiving a telegram about my demise in m



applied free hand. This was left to cure over night and the next day the vinyl characters were carefully removed and the surface was given a gentle buffing with a fine mesh pad. Next step was glossing the matt finish and for this project Testors rattle can 1261 Glosscote was used. This was gently warmed and thoroughly agitated and initial just applied in light mist coats. After this was done three times, a slightly heavier final coat was applied and this did produce a nice gloss finish.

As the codes were already applied, the only decal additions were the national insignia. Both the fuselage C1 and the wing B roundels came from the newer Xtradecal sheets X044-72 and X043-72. For the early style fin flashes, those from the newer boxing of the Airfix Hudson were great after trimming the edges. Normal applications of Micro Set/Sol had the decals settle nicely into the engraved panel lines. The model was left for a few days for the gloss coat to fully cure; or so I thought.



Having not used the Testors rattle can gloss in literally years, I used a cool paint thinner to thin the Raw UMBER oil used in the wash. This was applied in the normal way and left to set up for five minutes. Again, as per normal a lint free cloth was dampened with this cool thinner to remove the excess oil off. Well it did a fine job of removing the rattle can gloss and in a couple of areas even the paint! Taken back somewhat by the results, the model was put away for another three days thinking the gloss had not fully cured. Even waiting this extra time did

not improve the results so the normal oil wash application that normally produces an improved finish just caused more work and did not look that great. The surface was then matted using Testors Flat Clear Lacquer Finish thinned with lacquer thinner.

Some post shading and streaking was done using diluted Tamiya NATO Black acrylic added to the matt clear mixture. This some what quick build was on the home stretch so the masking was removed and the pilot side blister was added using Future for the adhesive.

This worked quite well so future was applied to all the clear parts and they did look better. The gear doors and propellers were added and after freshing up some of the paint chipping with a Prisma Silver pencil this puppy was done like dinner!

I must say this kit did have a couple of unforeseen issues. I will be making a more detailed second Ventura to go with Tony's article in a future of Scale Aircraft Modelling and I am still wondering how to approach the main wing join next time. ♦



Editor's Message

Dennis Weber

Shucks I hate that word. Editor. And there I am using it at the top of the page. I've tried to describe myself as the Bulletin designer but I can't shake the editor handle after close to a year. I guess I have to go with the flow and be called whatever people will call me.

Since this is the last issue before a long summer break I have a few words for the readership. Firstly, my apologies for the lateness of this issue. In my household June is soccer season and helping as an assistant coach for my son's team has spread me a little thin. And the house renovations haven't helped either. This issue is a bit bulkier than usual to make up for its lateness.

I'd like to thank everyone who took the time to help out by sending articles and images for the newsletter this season. There's a wealth of knowledge in our club and it's great to document peoples thoughts, insights and processes and share them with others. I'd like to thank Ron Palmer, Kevin Johnson, David Andersen, Dennis Deagle, Jack Parent, the late Mick Bell, Brent Fordham, Christopher Hewitt, Chris Aleong, and Gary Fairfull for their submissions under my watch. I'd especially like to thank Vic Scheuerman as well. He submitted a vast amount of material this season and managed to contribute to each and every issue. Thanks Vic!

I also want to thank Geoff Robertson too. He does an incredible amount of behind the scenes stuff that helps the whole membership. He collects the dues, maintains the website, uploads the on-line version of the Bulletin and keeps the membership list up to date. He also counts the beans (see right). And each and every issue Geoff makes sure I send the Bulletin to the right people.

Over the summer I will try to make a recruitment poster for the modelling shops and I have a side-project that has been on the back-burner for IPMS Canada for far too long. I'd like to encourage you to consider sending us a submission or two for the next season. Have a great summer. ♦

Financial Status

Geoff Roberston

As we near the end of our 2007/2008 year I thought it right to report to the membership on the financial situation of our chapter.

Our September 2007 bank and cash balance was \$1329.53. Since then our expenditures to June 4 2008 have been as follows.

Newsletter	– \$817.32
Door Prizes	– \$245.00
Pop and Donuts	– \$138.02
Website hosting (Sept 2006- August 2007)	– \$122.40
Contests (prizes for regional contests such as the RMMC and Northern Wings)	– \$105.00
Total expenditures to June 4, 2008	– \$1427.74.

The cost of the May and June newsletters are not included, as receipts have not yet been submitted. Also receipts for website hosting for the period of September 2007 to August 2008 have not yet been submitted.

Our revenue comes from three sources: membership fees, pop and donut sales, and the raffle. Revenue to June 4, 2008 is as follows.

Membership	+ \$1280.00
Pop and Donuts	+ \$249.25
Raffle	+ \$424.00
Our bank and cash balance as of June 4, 2008	\$1885.40.

