



Special points of interest:

- CAPCON 2001 preparation gets under way.
- Mazola oil may be used to settle future disputes.
- New PostStrike editor is announced?

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Modelling into a New Century

Graham Mansell

IPMS Ottawa announces **CAPCON 2001**, for September 15, to be held at the same great location as last year – the St. Elias Centre in Ottawa!

A big change this year is the new \$25 price which gets you entered into the contest (unlimited models again) **AND** some eats at the awards

ceremony! There will be pizza squares, sandwiches, and veggies/dip, with a cash bar (hard and soft drinks); tickets for your guests for the awards presentation are \$10 per person.

Wayne Giles has put the deposit on the hall. Further information on vendor/sponsor costs will follow shortly.

Questions may be directed to the following CAPCON committee members:

Wayne Giles

Show Co-ordinator

p40e@sympatico.ca, or

Graham Mansell

Show Promotions

f4phan@sympatico.ca



From the Cockpit

Editor's Note

an excellent newsletter filled with modeling news, reviews, and commentary — at times fulfilling the roles of both editor and article submitter.

Two changes that I will be bringing to the PostStrike Newsletter: **1)** Format, and **2)** Content shall be provided by IPMS Ottawa members and readers.

Occasionally, I will have the opportunity to build a model and write a review, or possibly scan photographs taken at the litany of air shows and museums that I have attended, but the majority of the content must come from **you**.

I would like to suggest a volunteer concept...if several

modeler's would like to step forward and contribute each month on a favorite topic (e.g. armour, aircraft, autos, kit review, magazine review, etc.), and make that commitment for a year, then IPMS Ottawa would be publishing a respectable newsletter that is also posted on the website.

The PostStrike will be regulated to eight pages, forty copies provided at each meeting, and article submission deadlines shall be the twentieth of each month.

It's up to us...

Bruce Grinstead

ipmsottawa@igs.net

613.623.3346

"I'll be bringing some Mazola to the next meeting for the Greek style wrestling..."

The Prez Sez

I feel like a lost cousin writing to you guys after being stranded in the Bermuda Triangle, but in reality we haven't had a PostStrike out since January. I guess it's that post Y2K thing.

This year has seen many changes in the IPMS Ottawa exec; a new contest co-ordinator, new treasurer and PostStrike editor.

Over the last few months IPMS Ottawa War Games have kept us busy and at odds with each other proving that a simple hobby such as plastic modelling can be ferocious at times.

I will be bringing some Mazola to the next meeting for the Greek style wrestling should it get rough again.

In all seriousness, we now have a CAPCON 2001 team up and running and all looks good for next September. From the lessons learned and member participation we should have an event to be proud.

As we enter the last quarter of this year, I would like to invite members to submit articles, short stories, whatever for inclusion in the PostStrike since it is a members forum.

CAPCON 2001 Team has been Established!

They will be bringing a plan and budget to the September meeting. You can never be too early in preparing for next September 15 at the St Elias Centre in Ottawa!

Events Calendar

October

Ad Hoc Contest

November

Ralph Leonardo Trophy Contest (1/72 planes)

December

Ad Hoc (Out of the Box), Executive Elections

IPMS Ottawa

President: Joe Podrebarac
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 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:

ipmsottawa@igs.net

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
 or visit their website at:
www.ipmscanada.com



Me 163 A Komet

Kit: Me 163 A Komet

Scale: 1/48

Manufacturer: FlashBack

The Parts:

- 16 Plastic Parts, Injection Moulded
- 1 Clear Canopy, Injection Moulded
- 25 Photo Etched Parts, Undercarriage and Cockpit Details
- 1 Film Piece, Instrument Panel
- 1 Steel Tube, Pitot
- 2 Resin Parts, Seat and Cockpit Tub
- 1 Decal Sheet, 3 Markings (V1, V3, and V6)

Instructions:

The instructions are concise and printed in two colours, with aircraft variant choices clearly indicated. Proceed to the decal sheet portion of the instructions and determine which markings you would like to use; this will reflect in the tires and undercarriage that you will build. The CD+10 A V6 test version flown by Adolf Niemeyer is outfitted with R4M anti-aircraft rockets and the strengthened undercarriage, which is provided in the kit as photo etched parts. This is the aircraft I chose to build.

