Seattle Chapter News

Seattle Chapter IPMS/USA
November 2016

PREZNOTES

Club President Andrew Birkbeck and fellow IPMS Seattle member Tim Nelson (seen here at the Imperial War Museum in London) are in Telford, England, for Scale Modelworld 2016, and Andrew wasn't able to write his usual PresNotes column this month, so I'm filling in.

Airfix has released its much anticipated new mold 1/72nd scale Boeing B-17G, and while I haven't seen it in the plastic yet, the thing that struck me while reading the initial reports on the kit was the number of parts – 245. I realize that sounds like peanuts to armor modelers, but to those of us who build aircraft in that scale, that's a lot of parts. Airfix has been releasing new mold versions of many aircraft that have been in their range for decades, and the difference between the old kits and the new ones is astounding. The Gladiator, Defiant, and Tiger Moth are among the biggest upgrades, but none more so than the Bristol Beaufighter TF.X. In this case, both the old and new kits represent the same mark, so the comparison is direct. The old kit, which had been around since 1958, had 55 parts, which is not bad for a kit of that vintage. The new one, introduced in 2015, has 130. While the new kit does not have the most detailed interior ever provided, it's perfectly reasonable, and has separate cockpit walls. The entire detailing for the pilot's cockpit on the old kit was a bench molded into the inside of the two fuselage halves, on which you stuck a pilot figure after the fuselage had been glued together. The old kit had engines molded into the front of the nacelles, and a large hole in the lower wing

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 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 $25 a year for regular mail delivery of the newsletter, and $15 for e-mail delivery, and may be paid to Spencer Tom, 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 425-823-4658 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 2016 meeting schedule is as follows. All meetings are from **10 AM** to **1 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 accessable place.

November 12 **December 10**

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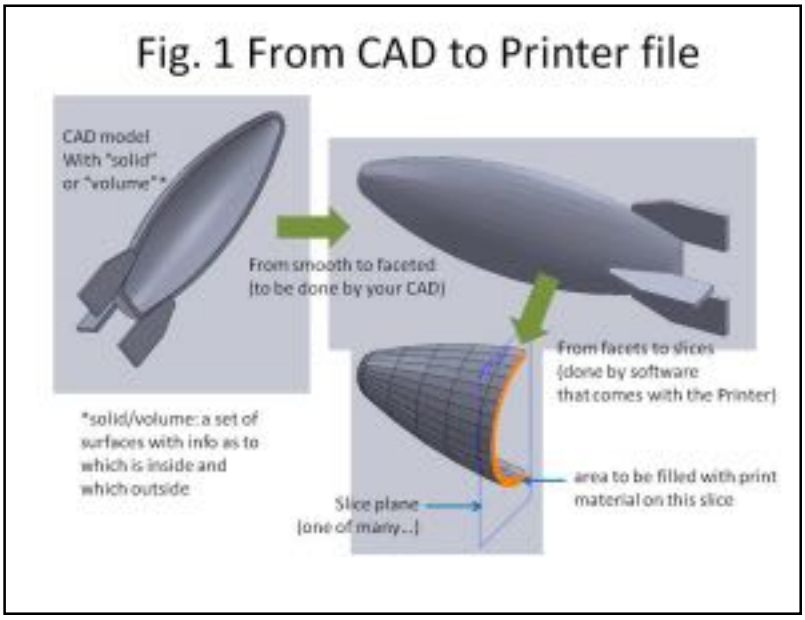
The New Revolution: 3-D Printing

by Wesley Moore

If you've spent many happy (?) hours carving away at chunks of plastic to make them into some replica of a real object, then you should be excited about the "new" technology of "3-D Printing."

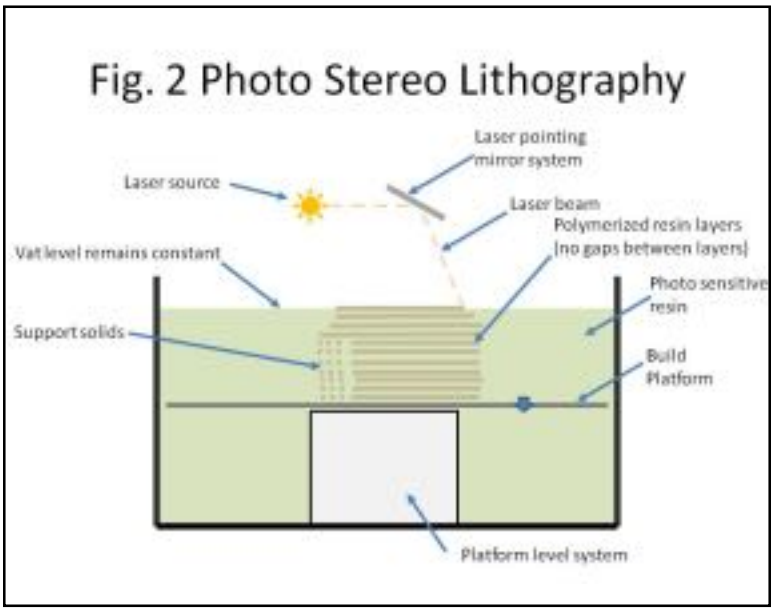
This covers a multitude of processes, whereby a computer "model" is made into an actual physical ("real") model. All of the processes have two things in common-

One, the model has to start as geometry on a CAD (Computer Aided Design) app. There a many cheap/free ones available, but my experience has been limited to the Industrial Strength ones.



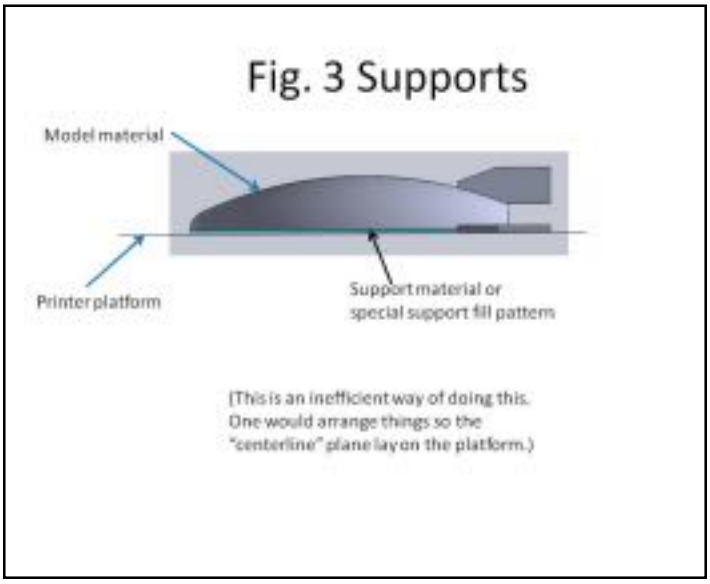
Second, they build up the "real" object one layer at a time. The boundary of each layer is computed, by taking the nice smooth theoretical CAD shape and "paneling" it into triangular facets (the facetted output is an "STL file"), then slicing the facets with a whole bunch of planes, one for each layer (See Fig. 1). One result of this is that parts may have
a) a step for each layer, and
b) (sometimes) visible facets,
both of which require sanding to obliterate.

