

The Prez Sez

Jim Coady

Special points of interest:

- The President is back!
- Model Auction March 11th at the Science and Technology Museum
- An article about Air Supply (not the band!)

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Well the year is really moving along and so far my experience as your president has been a positive one. Jamie's talk on judging was topnotch. I thought that what he had to say was very practical and to the point.

And with that in mind, I would like to share something from my own modeling experience. As many of you know, I have been working on my second D9 from the Airring group. I had just finished painting and clear coating the top side. A short time later, I noticed a small flaw in the paint job on the port wing

near the wing root. At first I was going to try to be creative and perhaps do a snow scene; there just happened to be some white stuff on that particular portion of the wing. A novel idea, but a cover up is not the answer. So I got out my trusty sanding sticks and set to work repairing the flaw. When it was ready for painting, I did the first coat which immediately revealed something I had previously overlooked; checking to make sure that the affected area was completely smooth and flush. I had used a green putty which later proved to be too fragile. Finally I ended up using super glue to fill in the depression. A little more sanding later,

and this time it looks like I aced it. Now the reason I am telling you this is that it seems to me if you are willing to take the extra time and effort to do the best job you can, then when the time comes for you or me to judge in a competition, our standards will be that much higher.

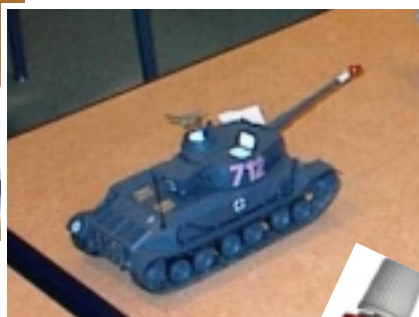
To put it more succinctly, I would not require a fellow modeler to do his very best if I wouldn't do it myself.

Anyway guys I look forward to seeing you at the March meeting. In the meantime have fun!

February Models *By John Fleming*

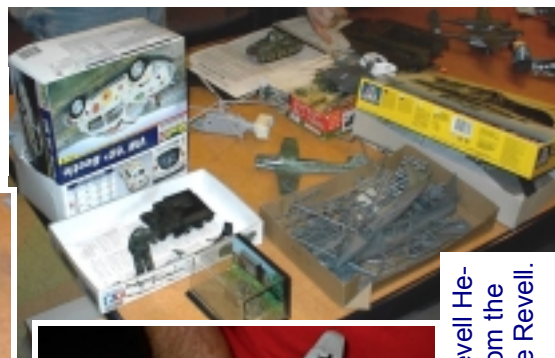


Lots of really nice aircraft and projects 'on the go' that we hope to see at future meetings!



Jeff Henderson's Early Tiger

Owen E. Oulton's Sci-Fi Entry- Owen used Rub 'N Buff to achieve the realistic metal finish.



Bill Scobie brought the new Revell He-177 and an Airfix He-177 kit from the 60's. Bill installed lights on the Revell.

Member Participation

From Graham Mansell

Well, we have had another election (?) here at IPMS Ottawa. At least we did not have the problems the U.S. had!? We do, however, have another problem, and that is lack of participation. This club is a venue for everybody and as such EVERYBODY should take part in its operation. Several people were nominated (?) at the December meeting and we heard excuses from too busy, to can't write letters, for not taking the job of President. This is getting lame, you are too busy to be the club President for a year but attend all the meetings!?

*"Bring a model,
bring a friend."*

The job is not all that time consuming, maybe an hour to two spread over a month, how tough is that? The same goes for the I have kids excuse, man how do you manage the time to attend the meetings? The I can't write letters excuse is too lame to answer, there are three other people on the executive and the jobs can be shared.

This phenomenon is not just a local one, apparently other clubs are in this black hole, one president even went as far as saying if you do not want to share in the duties then don't attend any more!! This may be a bit extreme, but those of us who do most, if not all, of the work are getting a bit frustrated with those who just want to come to meetings, garner information, assistance in modelling, and news, but do nothing to assist the operation of the club. Some of you may be angry with these statements, but before you react, at least think about how much you have done to help this club. Have you held ANY executive position? How many Open Houses have you attended? How much work have you done for CapCon? How many articles have you submitted to PostStrike? How many topics have you put forth when the President asked for presentations?

This organization is here to benefit everyone who attends, but the only way EVERYONE benefits is if EVERYONE takes their turn, because more frustration will lead to the demise of the club and then EVERYONE loses!!