Fuselage Construction:

There are large injector pin marks on the main fuselage and wings which are easily removed and do not interrupt any of the panel lines. The fuselage is split in upper and lower halves, while the tail, which is separate, is moulded in right and left halves: There is a lack of locator pins on the parts, so careful alignment of the fuselage halves and tail will result in less headaches for filling.

Maintaining the wing to fuselage curvature was a bit tricky

as it was bridged between the upper/lower and right/left halves; recessed panel lines are finely moulded, so careful seam filling, painting, and scribing is required. I filled the exhaust port with liquid plastic and then drilled it out for a better appearance.

Though the R4M Orkan racks were well detailed, the rockets were moulded as one piece in groups of thirteen, one set per wing. Cleanup of the mould line needs careful attention so as to maintain the overall shape of each individual rocket.



The Cockpit:

The resin cockpit tub and seat was an excellent fit within the upper fuselage half, and though the instrument panel is not reflective of the actual aircraft, it is nicely detailed and will only be evident to avid Me 163ers. The aileron controls and seat belts are also well represented, and construction of the photo etched

components was quite easy. The cockpit was painted using Testors Model Master RLM02. I built up the control knobs with

white glue and then painted them white – black and white photos suggest a very light color for the knobs and through research they were possibly yellow and white; a porcelain type material seemed appropriate on an early production test aircraft.

Of note is the attachment of the canopy, which if positioned open, was hinged at the rear as opposed to the right side (looking forward) on the Me 163 B variant.

Kit Review by Bruce Grinstead

Decals and Painting:

An undercoat of Testors Non-Buffering Aluminium was sprayed on the finished model around the wing roots, cockpit edge, and access ladder locations. White glue was placed on areas which would be exposed to high wear, then removed with a sharp blade after the final coat of RLM002, to simulate paint 'chips'.

The entire aircraft, including the cockpit, was painted with Testors Model Master RLM02, but I forewent the suggested "splintered camouflage" due to the question of whether or not it actually existed. Weathering was completed with a combination of Humbrol Burnt Umber, British Crimson and dry pastels. I painted the racks with Humbrol Red Leather lightly dry-brushed with Humbrol Linen; the rockets were painted using Humbrol Black.

Unfortunately, the decals were old, and either split or disintegrated once in the water, which made for a few interesting moments when transferring to the model. The swastika, removed from the box art, and not appearing on the decal sheet, is indicated by size and position on the instruction sheet as a black box.

Looking Back:

A very nice kit overall, with the outline of the aircraft well represented, and would be an excellent choice for an out-of-the-box contest. The price, a hefty \$50 Canadian, was disappointing, but having built the Heller kit years ago, I just couldn't resist.

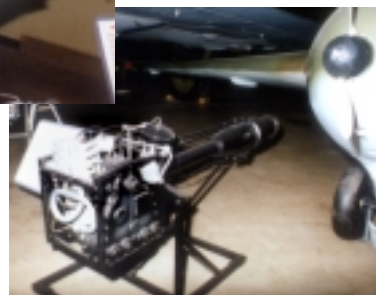
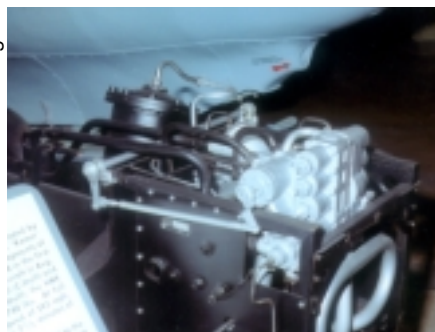
Me 163 B Photo Session

Photographs by Bruce Grinstead



These photographs were taken at the US Air Force Museum, Wright-Patterson AFB, Dayton, Ohio. The Me 163 B (#191095) was on loan from the National Aviation Museum of Canada. The USAFM has since acquired the aircraft for their collection.

