

[HTTP:WWW.IPMSOTTAWA.CA](http://www.ipmsottawa.ca)

### Upcoming Events

November - 1/72 Aircraft Competition  
 December - Out of Box Competition  
 December 8, 9 - Model Mania (NMS&T)  
 January - Best of 2001 Competition  
 February 16 - Perley Rideau Vets display  
 March Meeting: World War 1 Contest  
 March 10 - Annual IPMS Ottawa auction  
 April 14 - National Aviation display

### In This Issue

#### Features

Hand Painting Models	P.2
Tank Tracks	P.3
Your First Time	P.4
Kit Reviews	P.5-6
You Know you've been modeling too long when...	P.5
Ad Hoc Standings	P.6

### The Prez Sez



Well guys another CAPCON has come and gone and it appears to have been a great success. Someone said that Terry had a smile on his face so I am assuming everything went well.

Since my first CAPCON, I have gradually become more involved and this time around I decided to try my hand at judging. When Stu put the call out at the September meeting, I really wasn't sure at all. But as it turned out, we - that's Stu Tait, one other guy whose name I cannot recall and myself - enjoyed the experience. In fact, being part of a team made a big difference. If one judge missed something, the other would pick up on it. The experience was topped off by the fine workmanship. Furthermore, I was really impressed with the turnout for the judging. Randy had about twelve names on his list alone! It was great to see that kind of involvement.

The buffet style meal was an excellent alternative to our previous arrangement and was quick, simple and inexpensive. For me personally, presenting an award was the highlight of my day. Sure it would have been nice to win, but for me that was enough!

Well guys that's another one for the Post Strike. Take care and happy modeling.

### Ad Hoc Standings from October (photos courtesy of Owen Oulten)



#### Entry Level

In first place there was a tie between Seth Wilson's *German Paratroopers*, and Jim Coady's *Fock Wolfe*. This win advances Jim into the Intermediate level. Way to go Jim! Janyce Thompson's clever flying pig entitled "*When...*" won second place. And tied in third were two more entries by Seth Wilson, a *Sherman* and *KV-1B*.



#### Intermediate Level

In the Intermediate category, Bill Scobie - in his first time running in this category - took first place with his CFQ. Newcomer Kent Brazeau's *M-10* won second place. In third, was Mike Roy's concept *Mustang*.

#### Advanced Level

In a three-way tie for third, was Earl Atkins' *Centurion*, Jean Gratton's *BF 109 E3*, and Mike Belcher's *A-3 rocket*. In second place was Paul Eastwood's *Char B1 bis*, which advances him into the Master Class. Finally, Jean Gratton won first place with his *F 109 B2* with Spanish Civil War markings.



# Hand Painting Aircraft in 1/72 Scale

By Graham Mansell

First off I would have liked to defer this talk to Wayne Foy, an expert in hand painting 1/48<sup>th</sup> scale aircraft, but he is not around lately, so... Why do I do this? To be honest, its because I'm lazy. It takes too much time to mask and spray a spitfire, wait for it to dry, unmask it and mask another area. Why else (perhaps more noble reasons)? Historically, the British aircraft in World War II and most post war aircraft used hard-edged masks, therefore the "soft-edged" effect achieved by using an airbrush is mostly wasted on these subjects and scale. This process can be applied to 1/72 aircraft, armour (72<sup>nd</sup>), ships (700<sup>th</sup>), and figures. I have divided this process up into three main steps for using enamel paints:

## Step 1:

Keep your hands clean. The best way to do this would be to do the dishes—not only does it score brownie points with your significant other, it also removes any grease or oil left on your hands, unless of course you are stuck doing greasy dishes. Another important thing to remember before getting started is to work in a room with little or no activity; dust particles, hair (human or feline) and other airborne *nasties* that can easily ruin a superb paint job.