Thanks for volunteering Jim, you have a very experienced executive behind you so use them to make your job that much easier!

If anyone feels the need to reply to the points raised here send the response to the PostStrike Editor and I'm sure you will get equal billing.

Graham Mansell -(resume for those wishing to respond) - President '86, Contest Director '96 - '99, Co Chair CapCon '99, Chair CapCon 7.5, committee member several CapCons, attended every Open House (but for one day), Remembrance Day Display, NAM Open House Display, assisted in NAM photo tours.

IPMS Ottawa

President: Joe Coady
Treasurer: Terry Jones
Public Relations: Wayne Giles
Contest Director: Mike Belcher
PostStrike Editor & WebMaster: Bruce Grinstead

IPMS Ottawa is the local chapter of **IPMS Canada**. Meetings are held at the Science and Technology Museum, 1867 St. Laurent Blvd., on the first Wednesday of each month from 7:30pm to 9:30pm. Visitors and guests are welcome.

Club Membership Information:

Dues are \$15.00 per year which permits members to take part in club contests, events, and the yearly members auction.

Poststrike is the official journal of the IPMS Ottawa Chapter. Articles may be copied and re-used provided credit is given to the original author and IPMS Ottawa. Contributions are welcome from any readers of **Poststrike**, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish submitted material and where necessary submissions will be edited. Submissions of articles, tips, items needed, or questions for **Poststrike** can be dropped off at a meeting or sent to:

editor@ipmsottawa.ca

IPMS Canada

Club members are encouraged to become members of our national association and parent body IPMS Canada. Memberships are \$24.00 Canadian per year and are available from:

IPMS Canada

PO Box 626, Station B
 Ottawa, Ontario
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Inquiries or submissions can be made via their Internet address:

mig@ipmscanada.com
 or visit their website at:
www.ipmscanada.com

Events Calendar

March 2001

Meeting

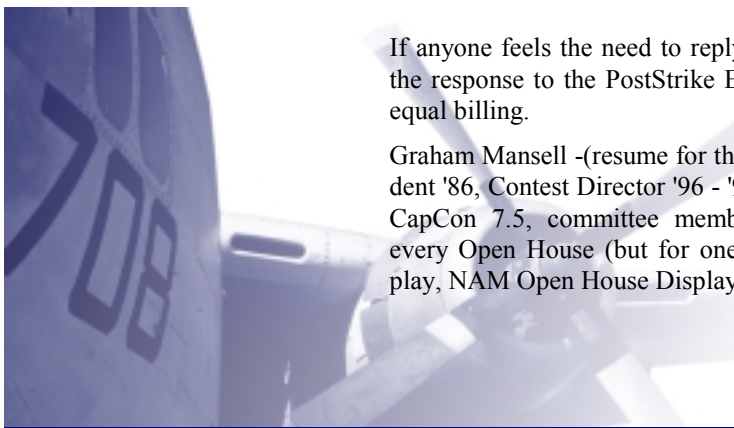
Wednesday, March 7th

Contest:

Anything Russian

Model Auction

Sunday, March 11th
 from 0900 to 1700 (planned start time of 1000 to end at 1500) –
 There will be six tables and sixty (60) chairs.



Air Supply *By Gord Enquist (Special thanks to the Victoria Scale Modellers – http://www.geocities.com/victoria_scale_modellers/)*

I would like to share a recent experience with the membership on how to create a CO2 (carbon dioxide) air supply for your airbrush.

I recently purchased an AZTEK A470 airbrush from BC Shaver and Hobbies. After many years using a Badger 350 I decided a change to something better was needed. I also knew I wanted to go silent with my air supply. My aging, noisy, vibrating Black and Decker compressor was not going to irritate me anymore. I had personally seen Ken Steacy's nitrogen set up and liked that. Percy Olson's article in the Dispatch about a refillable air tank and his email reply regarding prices and pieces were most useful to me in making the decision.

Visiting the website "aircraftresourcecenter.com" gives you Steve Bamford's refillable air tank how-to, and scrolling down further in "Tools n Tips" shows a photo of a CO2 tank set up for air brushing. I downloaded the photo to look closer and emailed the author, Rick Harvey, who promptly answered my questions (Steve, your website and contributors are great!).

Rick has been using CO2 since 1988 and his reply had me visiting a welding supply shop on Gorge road for price tags regarding CO2, Nitrogen, gauges, fittings, bottle sizes, rentals, refill rates, etc.

