



# PostStrike<sup>®</sup>

IPMS Ottawa Newsletter

December 2001

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

## Upcoming Events

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**

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## The Prez Sez



Well guys it has been quite a year and I can honestly say I have enjoyed being your president. I must confess there was some trepidation when my hand went up that December night. It wasn't long before I settled in to my responsibilities.

As you know, this coming meeting will be *The Best of 2001* and it reminds me of some of my personal highlights over the past twelve months; Model Mania, the auction, but most of all CAPCON. I really enjoyed being involved both as a participant and a judge. The latter was an unexpected pleasure for sure. Being able to present one of the awards was also a real treat for me. It is true when they say it is better to give than to receive.

Overall, it has been wonderful to be more involved in the club, seeing our membership grow, benefiting from the wisdom of our experienced modelers and listening to the concerns of our members. Finally, I would like to thank all of you who responded each month to our topics section. So that's it for now people, see you at the December meeting.

## Letter from the Editor

Operating on the advice of Joe Podrebarac, I investigated the IPMS Stockholm website and I must say I was truly impressed. The site ([www.ipmsstockholm.org](http://www.ipmsstockholm.org)) was jammed full of information, articles and features. Furthermore, after contacting the editor/ web-master, I was pleased to discover that they were friendly and eager to exchange information. Thus, the inclusion of the article *World War One Armour Revisited*. I felt that this would be a great teaser and motivator for March's World War One competition. And not to worry, to motivate all you bug-eaters out there, next month there will be feature on Don Astwood's World War One aircraft.

The Stockholm website led me to consider my own goals as editor of the Post Strike—mainly to increase the awareness and participation of those interested in modeling—and what I would like to see evolve over the next year with the club. I came to the conclusion that I would be very interested in helping to set up the foundations of a similar website to the IPMS Stockholm site. Of course I don't expect this to occur over night, and I certainly don't think I can do this myself, but I am willing to work with some other members to make this happen.

As a fellow member, I would also like to see some improvements to our IPMS Ottawa group in the new year. I believe that there is a need for a "New Members" manual which outlines the many facets of this club. I would also like the group to explore ways of getting more young people involved...perhaps next year we can (I can) try a "Make-and-Take" event at some of the shows such as *Model Mania*. I've certainly read enough about companies such as Revell-Monogram and Tamiya who will sponsor these events for free, so why not give it a try?

With the approach of a new year, it is traditionally time to reflect on what has past, and more importantly what is yet to come. Personally I'm excited, I am looking forward to becoming more active in the club. I am looking forward to trying out new models and techniques. Best wishes to you and your families in 2002.

## Modeling with Pastels

By Sid Trembl

Pastels can provide subtle details to any model at any scale. On large-scale vehicles they can be used to accentuate panel lines, exhaust and cordite stains, or oil stains. On small-scale models, pastels can be used to complete subtle camouflage patterns and mottling. With some practice, pastels can be used instead of an airbrush for soft-edged camouflage patterns. Before getting started however, a review of materials is required. Pastels come in two forms, chalk and oil, they both cost on average between \$1.50 and \$2.00. Chalk pastels are hard and chalk-like and when they are rubbed, they produce a dust-like powder. Oil pastels are more crayon-like and produce a smudge pattern. For these projects, chalk pastels are to be used not oils. Another tool required is an artist's stump, which runs about \$2.00 each. The stump is rolled paper, which can be sharpened like a pencil.



Sid hard at work (Photo Courtesy of Owen Oulten)

To properly apply pastels, a gloss coat (*Future* floor polish works well) with a matte finish, which provides bite and holds the pastels. The artist's stump can be sharpened to whatever point is required and then rubbed along the pastel. The stump can be used like a pencil and applied to the appropriate areas of the model. Once the pastels have been added, a light misting of a dull coat can be applied. The use of an acrylic coat is recommended since it is not as likely to wash away any pastel effects. There may be a slight altering of the pastel hue, but more pastels can be added as required. Pastels are very fragile on any model and very careful handling is recommended or the pastels will rub off.

## November's 1/72 Aircraft competition

Photos Courtesy of Owen Oulten

Despite some confusion, November saw another special competition, this time for 1/72 aircraft. The Ralph Leonardo Trophy, which was advertised for November was actually awarded at CAPCON, two months earlier. However there was a fairly good turn out this month with a wide range of entries from modern spy planes to several World War One biplanes. Tied for third place was Don Astwood's Nie 17 and Earl Atkins' SR-71 Black Bird. Don also received a second place award for his Nie 11. In first place was Earl's spectacular Hawker Hurricane in an overall white paint scheme "Nicki." Well done by all those who participated. The next contest will be held in December for "out of the box" models.