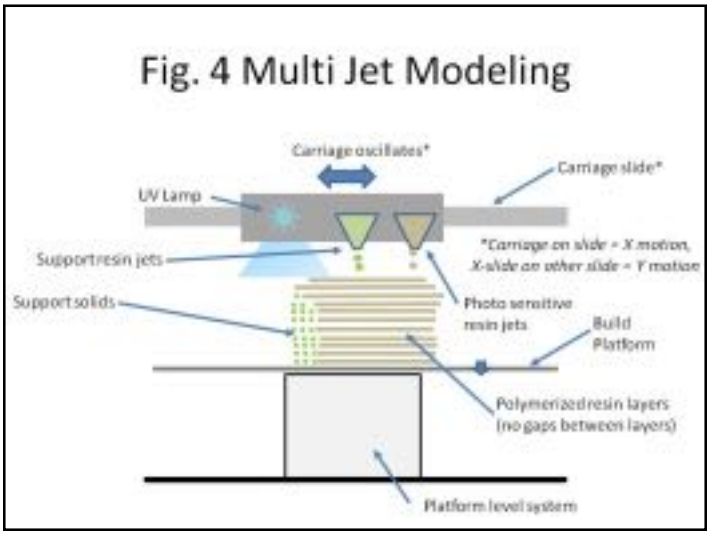
The oldest technology is (Photo-) Stereo-Lithography. This involves shining a laser into a vat of exotic resin, which polymerizes under UV light. (Imagine taking each "slice" outline and coloring it in with UV crayons.) After each slice is done, a platform in the resin tank supporting the creation moves down a distance equal to the slice spacing, the resin reforms its nice level surface, and the next slice is crayoned in (See Fig. 2).



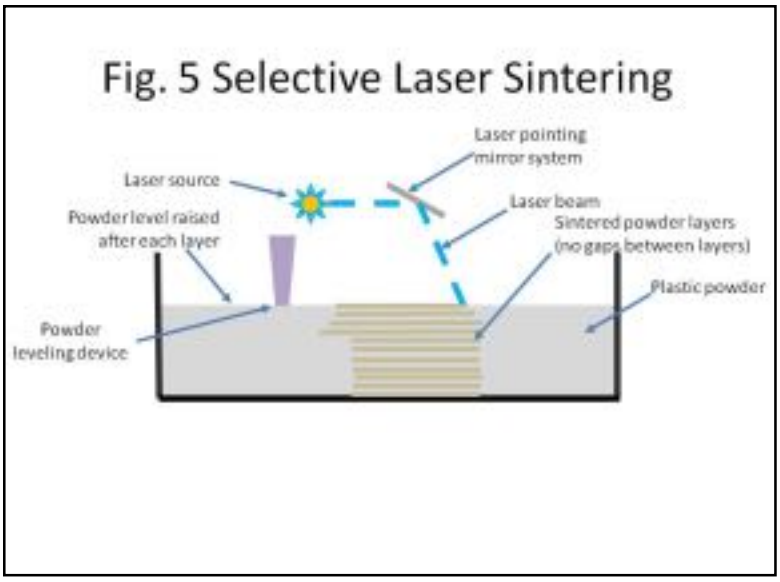
This process requires expensive resin, and it ain't very fast, so it tends to be expensive. Another drawback is that shapes that are not anchored to the base somehow (like the fins on a rocket being built up horizontally) must have some "supports" added (See Fig. 3). Thick parts can be made hollow (and faster/cheaper) with an internal scaffold to make it rigid. Hollow parts need drain holes. The max size of the part is limited by the vat size.

A newer process that gets around this is Multi Jet Modelling (MJM). Starting on a flat platform, with no surrounding liquid, this "prints" layers of resin, like an ink-jet printer, with a head that has lots of tiny nozzles. The resin is zapped by a UV to polymerize it. The clever bit is that the inkjets can spew out two kinds of resin: one hardens to become the part, the second becomes a support gel which is washed or melted out - (so you need drain holes!- and probably scrubbing with hot water). The layers are very thin, so the steps on the finished part are very small (= easier to sand off).





This process (with many variations on resolution and max part size) is very popular with mail-order outfits (you send them a geometry file, they mail you a little box in two weeks). Owning one of these machines is probably not practical.



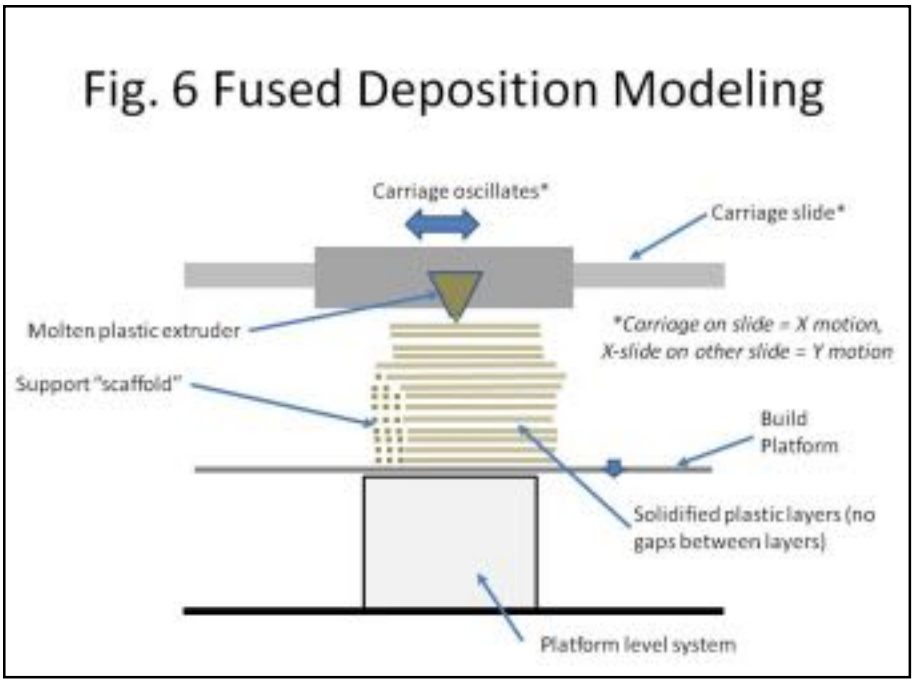
A completely different method is Selective Laser Sintering. A very flat layer of powder is laid down on a tray, and the crayoning is done with a laser than partly melts the powder, causing the grains of powder to adhere to each other. After each slice, another layer of powder is spread on the tray and leveled (I know not how…).

The drawbacks to this method are that the resulting object has pretty coarse resolution, is somewhat porous, and made of nylon, not what modelers typically need.

An exotic variant uses powdered aluminum (with a much hotter laser). The result is pretty strong, but the minimum feature size, accuracy, etc. preclude this from much modelling work, except that you could make a metal spar for a wing too saggy in naked plastic.