From another website, IPMS/Space Coast Modelers Club I found more inspiration from Mark Warthling who explained his quest for clean, silent air and how he got it together. Are you

still with me on this? I am going to try and explain the Victoria Equivalent. I got a 20 lb. CO2 tank from Pepsi-Cola out at 1991 Keating Cross Road, Central Saanich: Phone 652-6667. For \$80.25 taxes inc. Pepsi includes a \$50.00 deposit (refundable) and a full tank of CO2. You sign one piece of paper and get your tank from the warehouse next door. When I go for a future refill, \$25.00 will be the expense. Drive back to Victoria to Weldco at 538 Hillside, ph.383-4041 and see "Rob". I had phoned him earlier in the week and discussed my needs. I brought my AZTEK air brush hose and fittings. I purchase a new Pressure Regulator (Victor 250-80-540 Medalist) for \$111.65 taxes inc. Weldco changed the Oxygen fitting to a CO2 fitting so it can be screwed onto my CO2 tank and also install my air brush hose fitting. Home I go, set things up, and secure the tank against falling. IT WORKS. I am pleased.

I now have a clean, silent, dry, regulated air supply for \$111.65 plus \$80.25 = 191.85 minus deposit of \$50.00 equals \$141.85.

The gauges tell me how much CO2 is in the tank and the pressure my airbrush is operating at, totally controllable.

Cheers, Gord

(VSM editor's note: I followed up this excellent letter from Gord with a call to Ken Steacy. Ken, as many of you know, is a commercial artist, and has been us-

ing compressed nitrogen (N2) as an airbrushing air source for many years.

Ken was kind enough to point out some of the advantages and disadvantages of CO2 versus N2. CO2 is the cheaper of the two, but can be prone to forming ice crystals in your equipment if



used in any great quantity, especially in humid conditions. This can occur because as the gas expands when released from the cylinder, it cools significantly, condensing and then freezing any water vapour present in the surrounding air. CO2 should also be used in well-ventilated areas (which, if you are spraying paint, you would be anyway, right?), as CO2 is known to displace oxygen by collecting in low areas. For model building airbrushing purposes, the very small quantities of gas involved should not pose a problem, however.

Nitrogen is a little more expensive, but is an inert gas that does not displace oxygen and does

not cause quite as much trouble with ice crystal formation. Ken uses a cylinder about 2 ½ feet long, which holds enough N2 for about three or four months, with regular weekly use. There is a fee to lease the cylinder. A refill is about \$35.00 from Air Liquide, on Gorge Road. Larger cylinders are available, but the small cylinder allows some portability, and fits easily in the trunk of a car. Air Liquide also supplies all the hardware required, such as fittings and regulators. They also sell some used gear.)

Thanks to Gord Enquist and Ken Steacy



Understanding Judging *By Jamie Leggo* *The Path to a Better Model*

Why is an understanding of the basic judging criteria useful in helping you to produce a better model, you ask?

Quite simply this; By knowing what the self-appointed experts are looking for and perhaps more importantly what they don't want to see, you'll be made aware of which potential pitfalls exist and how to avoid them. Judging at a show as part of a team of more experienced builders can be a real eye-opening experience for the neophyte. Who knows, maybe the lessons learned here will mean your next 'unloved child' will bring home some hardware instead of getting shot down in flames! ?

The skilled modellers among us who are consistent winners at contests are not, for the most part, naturally gifted builders who were born producing masterpieces. Rather, they tend to be people who've paid attention to the sometimes-harsh lessons to be learned on the show circuit, and they've applied them through much practice and an honest approach to where their own strengths and weaknesses lie.

Take heart, Rome was not built in a day!

I'm going to attempt tonight to give you some insight into my experiences with judging other peoples models, and also having my own judged at various shows where different rules & methods have been in use. Whatever methodology

the contest organizers choose to follow, whether the traditional 1-2-3 ranking or the open system is immaterial, the base criteria remain the same. My particular area of knowledge is in aircraft modelling/judging, but the same principals apply to any discipline.

NB. This article is not meant in any way to be an endorsement of a 'winning at all costs' approach to modelling. An individual's choice to compete or not is not at issue here, and there is no right or wrong to what is, after all, a hobby. A number of new members at last months' meeting expressed the sentiment that they came to the club to "build better models", and I'm attempting to give them some simple guidelines as to what makes a better model, at least in the eyes of the judges. Hopefully this talk tonight can serve as a framework of topics for other speakers throughout Jim's term(s)!

