

Seattle Chapter News



Seattle Chapter
IPMS-USA
July, 1997



How To Build For the Judges

Judges — what do they really look for? **BASICS!** A \$100 in aftermarket products will not make any model an automatic winner if the modelling basics have not been followed. On an aircraft model the first thing I look at is to see whether or not the stabilizers line up horizontally or evenly. Are seam lines on small parts or even the bottom of the model removed? Are there glue or tool marks? How well are paint and decals applied? If a model shows wear, is it done over the whole model? Are the canopy frames done well? On armor models, if the hatches are open, is the interior detailed and do the tracks show through any opening? Is the bottom of the model painted or the model company logo removed? Do the tracks sag properly? On ships, are color separation lines clean, the rigging done correctly? On figures, I look first at the eyes. Are they both looking in the same direction and is too much white showing. Is the uniform painting done to show highlights and shadows. On autos, is the paint finish smooth, are the wheels aligned, is the engine detailing complete and the chrome trim, if any, applied cleanly? Sometimes, a winning model is judged by the least number of basic errors. Remember, it isn't the highly detailed model which impresses the viewer, it's your attention to detail and the overall quality of your completed effort. If you want an interesting experience try judging at a contest, it is truly a learning experience. See you at the meeting.

Terry

1997 Meeting Dates:

July 12
August 9
September 20

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ED'S NOTE: Where's the beef? There was one review submitted for the newsletter. Maybe next month? I am now begging for material. Please help.

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Monogram 1/72 F-104

I've been a fan of the Starfighter since I was a kid. Unable to find a 1/48th version, I recently broke down and bought (gasp) a 1/72nd scale kit. Upon opening the kit I noticed two things, A) this thing is tiny in 72nd scale, and B) my canopy was missing. No problem; I'll start the kit as I wait for the postman to deliver a replacement.

Detail is crisp and matches between fuselage halves. Panel lines are inscribed neatly and not too deep. The wings and intake edges are thin enough that they look good and yet won't crack if you breathe too hard on them. Stores are provided if you feel the need to break up the lines on this gorgeous aircraft.

Fit is okay for the most part with a couple of trouble spots. The fuselage is broken down into front/rear left/right pieces; the joints where they all meet can be messy if care is not taken. Luckily, Monogram engineered this kit so that this break is right at the forward edge of the main wheel wells, so at least the bottom part of this joint needs no putty. There is a tiny bit of a mold line on the gear struts and wheels, but nothing less than average.

The other big problem I've had so far is the cockpit; it didn't fit into the fuselage right.. Locating pins and grooves are virtually non-existent, so beware and do some extra test fitting. I would also advise leaving the gear off until the end; the way it was presented in the instructions I was not sure it would be possible to do so, but I'm happy to report it is.

Two different markings are provided; one camouflaged from the 435th TFS and another in natural metal for the 476th TFS. The latter aircraft has a slight problem in the markings department; the blue on the decals should be slightly metallic. In addition, the refueling probe and wing bottoms should be ADC gray (FS 16473), something not mentioned in the instructions.

For its price (I bought mine for \$5) this kit is a very good buy. There is very little work that needs to be done on it if one pays attention to what they are doing and carefully tests the parts before gluing.

Tracy White

After-Market Detail Parts

Like many of you, I have been overwhelmed in recent years with the plethora of after-market parts available. These notes are based on my recent experiences. I would like to hear from other local members about your experiences in this regard.

Why buy them? The multitude of detail "sets" are not all of equal quality nor do they all fit the existing kits very well. I am usually attracted to these after-market kits because, like you, I envision enhanced detail in my finished models. I also thought they would yield quick results than I might achieve from having to fabricate the same detail from scratch. I am intrigued by two aspects of these sets, first, the apparent incredible detail in the cast or molded parts. We are blessed here the fine P-51 and F-86 sets done locally by Norm, Bill and Gerry (whose efforts I applaud and have received a great detail of national and international acclaim). The kits available today which are usually quite good, simply can't contain the detail available to us in the many beautiful resin and brass detail sets.

Secondly, the beautiful brass etching sheets. I find them highly detailed and do not care whether they are of brass or other materials (though Steve Cozad says he feels that brass is the best material and that stainless is too difficult to work with).

Tools: My best experiences to date include the use of fine edged scissors to cut and trim the metal parts from their etched "tree." I tried, with little success, cutting these pieces with straight edge (against glass) and was dissatisfied with the results. The tool I use is the "Etching Cutter" marketed by Tritool (I believe still available through Tamiya). I also have a pair of inexpensive surgical scissors. I have seen other builders use the metal shear type of scissors which also cut well and accurately.