Fused Deposition Modeling ("3-D printing") might better be called "extruded plastic layering." In this process, your plastic of choice is melted and squirted out of a nozzle onto a base platform. The platform moves down the proper amount between layers, and the product gets built up. The plastic feedstock comes as an (overpriced) reel of filament. This process sometimes also needs extra "supports" to keep from trying to hang plastic in mid-air (the software that generates the slices comes up with the "support" geometry too). These supports must be manually removed after the part is pried off of the platform. Thick parts can be made hollow (and faster/cheaper) with an internal scaffold to make them rigid. There are bigger steps and grooves that you have to sand off. The Z-step size can be reduced to reduce steps-and-grooves, but this slows down the build process considerably.

FDM 3-D printers are quite reasonably priced (if you only need to make small parts). They make bigger machines that cost more, of course, and some of the newest ones can dispense a support material (that is water soluble) out of a secondary nozzle.



The newest technology is Direct Light Projection, which is like Photo Stereo Lithography, but upside down. A platform is lowered into a vat of (expensive) resin, with the platform face on the bottom. The bottom of the vat is transparent. A high-powered digital projector projects an image of the first layer on the photosensitive resin (which is between the glass and the platform), which then hardens. The platform moves up (away from the glass) and the next layer is projected, etc., building up a part as the solid bits arise out of the vat. Supports must be built in as necessary, to be manually removed after the part is done.

The detail on these parts is smaller than for those that use lasers, as the resolution is limited by the pixels in the projector, not the size of a laser beam. Since it does a whole layer in one image, it is faster than the systems that scan a laser or take multiple passes of a print head.

So, which of these technological wonders is right for you? It all depends…The photo-polymerization methods generally allow finer detail, but are more expensive. FDM printing is cheaper and stronger, but, obviously, you can't make any detail smaller than the nozzle. Laser sintering is not so useful, unless you need to make a strong metal part.

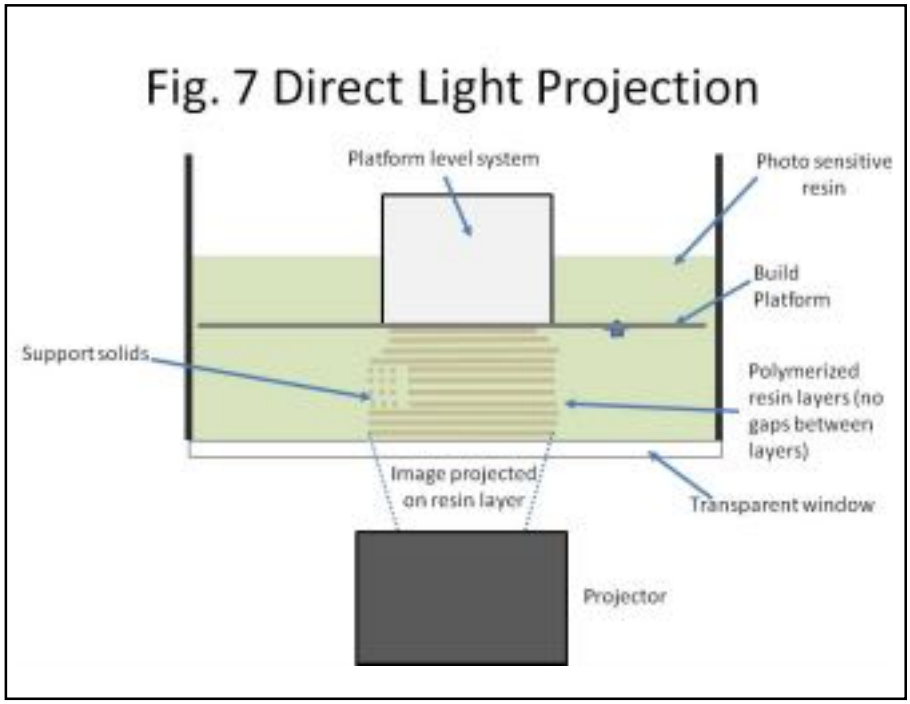
This is all well and good, but how can we actually use this great stuff without embezzling the Club's treasury?

The easiest way is to use an on-line service (Shapeways, for example) that will take your STL files and make parts via the process of your choice, and mail them to you. The cost depends on the volume of the part, and which process.

There are local "studios" in Seattle (Makerhaus in Fremont, and Metrix on Capitol Hill) which have FDM printers, and charge by the hour. They can also offer advice.

FDM 3-D printers are cheap enough to buy, singly or as a cost-sharing group (the other machines are quite expensive). The cheapest kits run around $400, with small bed size (4" x 4" x 4") and assembly required. Some much larger ones are about $2,000. Read the reviews! Price and performance are not well coupled at this point.

…And all of this begs the question: where is the computer model going to come from?? Well, that's a whole 'nuther story, but quite powerful computers are awfully danged cheap, and 3-D CAD software is not far behind. Stay tuned…



Winging It With the Eduard Weekend Edition
1/48th Scale Siemens-Schuckert SSW D.III

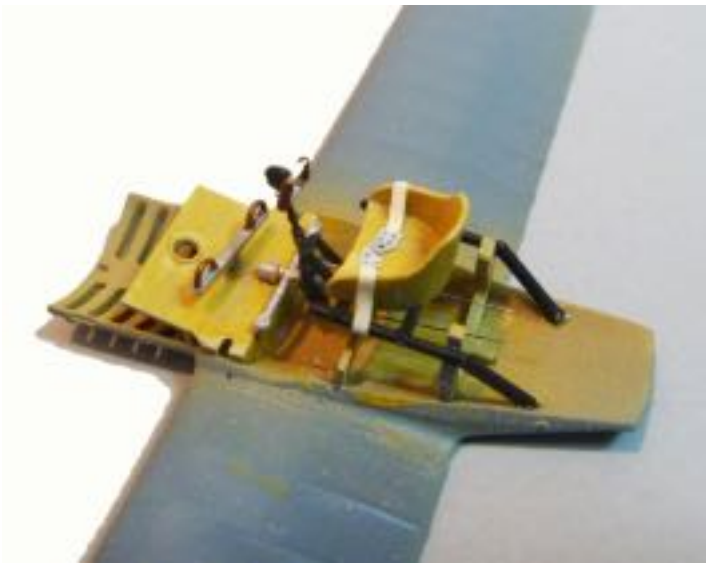
by Ken Murphy

I have long been a fan of the Siemens-Schuckert since seeing profiles such as you can find online at sites like this: **http://www.cbrnp.com/profiles/quarter1/index.html**. So I was thrilled when I got a chance to do this review of the Weekend Edition.