Earl Atkins's "Nicki."



Don Astwood's "Nie 11"

## 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)

## Dear Terry and IPMS members,

Thank you so much for the table at the CAPCON Conference and for the supper at night. I was very pleased to be asked to present the trophy in Ralph's honour. It was so pleasant to talk to everyone again—you are such a great group!

Sincerely,

Joan Leonardo

## Scratch Building 101

By Paul Bornn

Photos by Owen Oulten

The first rule of scratch building is that ANYTHING GOES! It is here that you allow your creativity run loose. Common items—and those that aren't so common—turned around become something entirely different. This where keeping a box of spare parts and *stuff* is great...you know that extra piece that makes a "type A" a "type C" but you didn't use...keep them. I also found that collecting old or dirt-cheap kits to be a good source of parts—I guess there is some use for Airfix kits after all! The hull or body of a plane or tank can be a great place to start when creating something new and different. I am not partial to the scale, 1/48th can easily be cross-matched with 1/35 or visa versa. Another great source of parts is the dollar store, any art supply store, and especially Home Hardware. For example, the metal screen on your back door makes great side armour for 1/35 German armour. A low E string and G string (on guitar that is, not underwear) make a flexible base for armour antennas for either 1/35 or 1/72 kit, and at 4 bucks a metre, that is a lot of tanks! Remember those McDonald stir sticks that look like long spoons? Well, if you cut them down and file them a little they make good 1/35 shovels/tools. Speaker wire insulation become hoses, and solder more hoses, copper wire—you guessed it—more hose or oil lines. That bottle of Scope sitting at the bottom of the cabinet in the bathroom, can make great rocket engines!! Watch a sci-fi movie and look a little closer at the space ships and see if you can say where you've seen those wings before, an F14 maybe? Before you toss that old TV, open it up to find a year's supply of engine parts just waiting to come out, and the cost to you is ZERO. There are places that recycle old electronics and throw out a lot of stuff. Talk to the managers of these places and ask to go through the garbage. Garage sales, flea markets, even your kid's toy box...there is wealth of parts out there. And remember, never throw out that old model - recycle, reuse, and rebuild!

Now that we have a big box of parts, we need tools. I find a good set of cutters, a small saw and mitre box are essential, as is your pin vise and drill bit. A Dremel makes the work go faster. I find the flat copper alligator clips at Radio Shack are great for holding small parts. And you cannot live without a good set of fine tweezers and locking clamp like a hemostat. Milli Put is great for filling holes, easy to use and sands well. For myself, I have a pair of reading glasses for \$2.99 for those close up detail work. Sand paper and emery boards are essential to scratch building as there are a lot of rough areas to smooth out. The larger the grit number, the finer the paper. Start small and build up to get that texture you desire - and remember low grit is good for creating a ruff finish.

The most important step in scratch building is your imagination. Whether you are building something that already exists but has no kit, or something completely new...you need to plan out your idea. Draw plans, test fit parts, look at gaming books, or read a book and imagine. There is no limit to the ideas out there. Try to copy something out there to experiment with building techniques. And remember, a hobby is supposed to be enjoyable, so have fun!

### Attention--All Aspiring Modelers!

The Hobby Centre is now offering modeling classes. Dave Thule will be holding hour long modeling sessions to cover a wide range of topics including basic tools and skills, figure painting, and weathering. Most of the models being used are from the War Hammer, Citadel range but the skills illustrated are universal. Topics are geared towards a younger audience, but all ages are welcome (check out the duff in the stripped shirt). The first session took place on Friday November 23, with modest attendance and covered some of the basic skills and tools for modeling. The next session will cover figure painting. All people interested are encouraged to call the Hobby Centre at 739-9020 to let them know. A schedule will be made up based on interest. The sessions are free, but require more attendance to make them worthwhile.

Hope to see you there and enjoy!



*Modeling sessions appeal to both young and the not so young. Photo courtesy of Bill Chapell at the Hobby Centre*



*This tank is based on the M109 Paladin and given a Sci-Fi scratch built look to it.*



*It used to be a Hobby Craft EA6B Intruder...I call it the Intruder.*



*Tamiya released the Marder III this year, it now has become the Marder III 40,000.*

## WW1 Armor Revisited

■ by Martin Waligorski  
■ photos by Peter Alsterberg

Article first published by IPMS Stockholm,  
February 2000. Printed with permission of author.