## Step 2:

Stir, stir, stir and stir some more. As in real estate where location is king and in judging aircraft where alignment is king - stirring is king in brush painting. Having well mixed paint will result in a uniform colour on your model. What can you use? A steel rod works well, as you do not want anything that will either come off into the paint or absorb the paint pigment. You can use plastic sprues, however I would avoid anything made of wood. Another thing to remember would be to use a good paintbrush. Natural hairbrushes do cost more than the synthetic ones, but they also work better. Size counts here too - a brush that is too small will take a long time to cover a large area; one that is too big will be difficult to manage and paint may go where you don't want it to; so pick one that is just the right size. Also keep handy a pair of tweezers to remove any stray hairs or unwanted visitors to your paint scheme.

## Step 3:

Draw the scheme on your subject with a pencil before you start to paint. When you are ready to paint, cover to the first panel line or wing and allow it to dry thoroughly. This serves a dual purpose: the wing can then be used as a handle as you cover the next section with paint; and also it controls the timing and prevents the paint pigment from settling. Once you have finished a section make sure to have somewhere to allow the model to dry that is free of dust, busy fingers or feline persuasions, like a box or if you are really lucky an empty room.

Other things to consider would be to have somewhere to put wet paintbrushes and make sure to get call display for your phone because invariably as soon as you start to work there will be some form of distraction or interruption. When it comes to fixing mistakes, one rule applies: DON'T! Allow the unsightly error to dry, then strip it, sand it and repaint it. To finish off the model I prefer to use gloss paint and Humbrol flat coat.

When using acrylics the same rules apply, however extra care should be taken to guarantee that your hands are squeaky clean. When using acrylics, keep in mind instead of applying a heavy coat, opt for several thin coats with adequate drying time in between. Why? Acrylics do not bite into plastic and therefore must be evil!



Some examples of Graham's work  
(Photo courtesy of Owen Oulten)

## IPMS Ottawa

**President:** Jim Coady  
**Treasurer:** Terry Jones  
**Public Relations:** Wayne Giles  
**Contest Director:** Mike Belcher  
**Post Strike Editor:** Seth Wilson  
**Web Master:** 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 7:30 to 9:30pm. Visitors and guests are always welcome.

### Club Membership Information:

Dues are \$15.00 per year, which permits members to take part in club contests, events, and the Annual Member's Auction.

**Post Strike** 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 **Post Strike**, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish any material and where necessary submissions will be edited. Submissions of articles, tips, terms, items needed, or questions for **Post Strike** can be dropped off at a meeting or sent to:

[editor@ipmsottawa.ca](mailto:editor@ipmsottawa.ca)

Visit our web page at:

[www.ipmsottawa.ca](http://www.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  
K1P 5P7

Inquiries or submissions can be made via their Internet address:  
[mig@ipmscanada.com](mailto:mig@ipmscanada.com) or visit their website at: [www.ipmscanada.com](http://www.ipmscanada.com)

# Developing Realistic Tracks

*Or Developing a One Track Mind*

By Paul Eastwood

There are many after-market accessories available to enhance an armour model. One of the most common and effective improvements is the replacement of kit tracks. Model Kasten, Fruiomodellismo, RHPS and numerous other companies manufacture tracks that are quite often vast improvements over the kit items.

The use of after-market tracks is not always necessary, as the kit-supplied items can be more than acceptable. Conversely, the use of replacement tracks does not guarantee better results, as if they are improperly installed, they can actually lessen an otherwise excellent model. By better understanding the nature of tracked vehicles, a better model can be built.

Track construction is covered in kit instructions and many magazine articles, and as such will not be covered in depth here. In assembling link-to-link track, liquid glue must be used. The lower run of tracks can be assembled and set aside to cure completely (on vehicles with no noticeable track sag, the upper run can be completed in this fashion as well). The rest of the track can be assembled and allowed to set 15 to 20 minutes. At this point the track is flexible enough to conform to the drive sprockets/idlers and track sag can be added. Before the glue has set completely, check to make sure that the track is straight when viewed from the front, side, and rear.

It is essential that the tracks be mounted straight. A ruler or other straight surface should be used. Special attention must be given to the sections between the road wheels and drive sprockets/idlers. If the wheels do not line up correctly, the track will be crooked. This is equivalent to an uneven dihedral on aircraft, and as likely to ruin the models appearance. If the road wheels are not aligned, the tracks will be out of true. If you make sure that the drive sprocket, idler, road wheels and return rollers (where applicable) are lined up properly, and the tracks are assembled with a straight edge, they will be square on the vehicle.