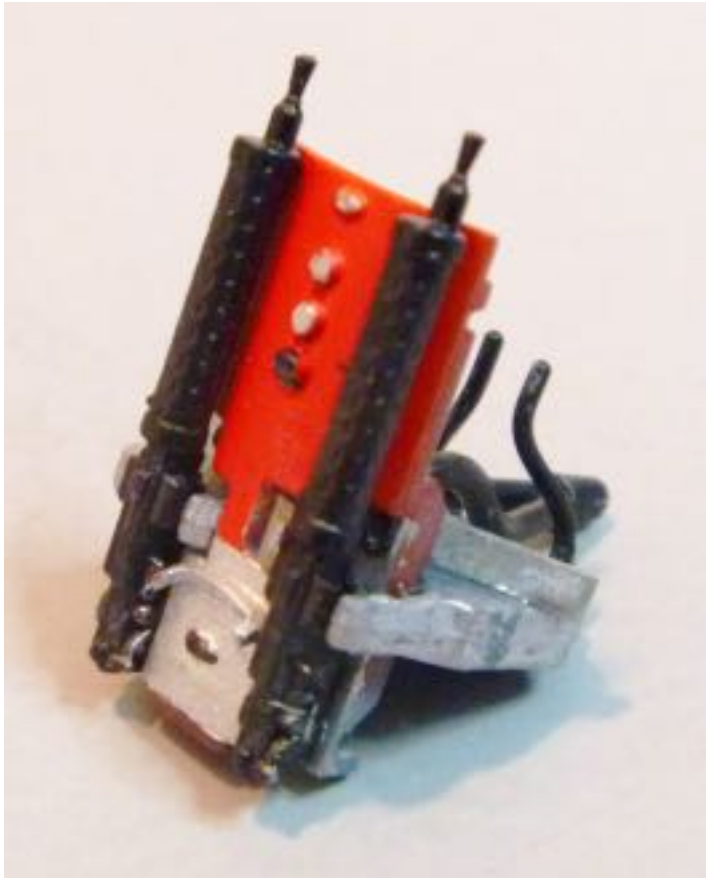
The Siemens-Schuckert SSW D.III first entered service in November of 1917. The aircraft was designed around the unique Siemens-Halske Sh.III 11-cylinder rotary engine which was geared to rotate in the opposite direction of the propeller, eliminating the worst of the gyroscopic effects of rotary engines. It was only slightly faster than the Fokker D. VII and harder to fly so it saw limited service at the front, but its phenomenal rate of climb made it a perfect fighter for air defense.

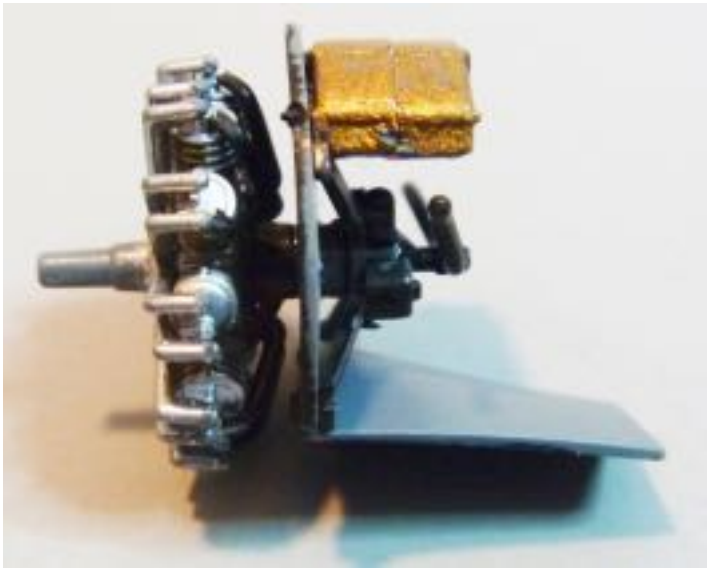
The kit comes in the usual sturdy box with simplified cover art and simplified instructions. Usually, these weekend editions give only one marking option, but this kit to my surprise, gives two. The decals are excellent and include lozenge camouflage for upper and lower wings and tail and rib tapes galore! There are 78 injection-molded parts in the typical Eduard grey and a film sheet with two printed windscreens to cut out. The moldings are crisp with fine detail and recessed panel lines. With such delicate detail, I was puzzled and dismayed a bit by the rib stitching on the flying surfaces. They are clearly too large and over scale. It was a nice try to show the actual stitching on the ribs, but by scale, the thread would be the thickness of rope! In my search for images of the wings, I could find nothing that showed obvious thick stitching, so my first order of business was to sand down the detail. Not completely remove, but get it to what I think is a more reasonable scale look.

Construction was straight forward. The cockpit walls consist of 11 pieces on one fuselage half and nine on the other. The seat and controls (another 11 parts) are built up on the one-piece lower



wing which then slides up into the fuselage. That's a lot of detail in the office! The top "gun deck" drops into the forward fuselage and consists of another nine parts all but three of which will never be seen. Same for the engine: eight parts including fuel tank, firewall, and supports that are behind the engine. All of these parts give you a ton of detail to play with if you don't mind them





being locked away from sight forever (yes, yes, I know "God knows they're there").

The finely detailed and scale thin parts lead to a few problems. Getting all this detail to line-up and fit is a challenge. Getting the fuselage halves to line up with the gun deck and then the engine cowling proved to be tricky. In the process I broke off the machine gun tips and nearly glued myself to the cowl. With all this handling, I also managed to break off the tail skid which is annoyingly molded to the fuselage half. I would break it off twice more before I was done.

Next, I realized I would need to do the lower wing lozenge decals before I could insert the wing/cockpit section. Big mistake. The single piece lozenge for each wing went on easily enough, but each side included 26 rib tapes (not including the ailerons). In the course of all that handling, I managed to break the hair thin control stick several times. I should have decaled the wing before assembling the cockpit or just left off the control stick.

In addition to the wing, control surfaces, and tail lozenge decals, there are a grand total of 173 rib tapes! I think it gave me a sense of comradeship with you jet modelers and your hundreds of stencil decals. The wing struts also have decals that wrap round them as well. But speaking of struts, they have very positive connections to the wings and fuselage which make mounting the upper wing a comparative breeze.

For the actual markings for this bird, I cheated a little there. Though they provide two markings, I wasn't enamored of either, so I borrowed the Ernst Udet "LO" markings (his nickname for his girlfriend Eleonor Zink) from the ProfiPACK kit which I also happen to have. Much more interesting I think. BTW, there is no evidence that Udet ever flew it, but my bet is that since they went to all the trouble of doing it up in his favorite scheme, he certainly would have at least taken his little hotrod up for a spin.

The rigging was accomplished with my favorite product, ceramic "Wonder Wire." It comes coiled in a bag, but once cut springs straight. Carefully measure with calipers, cut and apply with a drop of Gator Glue (a better white glue), and you're done.

My last step is always the prop. For me, it's like putting a bow on it, especially when the prop is such a focal point. The German laminated props are a real challenge to recreate and I've tried all kinds of approaches. For this one I drew a blade from the best front-on photo I could find and scanned and traced it in Adobe Illustrator. After sizing it, I printed eight copies for front and back in brown on clear film. I painted the prop wood tan, streaked with ocher oils for a wood grain than applied the decals to each side. It was just another experiment, but I'm pleased with how well it turned out.

All in all, this is a great kit of an interesting subject. There are definitely some challenges, but what build doesn't have those! Oh, and by the way, it took a little longer than a weekend.