In no particular order, the main points to look for when judging a model are:

Basic Construction
Alignment, Alignment, Alignment
(so important it deserves the Real Estate caveat!)
Paint Finish
Decals or Markings
Clear Parts
Weathering
Visual Appeal & Presentation
Detailing & Historical Accuracy
(this really is a distant last, all other factors being equal)

Basic Construction
 This involves such mundane tasks as removing mould

lines, eliminating seams, adding holes where they should be (gun barrels, exhausts etc.), subtracting holes where they shouldn't be (the see-through jet intake phenomena!), and many more. The bottom line in this category is that the most very basic of modelling skills is SANDING, and many builders simply don't do enough of it!!!!

I have witnessed several occasions where a builder became upset over losing a category with a model that featured a really well detailed cockpit or a knock your socks off camo scheme 'cause they kinda overlooked the San Andreas Fault running down the top of their fuselage!'

Despite comments you might have heard about some judges being blind as a bat, don't assume they won't see these things simply because you don't WANT them to. If you can see it they can too because preying for a contest room or corner of the table with bad light often doesn't work. Many of them carry flashlights!

If you want to apply the same harsh light (literally) to your model as the judges, take a nit-picker light and run it along the seams and over the finish just as they would. Shine it up into areas that your over-familiarity with or lack of interest in causes you to ignore. Never forget that a new pair of eyes is looking at your 'jewel', and these Philistines may not recognize it's innate brilliance.

"So important it deserves a Real Estate caveat!"



Understanding Judging (cont.) *By Jamie Leggo*

The same applies to removing mould seams. You could be the next Francois Verlinden when it comes to dry brushing, but this is totally wasted if it only serves to highlight the seam you missed on your gear leg or co-axial MG. Take the time to scrape and sand everything and frequently hold parts up to a light source at an acute angle to reveal any hidden grem-lins.

Alignment

To use a business buzzword this criteria is 'key-critical', so much so that errors here probably account for more also-rans on the contest table than any two other basics put together. Cliff Clavin might argue that the wing is high on the left because of the "inverse proportion of the gravitational pull vis-a-vis the proximity of the model to the equator", but this ain't gonna fly, figuratively or literally. You might convince a judge that your model did in fact carry that odd ball weapons load out, or wheels more bulged than a modeller's midriff, but nobody's going to believe that it flew with a cockeyed tail.

When judges bend down to study a subject it's not only because they're old and out of shape, but also they're checking alignment of key components such as angle of stab to fuselage, wing to fuselage, wing to tail surfaces, wingtips to ground, undercarriage, etc. When they straighten up (and grunt!), they'll continue the visual scan by checking the forward rake of the gear legs, wing alignment on biplanes,

any unwanted toeing in of wheels or underwing stores, and symmetry in deflected control surfaces. The moral of the story here is that if you're looking to earn extra brownie points for re-positioning control surfaces, don't cry if the judges spot that they're not at the same or the exact opposite angle they should be.

Any flaw, even pretty slight will result in the model being knocked from further consideration.

Eyeball thrice, glue once is your motto.

Paint Finish

This is my personal axe to grind as it were; I will knock a model from contention for a poor finish faster than any other basic flaw with the exception of an alignment problem. The paint finish you achieve will only be as good as the canvas to which it is applied, so spend some extra time with polish or primer to eliminate surface flaws rather than try to cover them up.

If the paint is grainy, rough, orange-peeled or exhibits runs, patchiness, or turbulence 'mould' along wing and tail roots it's usually gone in the eyes of the judges. Take the time to really stir the paint well and when you think it's thin enough, thin it again! Can't stress this enough, thin is in. If your paint coat is not going on well, don't fall into the trap of thinking that more paint will cover it up. It won't! You're only obliterating fine surface engraving and creating another layer that you'll have to strip, sand, or polish out later.

Over-spray that is over-scale is another common flaw that spells a detour from the winners circle. Remember that you are trying to replicate a smaller scale version of the full size prototype, and that free-hand camo should look generally very tight, with minimal, consistent over-spray. A lot of models of British subjects that I see have way too much over-spray to be in scale. A big no-no when using a raised edge mask is the inconsistency that occurs when the height of the mask varies on different parts of the airframe, resulting in a mix of soft and sharp edges between colours.

Decals

As several FSM articles have attested to these can either be a delight or a disaster to apply, and the final effect can make or break the finished product too.