### Trend or Coincidence?

Recent years brought back the interest for World War I models, both on the armor and the aircraft modeling scenes. Here a few examples of the early armored vehicles in model form. All three models have been displayed at the last year's IPMS Open competition, where the photos were taken. Enjoy - and get inspired!



Kjetil Gulli built the British Mk. IV Tadpole tank from the Emhar kit in 1/35th scale. This massive vehicle existed only in prototype form--it never did go into production due to flexing problems. The Emhar kit is reportedly of fair quality, however, as can be seen, it can be turned into an impressive model straight-from-the-box.

The well-known British Mk. I was the first tank in service ever. Here a captured example with German markings. Lars Heydecke built this award-winning model. What is not obvious from the picture is that the scale of the model is... 1/76.



Also shown here a Mk.I and the same small scale, but this time the modeler is Andreas Bennwik. Note the extensive, but realistic weathering and a simple but very effective base

Another prize-winning creation of Kjetil Gulli. The Medium A Whippet was only the world's second production tank. It was also lighter and more agile than the heavy Mk. I. Also this model has been built from 1/35 Emhar kit with no modifications.



## Kit Reviews

### QUICK VIEW - VULTEE P-66 VANGUARD

By Jim MacKenzie

The P-66 Vanguard started life as a pursuit design with the manufacturer's model number 48. Some references list this model number as P48 which creates confusion with normal USAAC/AAF designations. The aircraft was designed as a low wing cantilever monoplane with all metal stressed skin construction and retractable gear. Remember this was 1938.

The most interesting factor in the model 48 design was the use of the P&W R-1830, 14 cylinder, radial engine in a fully cowled installation, as streamlined as any in-line engine. By the time the aircraft, now named Vanguard, took to the air on 08.09.1939 the model number had been changed to 61. It was a slick looking aircraft. However - there's always a 'however' isn't there - the cooling problems were never completely solved and a succession of 'add-on' cooling scoops somewhat compromised its appearance. In addition the streamlined cowling did not provide the anticipated higher speed and the extended shaft added weight while giving away horsepower.

Disaster struck during a photo shoot, when the Vanguard, on final approach, struck the photo aircraft with its extended gear. The Vanguard made a belly-landing with minor damage. [The photo aircraft crashed with fatalities]. The model 61 Vanguard was rebuilt with a normally cowled engine and given the new model number 48X. The 48X was basically the prototype for the model 48C which became the production variant. Confusing isn't it?

Sweden ordered 144 of the model 48C Vanguards. This order was eventually cancelled by the U.S. government. The Vanguards were then earmarked for England and three of them, BW 208 / 209 / 210 were given RAF serials. The Vanguards were to be used by the RAF in Canada and at least one, BW 209, was painted in RAF camouflage colours. The entire order was then to be delivered to China. Immediately following the attack on Pearl Harbor the Vanguards, that had been playing musical owners, were given the designation P-66 and USAAF serials 42-6832/6975 along with olive drab over neutral gray camouflage. The 14<sup>th</sup> Pursuit Group used about 50 of the P-66s on the West Coast for defence and training. Eventually all P-66s were ferried to New York to be crated for shipment to India for use by the Chinese. Not all aircraft made it to India and of those that did, the Chinese Air Force was not prepared to make good use of them despite the best efforts of Vultee and USAAF personnel.

I have a 1/48th vac-u-form kit of the P-66 and other than the fact that it is produced in Poland, I'm not really sure who the kit manufacturer is. There is a triangle with an 'S' inside and the 'distributor' is "Alains Inc." I purchased mine for \$18.00 in 1995 from 'Le48ieme' - [Jean-Marc Perreault in Montreal].

The kit consists of two 9x5.5 inch styrene sheets, a number of fashed in resin parts and a canopy. The fuselage is split vertically and the lower wing is full span, fitting into the bottom of the fuselage and two upper wing sections completing the construction, much like a normal injection kit. The fin and rudder are molded in with the fuselage halves and the stabilizers are upper and lower moldings. The cowl front is separate and the sheets contain various other pieces such as gear covers, exhausts, intakes, seats, etc. The resin parts are quite well done and the few air holes can be easily filled. Removing the gear legs from the flash may prove to be a bit of a chore, however they do look quite good. The canopy.... well it's a canopy and a coat of Future Floor Wax certainly would be to its benefit.