2017 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

Mark your calendars now for the NorthWest Scale Modelers Show at the Museum of Flight in Seattle, a spectacular exhibition of modeling in a world class venue. Show dates are Presidents Day weekend, February 18-19. There is no IPMS meeting nor Valentine's Day conflict, so you are free to be ALL IN!

As always, the centerpiece of the show is the massive model display in the MoF Great Gallery. Bring lots of your most interesting models to show off. Longtime, stalwart exhibitors and first-timers all welcome. MoF admission is free for exhibiting modelers.

There will be mass quantities of working tables, and a variety of seminars in the small neighboring theater (see Eric Christianson about volunteering for one). Emil Minerich of Skyway Models will continue his great Make & Take program for kids on Saturday. (Regretfully, Galaxy Hobby has bowed out after 12 successive years.) This show is a pure exhibition, not a contest, so come enjoy a relaxing weekend immersed in your favorite hobby.

Although the main model show is organized by modeler, we will have two special group displays for 2017: "War in the Pacific" and "Aerobatic Teams". See Scott Kruize or Morgan Girling, respectively, about those displays.

More details to follow. If you have any questions at this early stage, please let me know (email: **timndebn@comcast.net**). See you under the Blackbird in February!

Local Archeological Aviation History-Related Find!

by Scott Kruize

Important as Tim Nelson's book has been to Pacific Northwest aviation historians, there is yet more research to be done; more questions to be answered. For example: when did children in the Pacific Northwest become interested in airplanes? What toys and games helped them relate—at their childhood level—to the big sweep of aviation history?

A recent discovery may shed some light on these critical questions. Gardener-turned-archaeologist Sandra Louise Kruize was working an odd corner of her yard garden at 4457 South 158th Street in Tukwila. It surrounds a house built in 1927. Since 1988, she's transformed the grounds from scraggly grass, decrepit trees, and terminally-ragged bushes into what is probably the most diverse and vibrant, ecologically sound yard garden in the greater Seattle metropolitan area.

In the course of her diggings, she uncovered the usual detritus of civilization: beer bottle and other glass shards, a button or two, rusty nails, a military-style belt buckle from WWII's Solomon Islands campaign, and an 1896 silver dollar. Now, recently, she dug up the artifact you see pictured here.

She was fighting the surviving fragments of an 'Acanthus', which she had to dig up and remove two years ago. This "Bears Breech" invader from the Mediterranean makes for a nice flowering bush…that then takes over the World. Sandy's had to dig ever deeper and wider around the bush's original location, seeking fragments of root that stubbornly throw up new shoots to start the takeover of the World all over again. "It's alive!"

In the course of her digging, her hori-hori knife hit something metallic. You can see from the pictures it's a fragment of a toy airplane.

I'm not enough of an aviation-toy historian/collector to identify this fragment. It's clearly the cowl of a tractor-mounted engine, in line, liquid cooled, and with a single straight-back exhaust manifold. It's like nothing I ever owned: my only metal airplane toys were a couple of large Hubleys, one dark green P-40-ish, the other blue with folding wings, a more-or-less Hellcat. Both were way larger than this fragment suggests the whole toy airplane would have been, perhaps four or five inches long?

No, most of my Aging Baby Boomer memories are of plastic toy airplanes. I surmise that this artifact must date from between the World Wars, when toys were made of wood or metal. Wood ones have mostly rotted away to nothingness, and of course plastic toys came into their own only after World War II. This one - what's left of it - is seeing the light of day after perhaps 80 years…

So: can any of you modeler/toy historians shed any light?

Start Judging Accuracy?

by Scott Kruize

A contentious issue arose at our August meeting. Near the end of Show-and-Tell, one of our members expressed extreme dissatisfaction about IPMS contest judging procedures. He cited a ship model that had won a ribbon at the National Convention, even though he knew the line of the kit's bow was much different from the full-size ship's, yet the builder had not altered it...and was not penalized.

After comments from a number of other members, our officers had to close the discussion so we could finish our Show-and-Tell presentations and vacate our room within the allotted time. The matter was certainly not settled.

IPMS judging standards are entirely about craftsmanship. All the criteria concern how well the modeler has taken kit parts, with any additions, and crafted them into a neat, clean, flawless whole. The specifics start with basic work: filling sink marks, erasing ejection pin scars, making tight joints, sealing and cleaning up seams. Then judging proceeds up through alignment matters: tail 'feathers' evenly aligned, symmetrically angled landing gear, all wheels touching the ground evenly, straight parts straight, curved lines smooth and symmetrical. At the highest level, craftsmanship judging considers evenness of paint, crispness of color demarcations, conformity of decals to their surfaces, and overall finish conveying an impression of the chosen level of newness or wear.

Nowhere in our judging is there any appraisal of scale fidelity. A model is not judged on how accurately its lines, proportions, scale measurements, or color scheme match the original.

This seems to be precisely the objection our ship model critic made.

IPMS members may not realize that there are scale contests where scale fidelity is judged, with weight equal to quality craftsmanship. Contests for flying scale models require entrants to show supporting documentation: diagrams, descriptions, and especially photographs. The judges use these—only these—as strict guides as they judge how well the model replicates its original.

In consequence, serious competitions have models that do closely resemble their originals. A FEW models! Example: Yearly, the Marymoor R/C Club hosts a "sports scale" contest, a considerable step down from so-called "precision scale" events such as Florida's 'Top Gun'. The many hundreds of R/C modelers all over the Pacific Northwest know they're welcome to bring any of their scale models to compete. This July at the park, there were 20 entries.

Our Chapter, or the IPMS as a whole, could certainly modify its rules to encompass scale fidelity. Models would be eligible for judging only against a set of scale documentation provided by the builder. Our April Contest & Show had almost 950 models on display, about as many as we see year after year. If we add a requirement for proof of scale, these might number more like a couple of dozen.

Is that what we want?

Bronco 1/35th Scale WWII German Rubber Rafts

by Eric Christianson

Bronco has recently released a fun little kit of two German WWII rubber rafts, which come in a small, side-opening box with instructions and painting suggestions on the back. Two identical sprues of soft grey plastic make up the contents.

Expecting a run-of-the-mill modeling experience, I was more than pleasantly surprised by the engineering and design of everything – these were made with the modeler in mind.

There are enough parts to assemble two rubber rafts. The top and bottom of each raft fit perfectly around a third, curved, inner bottom part to leave a single, very thin seam line around the exterior.

The nicely detailed wooden-slat floors were engineered so they could be painted separately, masked, and then assembled with the rest of the raft, which is what I did, using Vallejo Panzer Aces 311 New Wood. I also used New Wood on the eight paddles included in the kit. Once dry, I then spread a thin layer of Mig Wash Brown Oil paint over the wood floors and paddles and let that dry for a few hours. I then used a dry cotton swab to remove the oil paint that had not set up yet, leaving a pleasing wooden color.