I have \$30.36 extra that I can't account for. I guess that's better than if it was missing. Thank you for your continued support of IPMS Edmonton. ♦

Glue: A Guide for Modellers – Part 2

Brent Fordham

In Part 1 (March 2008 *Bulletin*), I covered the basics of solvent cement type glues, but these were just the tip of the big styrene iceberg. What if you need to attach your photo-etch drop tank to your resin wing pylon, which then attaches to the kit's styrene wing. Dissimilar "multi-media" parts/kits, as they are known to modelers need something else besides solvent cement. Read on to flesh out your glue repertoire – just keep the glue away from your flesh (more on that later).

Superglue – Next to solvent cements, probably the most common glue used by modellers is CA glue, AKA, superglue, Crazy glue, or technically, cyanoacryl... something... something (I could google, but I'm too lazy). CA glue comes in three viscosities: thin, medium and thick. Thin is like water, thick is a gel, and medium, like Boy George, is somewhere in between.

Some CA properties to be aware of:

It's great for gluing skin together. I think everyone knows this already, but my lawyer insists that I mention it. I understand that CA glue was originally developed for closing wounds – this is why it's so good for gluing your finger to your forehead.

It is strong in tension, but weak in shear. That is to say, if you glue the ends of two pieces of rod together and try to pull them apart, the glue will hold very well. But if you glue the end of a rod to a flat piece of plastic card and then hit the bottom of the rod with a hammer in a direction parallel with the plastic card, it will break easily. This is good to remember when you are attaching details and can't figure out why the one bit stays put, but the other piece keeps coming off.

It fogs clear plastic. This causes aircraft modelers to throw models into walls. Generally speaking, DO NOT use CA glue on clear plastic if you still want clear plastic when your finished. I have heard of some who glue the clear part on using white glue (more on that later) and then

successfully fill the exterior gap with CA. The claim is that the white glue seals the interior from the fogging CA off-gassing. I won't try this myself, but feel free to experiment at your windscreen's risk.

It makes a great seam filler

It glues dissimilar materials together

One of the coolest things that you can do with CA glue is fills seams. This is essential when using bare metal finishes, as the CA glue has similar surface properties as the bare plastic. It can be polished up and will no look different next to the plastic surface. This is very difficult to achieve using traditional "Bondo" style fillers (Squadron green, etc.) I refer you to an earlier IPMS Edmonton February *Bulletin* article by Vic Scheuerman for an excellent step-by-step on the CA seam filling method.

Another thing to understand about CA glue is that the thin stuff dries quickly and the gel dries relatively slowly. This means if you have a part that needs a little time for adjustment to get a good alignment, gel may help. You don't have much working time, but you'll have more than the thin or medium varieties will give you. If you want or need the CA to dry instantly, then get yourself some accelerator. This can be purchased at most hobby stores and is a watery, smelly fluid that can be applied to CA glue, causing it to cure *instantly*. It is very handy when you are having trouble holding a part in place while the CA cures. Just hit the joint with a little accelerator and the part will instantly be fixed in place. Beware that accelerator will attack paint, so be careful when using it around finished models. A little accelerator goes a long way, both figuratively and literally, so I made a little applicator by mounting a sewing needle into a small, 1/2 inch long wooden dowel (pointy end in). The eye of the needle then acts as a tiny reservoir for the accelerator. Once you've loaded it by dipping it in accelerator, you can place it on a CA glue joint with pinpoint accuracy. Those little "Microbrush" thingies work well for this too. Again, be careful with accelerator as it can go *everywhere* on your model courtesy of capillary action. This can be a disaster if your model has been painted.

One last comment. Because CA glue was originally designed for gluing skin together (not joking - it was

developed as an alternative for sutures), it tends to cure more quickly in the presence of moisture. I have tried with some success to get CA to cure rapidly by breathing on it. It's not as effective as using accelerator, but it does seem to work and it's not as messy.

Epoxy – Epoxy glues such as "5-Minute Epoxy" comes in two tubes and can be found at the hardware store (that's Canadian Tire, for the young guys who've never actually seen a hardware store). Usually you squeeze out equal amounts of each "component" onto a disposable surface (like an old jar lid) and mix them together. Once the two halves have been thoroughly mixed (follow the instructions) you have a few minutes working time before the glue sets up. Hobby stores sell epoxy glues with longer curing times up to thirty minutes. Epoxy glue has the advantage of being very strong and it will stick to just about everything. This makes it useful for bonding dissimilar materials together. It is quite thick though, so it is not as suitable for fine detail parts; precision is not a strong point when using epoxies. I find that it can be very messy and it seems to get everywhere when I use it. Nevertheless, it can be very helpful.