I cut, trim and do my major "surgical" work on the resin parts using my battery powered Dremel tool. It's two speeds and modest cost make it the ideal tool for me. I have learned to use the cutter bits and saw blades to their best advantage, even when working with reasonably small details. It also saves a

time, which I used previously with manual tools, saws, drills and files. I sand with the wet and dry sand paper, cut into small pieces and taped to small pieces of Styrofoam (from meat trays); this gives the paper rigidity and allows for accurate placement of the sanding paper.

Glues: For both resin and metal parts I use cyanoacrylic glue; they adhere well and quickly bond. I have other brands, but really like "Maxi-Cure." It comes in a reasonably large bottle, is much cheaper than others, sets up well and a bottle is usable for well over a year. I was disappointed with several of the other brands (because of their set-up time, consistency, shelf life and small quantity). I also use (and have for many years) Devcon's "5 Minute Epoxy" which gives me the added working time with some details and allows for me to adjust the final appearance of the parts/details.

Many of these after-market detail kits provide you with a specific recommendation as to the kit(s) they are designed for. My experience indicates that these recommendations are crucial to the modeler. All kits of like subjects (aircraft armor or ships) are not built to the same scale or size.

I have not been particularly impressed with the instructions I have received with most of these resin and etching sets. I find, in most instances, there is little to guide me to achieve the desired results. It is entirely possible that I need more help than was intended (thought or even dreamed necessary by the manufacturer). In far too many of these "sets" one is left to their imagination as to which part goes where and when it is used (if it is even intended for the particular model you are building). As a result I have some "collectors items" which I expect I will never use and have wasted both money and hope in the process of buying such after-market kits.

I have realized that these kits are truly works of art in many cases, but learned to look and study carefully before leap into buying them. They certainly can lay the groundwork for highly detailed, very attractive models. As Terry mentioned earlier in his notes, they are not the basis for award winning models in

(cont'd on next page)

themselves. The model has to have and utilize good basic skills as well (before you say it, I realize this is my greatest limitation....). I hope to have some notes of finishing and painting these details for a future issue. I have watch several of our members and am greatly impressed with their efforts, especially Ted Hollowchuk, Gordon Erickson, Steve Gallacci, Steve and Stan Cozad. I would very much enjoy them helping with such notes and articles. Please!

Avenger Details - KMC sets for Accurate Miniatures Kits

As I mentioned in the earlier note, there are two very attractive after-market detail kits out for the 1/48th scale Accurate Miniatures Kit of the TBF/TBM Avenger kit. Not that this kit needs much in the way of detail beyond that provided by Bill Bosworth and his fellow modelers at Accurate, but KMC have provided two very nice additions in their recently released Wingfold set (#48-5061) and their Mk 13 Torpedo (#48-5066).

The **Wingfold set** provides two large resin cast wing root sections which contain beautiful details (rivets, panel lines and raised details), two sheets of brass etched detail pieces (one of them correcting their earlier smaller sized wing pieces), a few pieces of cooper wire, sprue, a reasonably detailed instruction sheet and two nice color photos (one on the box) which will assist the builder in performing this conversion.

My only negative observations are that the instructions could show better and more detail on several of the parts and the fit of some of the brass pieces. Examples include the two long metal braces to be glued onto each wing root brass plate. I was left to my imagination as to exactly how and how these attached (which as anyone knows is potentially a very dangerous condition)? The only real hope was from the one color photograph of the actual surface detail on the Naval Museums' Avenger at Pensacola. Several of the brass pieces are not the same size as the areas in which they are to be fit and must be trimmed further before final gluing. Aside from these difficulties, I would rate this as a very nice set and, well worth the cost (about \$15) and a real asset in

building a very interesting deck model of the famous Avenger.