Walter Hawk 509A Rocket Engine



Prior to its restoration from 1976-78 at the Canadian National Aeronautical Collection, and during its stay at both the RCAF

Station Rockcliffe (1946-57) and the Canadian War Museum (1957-64), the aircraft was severely vandalized. Another Komet (#191916) in the collection of the NAM is in storage.

M3 Halftrack in Action from Squadron Signal

Book Review by Peter Rechkemmer

"Thank you to Peter Rechkemmer of IPMS El Paso, Texas, for the M3 Halftrack book review."
PostStrike Editor



This is number thirty-four in the Armor In Action series from Squadron/Signal books., written by Jim Mesko, color by Don Greer, and illustrated by Joe Sewell.

As with all their books in the series, it is filled from cover to cover with outstanding information that any historian or modeler would enjoy reading. There are 116 black and white photos, over 35 drawings, and the normal outstanding center spread with ten color plates.

Changing from traditional horse calvary to mechanized armor units, the M3 rose out of the American army's need for an armored personnel car-

rier. The book covers the development from the earlier M2 to the M3 halftrack, from it's beginning to the many various versions of the personnel carrier and weapon carrier. The many different types are covered in detail by scale drawings, photos, and excellent written information. The different versions; personnel, mortar, antiaircraft guns, artillery, and anti-tank gun carriers are all well represented.

The combat history of the M3 halftrack is also given from it's use in World War Two and in the post war eras. This halftrack has been supplied to many nations around the world; France, Vietnam, and many South American coun-

tries, just to name a few. The M3 has been extensively used by Isreal in it's many conflicts. Several of the conversions of the half track are also covered.

Once again Squadron/Signal has produced an excellent book for your modeling, scratch building or conversion projects. The low cost, around eight dollars this is, as with all their books, one of the best values for your money. You get history, photos and drawings of all the different types of halftracks used by the United States and other countries.

Italeri 1/72 P-51 Mustang I "Razorback"

*Kit Review by John Benson
IPMS #36429*

While 1/48 scale modelers have been blessed for several years with the exceptional Accurate Miniatures series of early Mustangs, and more recently a deluge of P-51B/C's, these subjects have been largely ignored in the smaller of the major scales save several resin/mixed media and limited run kits. With the added frustration heaped upon us of the beautiful Hasegawa P-51B having an inaccurate wing, thus somewhat spoiling what is one of the best fitting models ever produced (with the exception of the horizontal stabilizers they could market this as a snap kit). Thus there was great hope that this huge gap in aviation history would be filled when Italeri announced that they would be doing an early model Mustang.

The Italeri kit consists of 51 gray parts on 2 sprues and 2 clear parts. Unfortunately the entire wing sprue from the P-51D kit is included, meaning that the wing is totally inaccurate for an Allison powered P-51. Incredibly Italeri made the same mistake as Hasegawa, assuming that all Mustangs used the same wing. Italeri really missed the ball on this, if they had made a new wing they could have also made allowances for an A-36 in the same mold. That said I wouldn't be surprised if they do mold a new wing for an A-36 version at a later date.

Also on the sprue from the P-51 kit are several items that will be relegated to the spares box like a seat, headrest, instrument panel, and wheels. The fuselage is molded with engraved panel lines and appears quite nice. The exhaust stacks are separately molded and fit into deep slots from the outside to make painting and weathering easier.

The cockpit consist of the floor from the P-51D sprue, which is inaccurate as Allison engined P-51's had a curved cockpit floor, from which the modeler is to remove the section behind the seat and replace it with several pieces from the new sprue. In my opinion Italeri would have been better off just molding an entirely new cockpit floor. There is no side wall detail and the instrument panel is nicely done with raised detail. The seat has decent detail and molded in shoulder harnesses. Hopefully someone will step in with an after market cockpit set for this one.