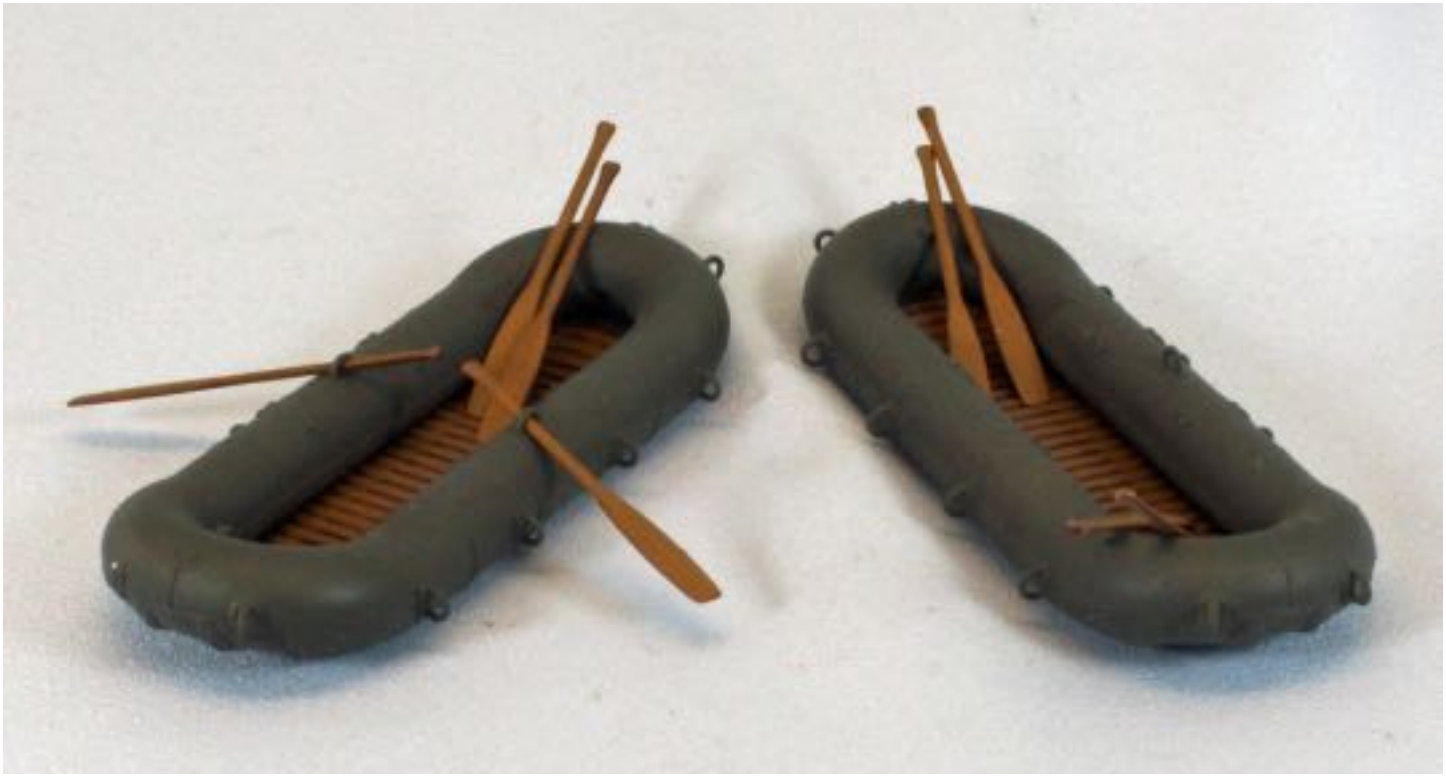
The paddle rings were a little fiddley but managed to be coaxed into place without too much trouble. No extras are provided, so the two I launched into who-knows-where were replaced with something similar from my spare parts box.

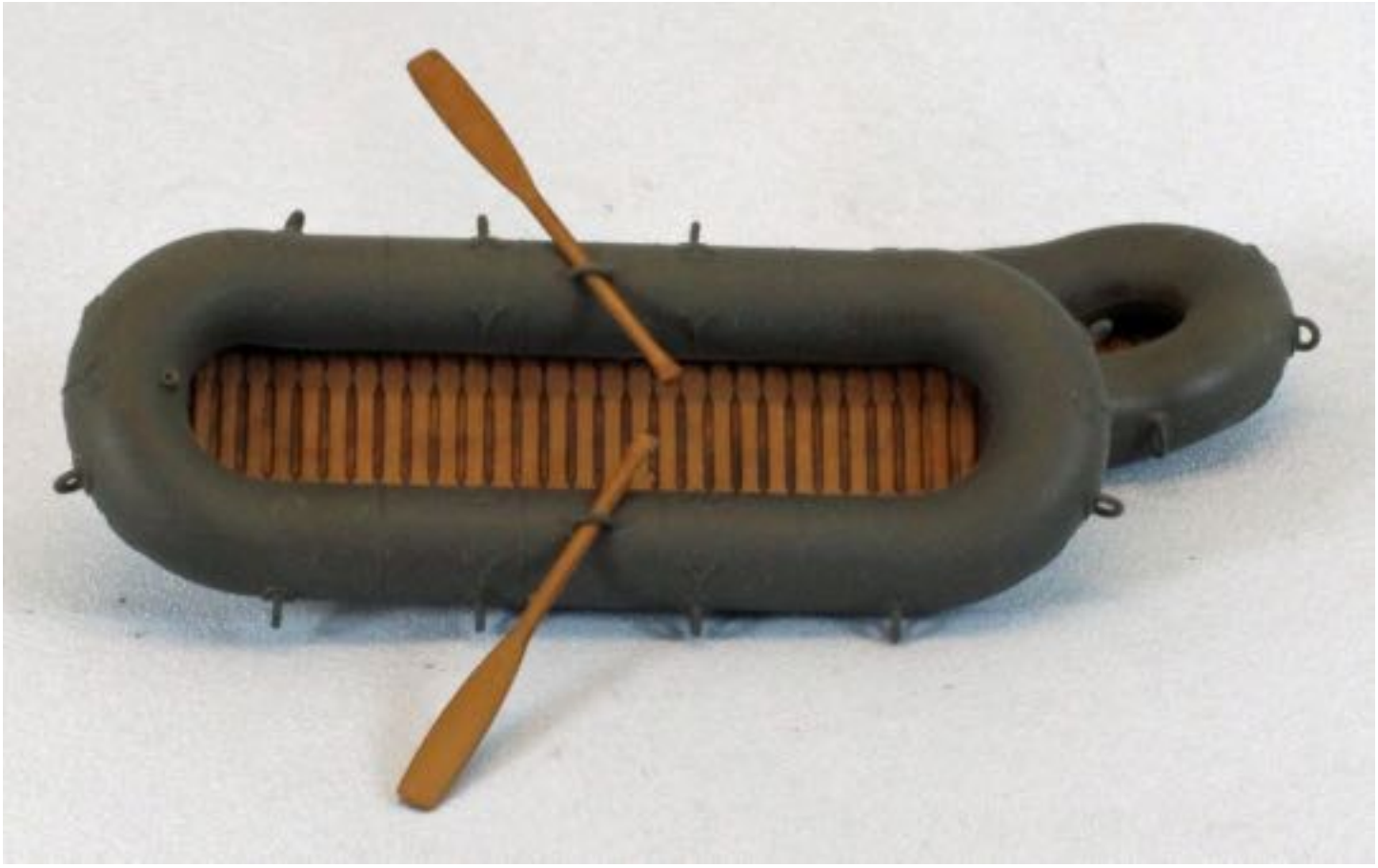
I finished the rafts using Model Master Helo Drab, followed by a coat of Vallejo Matt Varnish to knock off any shiny spots.