The **Mk 13 Torpedo** is also a beautiful kit, with all its parts in resin. The instruction sheet is better (though it contains far less detail). There is no photo of the real weapon, which is to bad. My information and knowledge of the colors of this torpedo in fleet use leads me to believe their color references are not fully accurate. I say this, realizing well that there were many color variations in the fleet deployment of such torpedoes and my sources were only valid for their ships and deployments in the Western Pacific. I will paint my torpedo with a gray body and the front section in either bare metal or a lighter gray color. I am not quite sure what I'll do with the wooden box covering for the torpedo blades? Speaking of those blades. This is a real tough area in the resin parts, in my opinion. Fortunately, they provide a spare set of propellor blades and an extra fin as well, for those of us who are more detailed challenged. They are small, tough to cut out of their molded frame and very delicate to work with (read: I broke the first two trying to work wit them). I recommend caution. In summary, this makes into a beautiful torpedo and a great conversation piece with the completed model. It's detail and finish is more attractive than the torpedo provided in the TBM-3 kit itself (which is still a great kit). However, unless you scratch your cart for the torpedo, you are left to put into the model or lay it on the table, since it has no cart or trolley with it. Believe me these critter weren't man-handled onto the deck and up the aircraft! It cost about \$6.50 and is a great addition to your completed Avenger kit.

Bob

INTERNET MODELER NEEDS HELP!

We've received an e-mail note from a member in the St. Louis area, Mike Eastman, who is looking for someone in our Seattle Chapter to assist him in some modeling research. How about helping him with his research? You will learn, assist another modeler and have a modeling contact across the country. Mike's note includes these requests:

"Photos of, the bare M-12 with the D-21 Drone perched on top on display at the Museum of Flight. I'm interested in a walk-around of the aircraft as well as detail shots and closeups.

Photos of the movie props that were on display at the Pacific Science Museum sometime before May of 1993. (I had seen) pictures of the science fiction special effects display at the science center, around '91-'92. Included power loader from Aliens as well as other monster/creature suits. Information I get are from Popular Science magazine and japanese science fiction magazines. At most, the articles are one paragraph long. I am looking for are overall and close-up detail shots of everything that was on display, especially the powerloader and creatures. I will pay for photo costs and postage.

Please contact Mike directly via his internet address:

"meastman@primary.net". He will appreciate your assistance and help.

VICTORIA MODEL CONTEST

I am writing to notify you of an upcoming event:
ISLAND OPEN - Model Contest and Show
September 20, 1997
Victoria, B.C., Canada
at 527 Fraser St.
Esquimalt Rec Centre

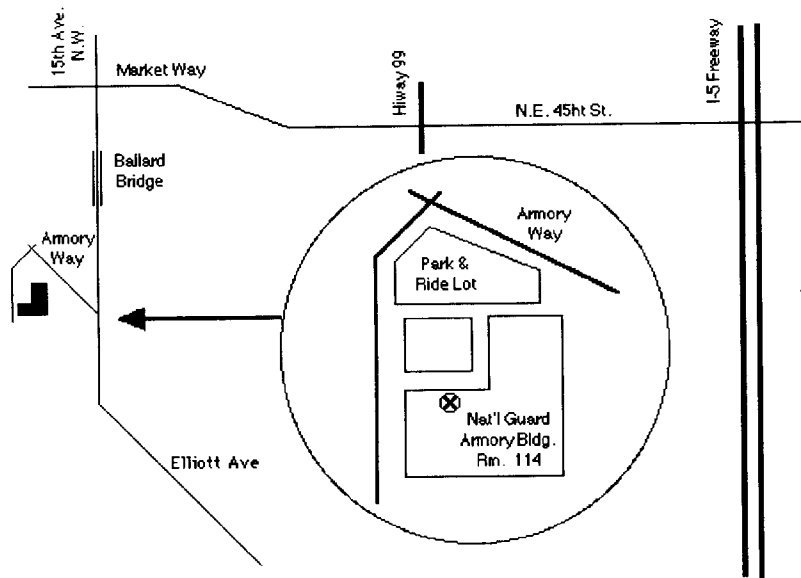
If you have any comments or questions do not hesitate to contact me.
Thank You,

Richard Hall
Ph: 250-388-6514
Email: rhall@vanisle.net

Meeting Reminder:


Saturday, July 12, 1997

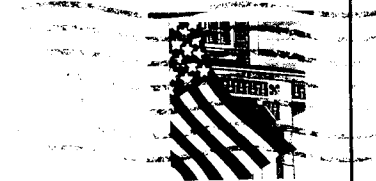
National Guard Armory
Room 114
1601 West Armory Way
Seattle



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Directions: From North or Southbound 1-5, take the N.E. 45th St. exit. Drive West on 45th, crossing under Highway 99 (or Aurora Ave North) toward N.W. Market St. in the Ballard district. Continue West on Market St. toward 15th Ave. N.W. Turn left (south) onto 15th Ave. N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter). Watch for signs. You should park in the Metro Park & Ride Lot.

If coming from South Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western Ave. north to Elliott Ave. until it turns into 15th Ave N.W., then to the Armory Way turnoff.

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