There are two options for wing guns two .50 cal's on each side or two 20 mm's. The cannons are properly shaped but could use a little detail to make them look less toy like. The under-nose guns fitted to machine gun armed Mustangs are represented by two barrels that are to be placed on the cowl. There are no locating marks provided.

A new set of wheels is provided but the tread detail leaves something to be desired. The canopy is a one piece affair and oddly doesn't include most of the frame lines. Under wing Stores provided are 2 bombs and 2 tear-drop shaped drop tanks. Two sets of markings are provided, "Mah Sweet Eva Lea" a USAAF P-51A 154th Recon Squadron, in Tunisia 1943, and a RAF Mustang I of No. 26 Sqn, Gatwick 1942. My decal were in register and appear well done.

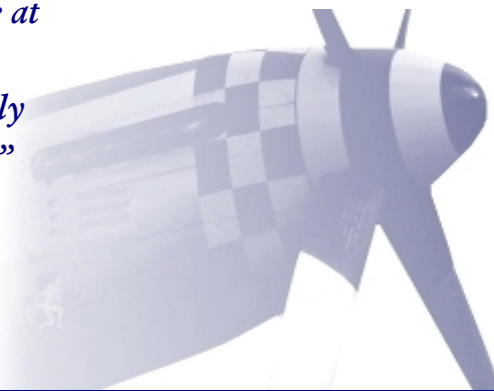
Overall a disappointing effort from Italeri, certainly buildable, but by no means an accurate representation of an Allison powered Mustang. The good news is that there is one more chance at getting an accurate early P-51 wing that you may be able to retrofit when Revell brings out it's P-51B (molded by the same Poles who did their excellent Fw-190, Me-262 and Spit V), one can always hope.

"Thank you to John Benson of IPMS El Paso, Texas, for the P-51 Mustang kit review."

PostStrike Editor

"...Italeri announced that they would be doing an early Mustang."

"...there is one more chance at getting an accurate early P-51 wing..."





72 Victoria St.
Arnprior, Ontario
Canada K7S 1T3

Phone: 613-623-3346
Fax: 613-623-3346
Email: ipmsottawa@igs.net

Send To:

WE'RE ON THE WEB!

WWW.IGS.NET/IPMSOTTAWA

IPMS Ottawa on the Web

Bruce Grinstead

IPMS Ottawa has had a successful internet presence for over a year. Successful, because it has generated traffic and provided a couple of our members with web space and links. However, due to limited space on our ISP's (Internet Service Provider) server, we have very little content. For example, if we are to advertise the Canadian War Museum/CAPCON 2001 shows or add the bundle of articles that I have received from Randy Lutz, then existing information, such as kit reviews, would have to be removed.

At present, we have five megabytes of space on our ISP's server that allows the amount of information cur-

rently at our site. So, it is time to make a decision – Where do we want to go with the IPMS Ottawa website?

I always viewed the website as an opportunity to show our hardware, provide helpful kit reviews, and to use it as a marketing tool to promote our organization and shows. An email list compiled from each member of their own modelling contacts could be useful to 'broadcast' upcoming shows, generate traffic, and thus gain more participation. I think that the War Museum and CAPCON are probably the best shows in this region, and there is no reason why they should not be on every

modeller's 'must attend' list for competitions, especially those South of the border.

There are many sites that provide 'how-to' information, so the new direction for our site should incorporate two ideals, a) to be a forum of information to IPMS Ottawa Members (e.g. monthly meetings, show dates/info), and b) provide *unique* information from our members (e.g. kit reviews, walk-arounds, Ottawa and area air show pictures) that is not available elsewhere.

Presently, our site is under utilized, with no coverage of last year's Canadian War Mu-

seum show (announcement or results), and little effort in using it as a marketing tool for CAPCON 2000.

Pricing for additional space is two dollars per megabyte each month. I suggest that we consider upgrading by ten more megabytes.