Building these was a fun way to spend a half-hour in front of the TV. Once the parts are clipped and cleaned, assembly is a snap, and the fit, excellent.

As a military modeler, it seems like I never have enough interesting aftermarket products to detail my AFV models, and I am happy to see such a kit produced. I highly recommend this set for anyone who needs to fill up the back of a truck, AFV, or diorama.

I would like to thank Bronco and Squadron Products for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.





Killing the Rising Sun, by Bill O'Reilly & Martin Dugard

reviewed by Hal Marshman Sr.

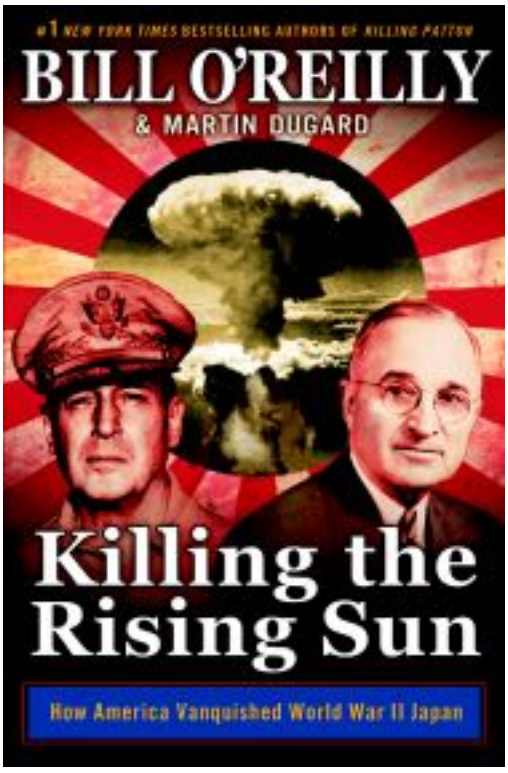
This is the latest release by Bill O'Reilly, in his "Killing" series, and the first in that series not dealing with just one person. Indeed, Bill is dealing with many millions of people all around the world. Bill begins his book with a small section about the invasion of Peleliu, giving a close and personal look at a small part of the action. Pelelui was a very bloody action to take a small Pacific island with its airstrip, which the Allied higher ups felt might be a threat to our retaking of the Philippines. Next, of course, he deals with the invasion of the Philippines, and the destruction of Manila. The last battle covered is Okinawa, and again he gets down close and personal for one action. Okinawa of course was a long and bloody battle, between the invasion itself, and the complete subjugation of that piece of real estate on the door step of the Home Islands of Japan…

With the occupation of Okinawa, the U. S. invasions are done, save of course the invasion and occupation of the Home Islands themselves. O'Reilly leaves you in no doubt of what this operation will entail as regards casualties. You are left in no doubt as to just how staggering these casualties are expected to be.

From that point on, you are led through various scenarios with Roosevelt's death, and Truman's succession as President, what he knew before that, and what he learns after that. You sit in on the conferences with Churchill and Stalin, both before, and after the detonation of the test A-bomb in New Mexico. You are let in on the bomb's development, and get to know Oppenheimer, the man in charge of the Manhattan Project, the development of the atomic weapons. Along the way, you also get to know Harry S. Truman. You see how he reacts to the news of the New Mexico test blast's success, and just what he allows Stalin to know.

Throughout the book, you also get a look into the minds of the Japanese leadership, and in particular Emperor Hirohito. You also get a look into the persona of Hideki Tojo, the Prime Minister until July 1944. You learn the whole history of the various atrocities the Japanese committed from the Rape of Nanking, to the execution of American P.O.W.s in the hours after war's end, and you learn just how high up the ladder the orders to commit these excesses issued from, and let me say here, they came from the very top.

Switching back to the American side, Bill acquaints you with Col. Paul Tibbets. You get to ride in the *Enola Gay*, on her historic mission to Hiroshima, and are inside the bomber as the Bomb is dropped and detonated. Just to keep you well rounded, you also get to fly in *Bock's Car* with Col. Charles Sweeney as the second bomb is delivered to Nagasaki, and a very eventful ride it turns out to be. Well, those bombs had to be gotten to Tinian, in order to be dropped on Japanese cities, so you also sail on the *USS.Indianapolis* as she delivers the bomb, and on her sinking from torpedoes launched from the submarine *I-58*. Not to be ignored, you become acquainted with her captain also, and the captain of *I-58*…

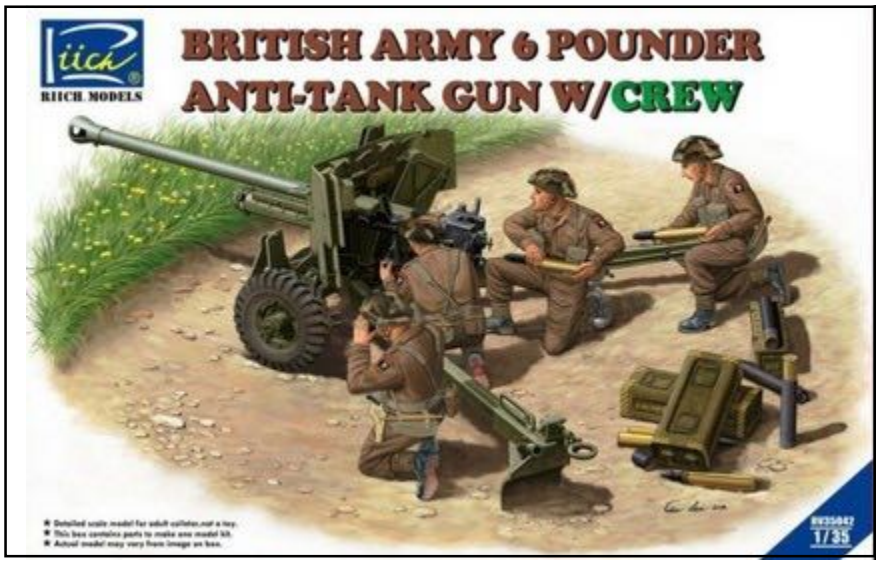


Okay, the bombs have been dropped, and all the awful details explained, now what? You see the higher ups of the Japanese government, and their Emperor trying to come to terms with the decision to enter into surrender proceedings with the Allies, and their unsuccessful attempts through the good offices of the Russians, who of course, have ideas of their own. At long last, the surrender is arranged, and you are on the deck of the *USS Missouri* as these events unfold. You participate in the occupation, you're in the room when Hirohito meets MacArthur, and finally, you experience the relief of MacArthur for insubordination, by Pres. Truman.