Track sag is a matter of much conjecture. In reality, if there is excessive track sag on a vehicle, the tracks are more likely to be thrown; if they are too tight, the track pins holding the tracks together can snap. Make sure that the sag is consistent. Also, do not forget to allow for sag between the road wheels and the drive/idler. If track sag is inconsistent or exaggerated, a model will appear unrealistic. Research is a must in order to determine whether or not track sag is appropriate and if so, the extent to which it can be represented. Photos of stationary tanks are essential to accurately gauge track sag, as a moving vehicle will exhibit very different characteristics. Many American, and most modern tanks show little or no sag. It is in modeling these vehicles that kit tracks are more likely to suffice. World War Two Russian and German vehicles often demonstrate more extreme examples of track sag and vinyl tracks are rarely effective in modeling these subjects.

The point of the article is not to provide a step-by-step approach to the assembly of the track but to help envision the final product. The use of reference material is essential and will provide a clear example as to what you want to strive for in a finished product.

## Wanted!

A suggestion was made to create a want ad, looking for, for sale, want to trade, etc. section so here it is! Please submit anything you are looking for and we'll get it posted for you! Send requests to [editor@ipmsottawa.ca](mailto:editor@ipmsottawa.ca) and they will be posted in the next Post Strike.

**Wanted:** 1/48 scale German Paratroopers from Pro Modeler's Ju 52 Transporter. Contact Seth Wilson at [sethgw@attcanada.ca](mailto:sethgw@attcanada.ca)

**Wanted:** pieces 105D and 108D from Italeri kit of the Kangaroo (Priest) no. 204. Contact Seth Wilson.



A factory photo demonstrating optimal track tension for a Panther.



A Panzer IV at speed evidenced by the lack of sag between the drive sprocket and the first road wheel.



American Sherman at stand still. Notice no sag between road wheels.



# Your First Time...

Bill Chapell sent me a great idea! It was what was your first serious model and what hooked you? So I thought I'd share it all with you so take a nostalgic look down memory lane and don't worry--kleenex is provided.

In my case, I was 13, I had bought the Monogram 1/32 Sherman "Screamin' Meemie" with that awesome Shep Paine colour diorama booklet. I painted, I weathered, I tried things I never would have even thought of before and nearly wore out that pamphlet I read and reread it so many times!

*Bill Chapell*

IIRC, first one on my own was the Strombecker solid wood Douglas Skyrocket. First plastic one was the Aurora Spitfire (Interest tweaked by the old 'War in the Air' TV series.) What has kept me at it is an interest in things historical, particularly but not exclusively military. If I read a particularly good book or see a really good movie, I often build a related model. These could be aircraft, ships, military equipment or figures. (My list of 'to-dos' will not be completed in this lifetime!)

*Doc Hopper*



I was about 15 or so. It was a Monogram Panzerspahwagen (8-wheel recon) and it included 4-page how-to diorama leaflet in color by Shep Paine [See *Great Scale Modeling 2001* from *Fine Scale Modeling* for a feature on Shep Paine and those incredible leaflets]. Apparently you can still buy these! (Photo is off the web, not my own)

*Jean-Paul DeCruyenaere*

The first kit I ever built was the AURORA 1/48 SCALE BATPLANE. Never thought I would get hooked on this, I was 7 years old then and it was quite serious. I never stopped building kits since then and I'm 42 years old! I have tried several scale and subject but always got back to that 1/48 scale tick.

*Jean Marc Perreault*

The first models I remember doing were the Aurora Batmobile and a couple of old Life Like 1/32 Model A Fords, way back in the 1960's. I dabbled with modeling until the mid 1970's when I came across the Monogram WWII Jeep and the Tamiya Kubelwagen, and got pretty seriously into 1/35 armour for a decade. In the late 1970's a lot of SF kits began coming out, and they've been my main focus for the last 18 years, with occasional forays into other stuff.