Give yourself a good starting point by applying decals to a nice smooth and glossy surface. (Remember these are not always the same thing!) Look to see that the decals sink into all panel lines and over protrusions, and don't be afraid to slit them with a very sharp blade if they need help to achieve this. Make sure and that they are all aligned correctly, and opaque. Nothing looks more toy-like on a model than a decal that is translucent. Make sure that any edges of decals are not too obvious. To help avoid this edge, do not attempt to trim the carrier too close (or at all) on any of the better brands of after market decals.

These have a bevel to their carrier film that is designed to help the marking blend into the surface of the model.

If any silvering is present, deal with it ASAP, and don't for a second think that this will be hidden by a flatcoat, as these can have the tendency to accentuate silvering.

Clear Parts

This area strikes more fear into the hearts of modelers than all others combined. Remember what Randy told you last month and treat them like any other part of the kit. However you should choose to attach kit clear parts is a matter of personal taste, with some leaning towards liquid cement, cyano glue, white glue, or jewelers watch cement. One cardinal rule with clear parts must be obeyed. If you opt to paint them off of the model and then attach them during a later stage of construction remember to follow ALL of the same finishing coats at the same time as you do on the main part of the kit itself including all clear & weathering coats. Failure to do this will result in framing on the clear parts that doesn't match the colour of the surrounding cockpit areas, and in a word, it looks god-awful!

The preferred method is to attach the canopy during construction, and fill and sand the seams between canopy and fuselage like you would any other part



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Understanding Judging (cont.) *By Jamie Leggo*

of the kit. Next, sand and polish the resultant scratches prior to masking, and I'll wager that your blended-in, gleaming clear parts will put a twinkle in the judge's eye!

Weathering

Perhaps the most contentious area of them all and opinions are divided between the bashed and battered camp and the clean, pristine group. In my humble opinion, less is definitely more here, and when you think you've got just the right amount that was probably 10 minutes ago! Remember that tastes vary widely when it comes to weathering and you'll never please everyone. It is such a subjective issue, and techniques and 'looks' fall in and out of vogue.

It takes a tremendous amount of skill as well as real artistic talent to make your FW-190 look like it just flew through an exploding B-17. It's probably unwise to attempt this on a contest model without a lot of practice first. Your guiding principle is to first think about what effect you are trying to represent, and don't use weathering to attempt to hide poor construction.

Balance and subtlety in the presentation is key here to avoid the visual clash of say, a pristine cockpit area inside a really battered, weather-beaten aircraft.

Visual Appeal and Presentation

While this is not, strictly speaking, something that the judges are supposed to consider, they are human beings like everyone else, despite questions of their parentage to the contrary! While they don't judge the base that a model sits upon or the so-called wow appeal of a scheme per se, you don't want them being put to sleep by your effort either. You want to attract attention to your model and at the same time guarantee it a space on today's crowded contest tables. This may mean that a nicely done base is in order. Dull schemes without bases really have to be superbly done to garner anywhere near the attention of something flashy or well presented. Don't follow this later path with a sub-standard model however, and figure that you're going to get away with all style and no substance.

Detailing and Historical Accuracy

I left these two to the end with good reason, and that is that I personally give both of them very little weight when it comes to picking a winner in a contest. A lot of builders suffer from what I call the "Forest for the Trees Complex". That is, they place the level of detail attempted way above the basics of good construction in ranking contest models. WRONG! Just as a home is only as good as it's foundation, a super duper detailed model is only as good as it's alignment, paint, decals, etc. As my good friend Bill Devins taught me, "we didn't ask the guy to detail it, we just asked him to show us a GOOD model". The extra detail and effort involved only counts when deciding between two equally well done basic models and thankfully this kind of dead heat doesn't occur very often.

Same comments apply largely to the accuracy of a model, with one simple guiding principal to remember: Unless you have full, accurate, and equal knowledge of ALL subjects in a category, you should really avoid expounding on the merits/faults of the

one you do know about. Failure to follow this ideal means that you're unfairly biased either for or against your pet subject, while through ignorance you're giving the benefit of the doubt to the rest.

Conclusion

As I said earlier, competition is not for everyone, nor should it be but if you follow all of the precepts above your models may be more competitive, and you may just get a little more pleasure from your new found skills to boot. Remember that the hobby is supposed to be fun, so don't get bent out of shape at a contest, rather, look at it as a social gathering of people who share the same passion for plastic that you do!