I've skipped through most of the high points of this book, but all through it, the attention to detail is superb. O'Reilly is not sparing as he describes the excesses committed by the Japanese, the bloodletting during the invasions portrayed, and finally the ghastly effects of the atomic weapons on the unsuspecting population of the target cities. The book flows well, and is fairly easy reading. I have to rely on an old, but true cliché, "I had a hard time putting the book down." Lots of stuff here I never knew, and I am well read on World War II.

Riich Models 1/35 British Army 6 Pounder Anti-Tank Gun W/ Crew

by Jacob Russell



The Ordnance Quick-Firing 6 pounder cwt, or more simply 6 pounder, was a 57mm gun. It was Britain's primary anti-tank gun during the middle of World War Two and also the main weapon for a number of armored fighting vehicles. The United States Army also used it as their primary anti-tank gun, under the designation 57mm Gun M1. The 6 pounder was replaced in front line service by the 17 pounder. It was smaller and more maneuverable than its intended replacement. The British consequently kept it in service, not only for the rest of World War Two, but for another 20 years. The 6 pounder was produced from 1941 to 1945.

The kit comes in a sturdy cardboard box with decent artwork of the gun and its four man crew. It consists of 165 parts on four plastic frets, plus 33 parts on a single fret, two tires and some string. The plastic parts are very well molded. They are virtually free of flash, with well placed attachment points. But these points are somewhat large. I think that more than one type of sprue cutter will be necessary to remove the smaller parts, or perhaps a scalpel, because in the case of the smallest parts their attachment points are bigger than the parts themselves!

The four man crew is also well done. Each figure is composed of 12 pieces, with separate torsos, arms, legs, heads and helmets. The heads are well molded and have a certain amount of individuality. They're also among the few parts with any flash, around the ears.

The photo etch fret is also nice, but some of the parts are so small that I question their usefulness. I envision them disappearing into the ether the moment they're cut from the fret. I guess there's only one way to find out...

The decals come in a zip lock bag along with the photo etched parts. There are two sheets, each with a protective piece of tissue paper. They are well printed, legible and in register. The decals are for the figures and ammunition.

I thought the tires were rubber at first but they're actually hard plastic. They're of the same quality as the other parts, with legible "Firestone" logos. The string is, well, string.

The instructions are very good. They include a parts map and full color pictures of the gun, crew, and the ammunition. They are well illustrated with a logical build sequence; Revell of Germany could learn from Riich Model's example, but I digress. Color callouts are for Gunze (both Aqueous and Mr. Color), Model Master, Humbrol and Tamiya. My impression of this kit is that it is a quality presentation.

NFL legend Paul Hornung used to say, "Practice, Practice, Practice." If you want to become adept at building and painting figures, then build and paint some figures. I think this kit will make a natural diorama, and for more interest you could add the truck that tows the gun...

I recommend this kit and I would like to thank Riich Model for providing the review sample.

References:
Wikipedia: **https://en.wikipedia.org/wiki/Ordnance_QF_6-pounder**

[Thanks to Chris Banyai-Riepl and **www.internetmodeler.com** *for permission to use Jacob's article. - ED]*

PrezNotes

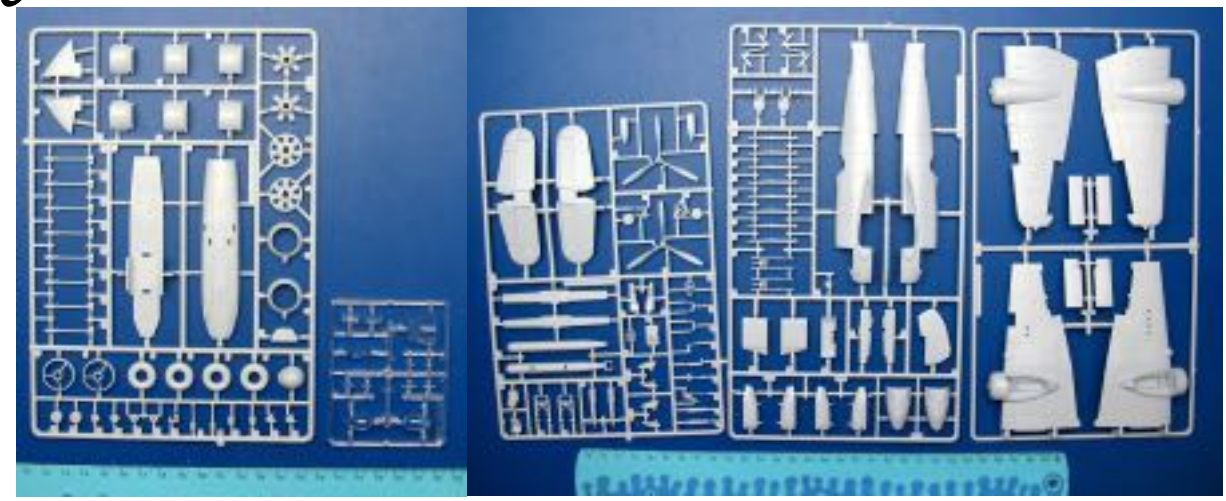
from page 1

where the undercarriage went, through which you could see the inside of the upper wing. You get the picture.

People keep saying that we live a golden age of modeling, and it's true. And nothing emphasizes that fact like laying these two kits side-by-side and directly comparing them.

Robert

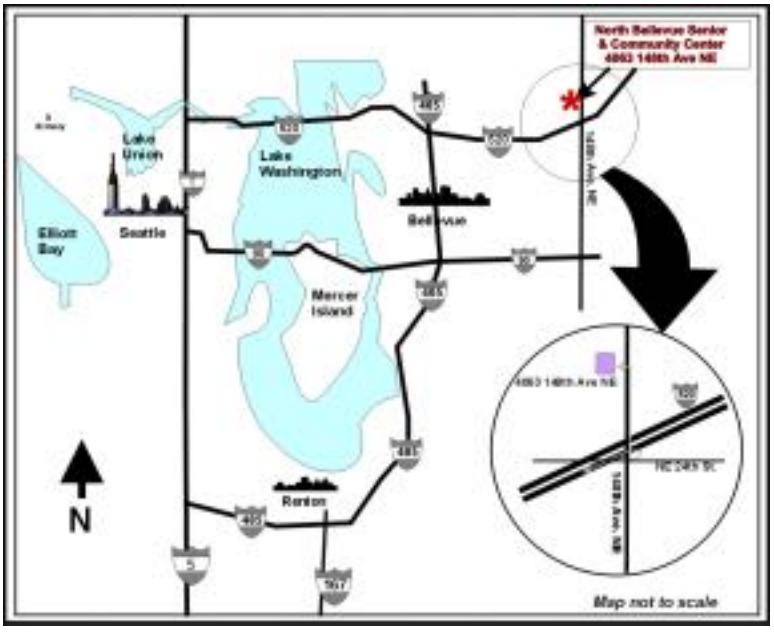
Right: The 1958 Airfix Beaufighter



Right: The 2015 Airfix Beaufighter

Meeting Reminder

Meeting: November 12



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

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