*Owen Oulten*

The very first model that caught my interest was when I was six years old - a P51D mustang from Revell in 1/72 scale. I got my mother to buy this for me for 36 cents at a local Towers store. When I got home I found a box full of pieces and had no idea what to do next. One of my father's friends suggested carpenter's glue. It worked fine except the canopy was not clear at the end. Lots of fun even though the propeller didn't spin. Modeling slowly subsided as my teenage years dawned but then a d 1972 corvette caught my eye and I was off again modeling for a number of years until University. Fast forward to 1997 when I stumbled on a G50Bis Fiat plane from Airfix in 1/72 scale and the whole thing started again.

*Joe Podrebarac*

It was a 1/72nd scale Airfix Albatross biplane in pale blue plastic and worth about 5 cents in Canadian "script" in 1959. The Canadian and U.S. forces were paid in small paper money resembling Canadian Tire money and as I recall the bills were the same for both and even the nickels and dimes were paper. I bought it at the PX at 1 Wing at Marville France. It came in a plastic bag with a paper header and when I finished it (in about an hour) it was unpainted and not too square but it was just about the prettiest thing I ever saw! Of course back then I could see 1/72nd scale...

*Pete Richard*

I built my first model at the age of eight while I was living in England. It was a 1/72 Airfix Hawker Hurricane and the building process was a family affair. My dad and I started to build it, but as my bedtime approached I was "grounded" for the final steps (I think I was sent to bed so he could enjoy finishing it by himself). The next step involved me painting, which was quickly taken over by my mother—who I love dearly but has no knowledge of British WW2 camouflage, as the underside of the plane sported the same camo pattern as the top. The plane became one of my prized possessions and it flew thousands of combat missions against Matchbox cars, Eski soldiers, Brio Trains, and Lego fortresses. I still had that kit up to about a year ago, it had lost its landing gear and prop, but the rest of the structure still held fast. Looking back on it I built many other models after that for years, but they never had the appeal of that first one, despite fighting for my turn to build it.

*Seth Wilson*

An Aurora CF-105 Arrow. I won it in the kid's Christmas draw when my dad worked for Kingsway Transport back in...1968. It took a few months until I got the right paints and before I was allowed to build it. Much later after that, my brother and I would sneak out with empty bottle money and buy 75 cent models in a bag at the drug store in Lachine, Que. We had so many at one point that we were not allowed anymore so we thought we'd better get rid of some. We took the worst, set the tail on fire then threw them off the 4th floor porch into an empty lot! The fastest build for us was about 30 minutes on a park bench in LaSalle Park and that included painting! It was a FW 190 I remember. I now build one every five years give or take, while my brother, who is out in Alberta, builds an AFV every month for the last 15 months at least. I better catch up

*Jacques Brunelle*

When I was about ten years old, my dad, a Major in the U.S. Army, took me on a tour of his office and a communications trailer (named the White Elephant) at Ft. Bliss, Texas. While there, I met an elderly man who did the typical pat on the head and "How are you doing, son?" routine, then pulled a military miniature from his pocket. Well, that caught my attention - painting your own soldiers would be really cool, I thought. It was an Imrie/Risley and he also had the metal files, explaining how he wiled away the day cleaning off the flash and painting miniatures.

Well, I just had to try that, and after getting home and telling my mom what I just saw, she went to a cabinet and pulled out some boxes, which turned out to be Revolutionary miniatures from Strombecker - it turns out that not only did my parents collect miniatures, but my mom was also interested in painting them, too. After she was satisfied that I wasn't going to paint the figures and move them to the sandbox—which doubled as the most horrific battlefield in our neighborhood—she gave a few of them to me for my first attempts. My first figures weren't pretty - have you ever seen someone with an eye on their cheekbone?

I spent many hours after that, at times getting up as early as 6:00 a.m. on weekends, driving my parents to the brink of insanity (well, there were other things that irked them, too). I then joined IPMS El Paso and started building a variety of kits. I still have my first attempts at figure painting, which is a good benchmark as well as an excellent record of how far the military miniature industry has improved, and like the ad says "you've come a long way, baby!"