The panel lines on the fuselage are quite large and 'soft' - Fill them and re-scribe them [big job] or leave them as is? It's your model, and your choice. Strangely enough the panel lines on the stabilizers are quite fine and seem much better than the lines on the fuselage. The quality of the panel lines on the wings lies somewhere between these two. Internal cockpit ribbing is provided on the vac-u-form sheet, however due to the limitations of the molding process it would seem as if these moldings better represent 4 inch PVC pipe than cockpit ribbing. In any event these moldings can be used as a pattern to make your own ribbing from wire, plastic rod or stretched sprue.

No decals are provided and colour schemes are shown for a USAAC P-66 and a Chinese model 48C [which is noted here as a P-48C]. The instructions are printed in Polish and English with the historical data somewhat at odds with other sources. Construction information consists of a parts list and a 'exploded' drawing. Five-view line drawings are also shown.

Overall it is a 'buildable' model and the dimensions seem quite close to published figures. As far as I'm aware it's the only game in town for the P-66 Vanguard in 1/48th scale.



Model 48 with the fully cowled radial engine



## Your First Time

As promised, here is the second installment of the first kit that really inspired you to build. What can you expect next month? Well, Jean Gratton suggested your worst hobby-related injury, so try and remember the story behind those scars - and it goes without saying - the gorier the better!

I have been building models since the mid 1950s. The first model that I can remember building was a B-58 Hustler bomber by Revell or Aurora. It was molded in silver gray and by the time I had finished gluing this kit together, it had more glue fingerprints on it than the FBI had in its archives!!! But that wasn't the one. The first serious kit that caught and kept my interest in modeling going was a 1962 Chrysler 300 produced by Jo-Han and bought for the princely sum of \$1.99 plus 3% sales tax (wouldn't it be nice if we could see that again!) at Hobby House--which was then located at 93 O'Connor. The price was right. It was the end of the year and the new 1963 kits were on their way and this one was on sale, marked down from \$2.49. At that time every penny saved was important as it helped me to plan for my next purchase. (Money was hard to come by.) It was molded in gray-beige plastic and was of the 3 in 1 type that was so popular in the '50s, '60s, and '70s. Back then, when you bought a kit, you built it from the box, no way that you would kit-bash and use two or three kits to build one model. Plastic in those days was too valuable a commodity to waste. If you could afford to buy more than one kit, you built them all, no waste of valuable plastic--Never! Perish the thought! Back then I could barely afford to buy a 15cent bottle of paint. Anyways, I digress and wax maudlin, (I feel like someone in a Stephen King novel looking back and reminiscing on his childhood!) so, back to the future. This kit was brought home and opened with great awe and anticipation. As the box top came off and I gazed reverently on the mass of plastic that was in the box, I almost fainted! There it was, so much plastic, chrome pieces. Unbelievable! There were so many ideas forming in my mind. How was I going to put all those pieces on one car body? But in the end, I managed to do it: Custom parts! Racing parts! Decals and any other part that was available. Was I proud of that car or what! In retrospect, the construction of that kit left a lot to be desired but that was the start of my modeling career and it has continued on and off since that fateful day back in late 1962. *[The Editor would like to note that he was not even atwinkle in his parents' eyes at this point]*  
Forty years! A long time, but pleasurable for the most part.  
Peter Hyland

" My favorite model will always be a 1/72 Airfix Hurricane I built many summers ago. I had saved my allowance for two weeks in order to buy model, glue and Testors paint in the small glass bottles (truly God's paint). There it was, after a full afternoon of work, in all of its glossy glory. It served for many campaigns, diving and pulling high G turns and since we had a pool it must have been the very first amphibious Hurricane. It was finally downed by an over zealous mother on a cleaning rampage.

"Never has so little, given so much, to so few."  
Jean Gratton

After a lot of thought, and just as much procrastination, I decided that my first 'serious' model would have to be an Old Monogram FW-190 (48th of course) that I built probably around the age of 12-13.

I call it serious as I used putty for maybe the first time as well as masking all the bands, cowling etc. This would have been one of my first paint jobs with my trusty old Badger 200 (which by the way, is still going strong!). It's also the first model I can ever remember building that actually represented an Aces bird, in this case the 190A-4 of Siegfried Schnell. I didn't know this at the time, but I got a pleasant surprise, years later while thumbing through a Luftwaffe book!

Alas the bird didn't survive, but I can still clearly see in my mind what she looked like. Sigh.  
Jamie Leggo

## Evolution...



## Next Month...

*Neuport 11 Bebe in 1/72* by Don Astwood  
*Heinous Injuries in Modeling*  
*Review of Heller's Formica Rufa*  
*Japanese Aircraft - Part 22* by Jim MacKenzie  
More articles are always welcome!