One trick that I learned from Vic Scheuerman is to use 5-Minute epoxy as a filler for the seam around the front of an aircraft windscreen. You carefully run a small bead of epoxy around the seam, wet your finger (saliva is preferable) and smooth the seam like you were smoothing out the silicone caulking around your bathtub. It will not fog the clear plastic. Epoxy is also the glue of choice when gluing large, heavy parts with small mounting points. I once built a model with huge, solid resin engine nacelles that were supported off of the wing with relatively small pylons. Epoxy glue was the only thing strong enough for such a joint, especially as the two pieces were dissimilar (resin to styrene). Get yourself some of this stuff and keep it handy. Once you've incorporated it into your toolkit, you'll wonder how you coped without it before.

PVA (aka white carpenter's glue) – At first, white glue (I'll be calling it PVA because it's easier to type – don't ask me what PVA stands for) seems like an odd choice for plastic modeling, but it does have some very

useful applications. It works well for temporarily attaching parts and can be used for attaching some small detail parts after your model has been painted, such as antenna masts. Don't look for much strength, but its advantage lies in that it won't affect the paint and can easily be cleaned off with a little water. I have also used it for filling the seam around the front of an aircraft canopy just as I described above with epoxy glue. Your clear plastic will be safe and if you mess it up. Just pop the part off and try again. Once the white glue has dried you can smooth the seam out with a damp cloth or Q-tip.

A special type of PVA that can be purchased at hobby stores is known as Microscale Microclear. It is somewhat unique in that it dries, as the name states, very clear. You can actually use this product to form small windows in the side of fuselages (up to about 1/4 inch across), which is good for jet liners. Put a little on a small paint brush, put it inside and pull it across the opening. With some practice you can make neat little windows. If you mess it up, just let it dry, pull it off and try again. A good trait of PVA is that it is very forgiving. Another application for Microscale Microclear is for forming the glass in front of instruments in aircraft cockpits or cars, etc.

Conclusion

I hope that I've been reasonably comprehensive for at least the basic types of glues you'll find on a modeler's workbench. I have no doubt that there are others, but you can get most tasks done with the ones I've written about here. As I mentioned in the first part of this article, think of glue as just another tool. As your building becomes more refined, you'll learn how to use these different products in ways that will make your modeling easier and your completed models better. It's all about sitting down at the bench and trying things out. Try to experiment and you'll begin to discover your own methods; this is one of the joys of model building. Good luck and if anyone has any questions, please feel free to ask me at a meeting. Happy and safe modeling.

End Note - Ventilation

Remember that all solvent cements, CA glues, accelerators and epoxy give off nasty fumes. Make sure you work in a well ventilated space and having a small fan running probably isn't a bad idea. ♦

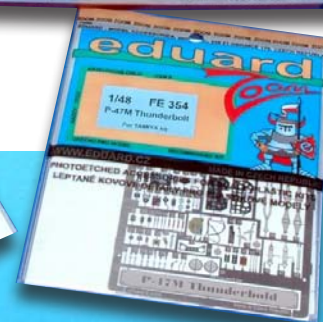
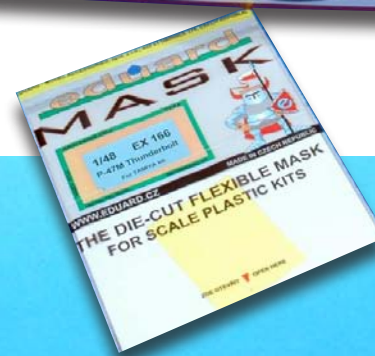
P-47M 56th FG Group Build – Tamiya 1/48th P-47M kit

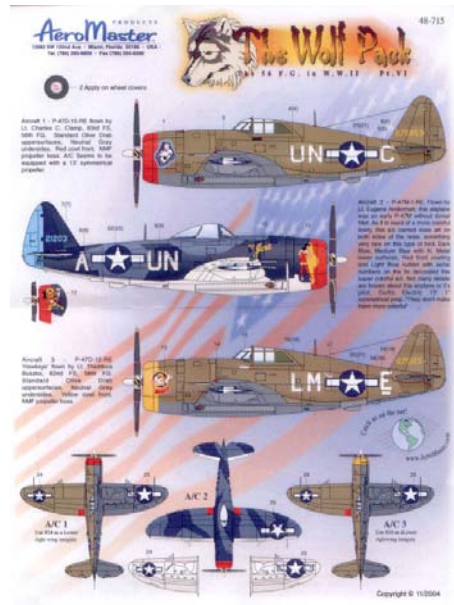
By Chris Aleong

For the past several years, members of our club travel to the Rocky Mountain Model Club annual model contest normally held in May. Our club is well represented at the show by the auto, armour, sci-fi, figure and, of course, aircraft modellers. The show is now called the Western Canadian Regional Model Contest and to us is the start of the contest season in Alberta.