*Bruce Grinstead*

*More to be provided in next month's issue!*

## Kit reviews

### Revell's Heinkel He 177 Gief Heavy Bomber 1/72 scale

By Paul Bornn

When I opened the box I was greeted with a sealed package of well-moulded parts in a flat grey colour, with a small tree of clear parts. A thick and large instruction manual along with a large decal sheet followed. On inspection of the parts I found that there was very little flash and no pitting, the panel lines and details were very crisp and



*Photo courtesy of Bill Chapell and the Hobby Centre.*

clean. The individual parts required very little clean up and the fit was superb. In fact the navigator's control turret at the front top surface fit so well I did not glue it into place rather I was able to remove it to allow looking into the cockpit from above. A feature I like when displaying the plane because there is a great deal of detail in that little cockpit, it would be a shame to hide any of it.

The instruction manual is very detailed with clear explanations and a clear listing of what parts are painted which colours...leaving out the guesswork. The instructions provide the opportunity to build a couple of variations on the bomber. Detailed pictures of the decal locations were provided and two camouflage variations. The instructions also included where the acrials were located something I find lacking in some kits (good thing there is a picture on the box)! What I personally like are instructions that provide a little history of the aircraft on the front page, which I find useful when conceiving a diorama or a particular aircraft and the Revel kit has an interesting and informative history of the aircraft. The kit is the A-5 version, and comes with three Fritz-X anti-ship missiles and several bombs for the large bomb bay. However the kit lends itself for modification for a different version. I looked at several photos from various books of the aircraft and the detail looks accurate. Nothing looks mismatched or out of scale. The clear parts are clean and clear showing the detailed gun pods and interior. The only difficulty I had was with the bottom rear machine gun mount which I had to sand a little on the clear part in order to get it to fit properly in the fuselage.

I also liked the fact that Revel used the RLM colour numbers in their paint instructions. Therefore, I used the Model Master acrylic paints because they have the RLM colours--they also provide enamel RLM colours. The kit took to the paint very well as no detail was covered and I did not have to re-scribe any of the details.

Overall I would have to say for \$25 (with tax!), the Revel kit was a lot of fun to put together and looked really nice when finished. I would recommend this moderate sized 1/72 plane for anyone. However, this may not be a kit for new modellers but with a little care anyone over 12 could build a nice kit. In the hands of the more experienced modellers Revel has provided a kit worthy of praise and a good challenge for all.

**You know you've been modeling too long when...**

- You need to paint the living room, and you ask for the FS595 number.
- You walk out of 'Titanic' and think "Just how big would that ship would be in 1/48?"
- You get a cold sweat and a tingly feeling when you hear about a new hobby shop opening up, even though you already go to three shops every week (Mike Belcher)
- You really like the F-15 model your 10 year old is working on, and hope he doesn't finish it so you can...or, offer to trade him Lego™ (Bruce Grinstead)
- You ask your wife to call you at home and she calls you at the hobby shop. (Jim Coady)

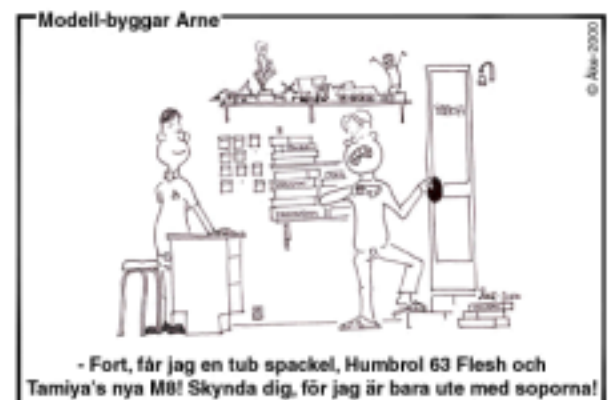
### Quote of the Month:

"My wife says, why can't I remember to take out the garbage once a week, but I can remember the paint number on all of those little tins?"

*-Mike Belcher*



### Something from IPMS Stockholm...



**"I need a tube of filler, Humbrol No. 63 Flesh and Tamiya's new M8!  
Hurry on, I'm carrying out the garbage!"**

# Revell Kit 1804 - Nike Hercules – The History Makers

By Joe Podrebarac

This review is not a kit that is new on the market, rather a look back at a re-release of an old kit from a bygone time. The tooling marks on the kit indicate an original date of 1958 and the re-release was done in 1982. Why build this kit – in the vein of modeling fun subjects this is an interesting choice.

A little history – The Nike-Hercules was the second ‘combat ready’ land based surface-to-air missile to be put into operation by the U.S. Army. The development of the missile was the result of close collaboration between Douglas Aircraft Company, Army Ordnance Corp, Bell Telephone Laboratory, and the Western Electric Company. The dart shaped missile carried an atomic warhead and the booster and sustained stage were powered by solid propellant rocket engines. The Nike Hercules system became operational in January 1958. Over 25,550 Hercules were produced from 1957 to 1978.

The kit is in ‘box scale’ and the 53 parts are molded in white with no flash and very few sinkholes. The instruction sheet is clear and in the old style, ie. it has words describing what the parts are. Assembly was straight-forward and I felt like I was 10 years old again slapping a model together and seeing progress before I left the table. There was some putty work required around the fin to missile body seams as well as the booster motors, but these were reasonable. The surfaces contain both recessed and raised detail and are not over powering. The maintenance platforms provided in the kit are solid plastic with grating impressions. These were reconstructed using 0.040-inch styrene and brass screens were fitted. The hydraulic cylinder shafts were foiled to give that shiny appearance we are all aware of.



The missile and boosters were painted with Tame flat white acrylic XF-2 using two coats and then a single coat of X-2 gloss white applied. The final surface was suitable for decals at this point and the kit-supplied markings were added. The decals were of reasonable quality except four of the unit marking was slightly out of register. A final coat of Future was applied over the decals to blend the surfaces and give slight gloss sheen to the missile. The recessed panels were highlighted using water colour paints but ever so slight to convey a nearly new condition. Masking tape was cut in the shape of booster motor covers and painted red.

The launcher was a straightforward build and without problem. Some putty work was required around the hydraulic pivot points and the launcher rail. The sub-assemblies were first painted with flat black and then progressively lighted coats Model Master RAL 7021 Panzer Schwarzgrau were applied to highlight the launcher. The instruction sheet called for ‘gray’ and the aforementioned colour seemed to give a suitable blue gray tone. Decals were added to the launcher base and rail and subsequently coated with Testor’s dull coat to blend the surfaces and decals. The launcher was assembled in a slightly raised position to simulate the missile being raised to the vertical for take off. Originally, the model was to be a home built toy and the hinge points allowed the launcher to be moved and repositioned to simulate take off and have some good old fashion fun. I did not attach the missile to the launcher since I like to simulate take off. Dry brushing brought out details as well as some depth of the subject.

The model was completed after one weeks effort and is an interesting addition to my 1/72 plane kits. An excursion to modeling that is not an airplane, is making me lead toward 1/35 scale armour in the future. You just never know.

Bottom-line – get a kit, built it, and have fun!



## Entry Level

B. Wilson	32*
A. Boettcher	19
D. Douglas	18
S. Tait	11*
J. Coady	26**
K. Allen	7
J. Beveridge	6
G. Thurber	4
R. Podrebarac	10*
Jim. Podrebarac	6
J. Mercier	1
J. Fleming	6*
S. Wilson	19**
P. Bornn	2
J. Dubiel	4
J. Thompson	4

## Intermediate Level

D. Astwood	56
M. Roy	45*
M. Dubois	29*
G. Mansell	22
K. Tappin	20*
T. Leger	20*
O. Oulton	11*
R. Purgina	14*
J.P. Decruyenaere	14*
W. Foy	7
E. Beyer	7*
J. Routley	14*
B. Scobie	6*
S. Trembl	6*
D. Macdonnell	14*
C. Maheu	3
B. Grinstead	3
C. Loney	3
D. Barclay	3
J. Cameron	1
N. Saunders	4
R. Gravelline	8
D. Nadon	6*
K. Brazeau	4

## Advanced Level

W. Giles	-
M. Burke	30
M. Virr	18
M. d'Avignon	12**
J. Gratton	22*
S. Fochuk	9*
J. Leggo	16*
G. Barling	2
T. Jones	7
J. Coade	17**
M. Belcher	2
R. Blum	
P. Eastwood	21**
P. Hyland	5
Joe. Podrebarac	-
E. Atkins	13*
D. Showell	-