One off-shoot of the group consists of four aircraft modelers who have been doing this for at least the last five to six years. The group consists of Vic Scheuerman, Brent Fordham, Gary Fairfull and I. We go down the Friday before the show which is held on Saturday. We normally spend the day visiting the local model scene in Calgary or the Aviation Museum.

When we get together on Friday night at the local watering hole, like all modelers, we talk models. Well, at the 2006 show we decided to do a group build for the following





Brent Fordham's UN-B from Aero Master sheet 48-714, Wolf Pack Part V

year. We picked the aircraft that we will all build for 2007 and it was decided that the Tamiya 1/48 Mosquito was to be our selection. What made it interesting and perhaps unique was that all of the Mosquitoes were to be from 418 City of Edmonton Squadron with that wonderful Li'l Abner inspired nose art. The kit was to be built out of the box with 418 Squadron decals of various nose art.

As they say from little acorns mighty oaks grow and the Mosquito group build has lead us to choosing the Tamiya 1/48 P-47M painted in the colours of the 56th Fighter Group for our 2008 entries. Their insignia blue and pale blue grey scheme would certainly be a head turner.

The ground rules for these group builds are all decided by the group over drinks and



Vic Scheuermans's UN-K from Aero Master sheet 48-784, Wolf Pack Part VIII



Chris Aleong's UN-A from Aero Master sheet 48-715, Wolf Pack Part VIII

chicken wings at the restaurant across from our hotel in Calgary. For the P-47s we could only use the Eduard 1/48 zoom detail set for the cockpit and the Eduard masking set for the canopy. No other detail work was allowed.

Decals chosen were taken from four Aeromaster sheets in their "The Wolf Pack" series (see previous page).

We thought that the decals were quite colourful and for me was very exciting in that I got to paint a model something other than camouflage green and browns.

Due to unforeseen family and personal circumstances, only three of us were able to finish our P-47Ms. They still looked pretty good on the contest table though. We even had matching mirror bases for the display.

We were also able to get a group shot at the photo set-up that they had for the Fine Scale Modeling pictures. The following photos were taken by Tom Calbury, a member from the Calgary organizers, at the photo set up.

It was only at the show did each of us have a chance to see each other's finished product. I thought that it was really amazing that even though each of us used the same paint, we were each able to produce a different result. I believe that it is the individual's own personal style with weathering that generated such varied results.

At our 2008 nightly get together the 2009 model was chosen. It will be the Tamiya 1/48 Skyraider in the white/grey scheme. The Skyraider is a large aircraft so I can imagine how much space it will take up on the contest table. ♦

Moldy oldies

Dennis Weber

To welcome summer I have a couple of moldy old aircraft reference books to recommend you look for from e-Bay or your local library. These may be old news items but what the heck... if you have some sort of favorite reference that you find useful to your particular modeling habit send it our way. Include the author, publisher, and ISBN reference in your write-up.

One of my favorite references for aircraft profiles is *Flying Colors*, compiled by William Green and Gordon Swanborough, published by Salamander Books, 1981 & 1987, London, ISBN 0-86101-944-X. This book is just packed with over 1300 artist profiles of military aircraft from 1916 to 1981 and includes brief plane descriptions with a wealth of colour schemes for a great cross sampling of famous airplanes. Most aircraft depictions are side views with the occasional top or bottom views and sometimes things like emblems and unit markings worked into the mix. Some will want to verify the schemes with actual photographs but I have been happy to use the schemes here for my modeling amusement. Usually the profiles are better than what may come with your kit instructions just because they show some colour. Nonetheless, this book is a great one for skimming potential colour schemes for your next warplane subject.

Another book that is an excellent aircraft enthusiast reference item is called *Graphic War, the Secret Aviation Drawings and Illustrations of World War II*, by Donald Nijboer, The Boston Mills Press, 2005, ISBN 1-55046-427-2. This book is a collection of world war two items made by designers, draftsmen, technical and graphic illustrators, artists and cartoonists. The book has some general text war drawings and posters and then groups items into collections: Great Britain, Germany, United States, and Russia. The subject matter is varied and interesting: cut-away mechanical views of aircraft, engines, gun-turrets; war posters that show safety procedures, emergency procedures, how-to-dive bomb



A sample page from *Flying Colors* with pencilled notes for model painting. I have yet to discover a decent photo of the Vichy scheme shown here.

with your Ju-88; cockpit instrumentation layouts; and even things like a poster that shows different types of aircrew clothing called "What the Well-Dressed Aircrews are Wearing." This book is a smorgusborg of mixed graphic design reference that I hope to eventually find in the Chapters bargain-bin. ♦

If you have a book or other reference that you feel is indispensable drop us a quick write-up for next issue.



Above: a Hobbycraft MS.406 based on the book profile. Below: a sample page from *Graphic War*.

