



PostStrike®

IPMS Ottawa Newsletter

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

March 2002

Upcoming Events

March Meeting: **World War 1 Contest**
March 10 - **Annual IPMS Ottawa auction**
April 14 - **National Aviation display**
May Meeting: **Belcher Bits Competition**
July Meeting: **Canadian Subject**
September Meeting: **2nd Challenge**
November Meeting: **Ralph Leonardo Competition**
December Meeting: **Out of the Box Competition**

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The Prez Sez

Paul Eastwood



This is a busy month for IPMS Ottawa. Tonight's meeting features our annual theme contest, this year open to any WWI military subject, or any civilian subject manufactured between 1914-18. Our annual model auction takes place on Sunday, March 10. Paid membership is required in order to participate in the auction. Memberships will be available on Sunday prior to the 10:00 a.m. start.

The website has been updated. All events are current, and photos of member's models will be added shortly. Bruce Grinstead as Webmaster and Seth Wilson as Post Strike Editor have already contributed a great deal of time and effort, and will be coordinating their efforts to enhance the club site. That being said, articles and reviews are urgently needed.

Tonight we are going to be entertained by Terry Jones, who will tackle the subject of modeling Formula cars, and Jean Gratton will discuss the use of acrylic paints. We will be selecting a theme for March 2003, as well as discussing topics for future challenges.

A quick note to remind everyone that the IPMS Canada/ Mike Belcher challenge is only two months away. Get to work! Mike's products are featured in The Feb./March issue of *Tamiya Model Magazine International* as well as January's *Scale Aircraft Modeling*. This just may be the greatest international exposure in Stittsville's history.

All in all, things are in good shape. Technique demonstrations and presentations are booked for at least two more meetings. I will be recruiting members for additional input.

As always, I can be contacted at ipmsottawprez@hotmail.com. Good modeling.

The First Ad Hoc of 2002

Photos by Owen Oulton



February brought us the first Ad Hoc of 2002 and each category was represented fairly well. In the entry level, there was a three-way tie for third place with Paul Bornn's Robotech Walker and Kent Brazeau's two dioramas of Point Du Hoc and German Assault Infantry. Kent also took second place for his Panzer IV. In first place, went to Seth Wilson's Jagdpanther.

In the intermediate category Jamie took second and third places for his Salamander and Yak 9 respectively. Dave Showell claimed first with his 1/72nd scale Wirbelwind.

In third place in the advanced category was Wayne Giles' F104, and Wayne also took second place with his Mosquito. In first place was Earl Atkins with his Bishop.

In the master class, Paul Eastwood took first place with his Swordfish. Also to be noted is that with Earl's and Seth's first place wins, they both advance into their next categories. The new standings are listed on page 6.

Great modeling by all!



From left to right, the Swordfish, Bishop, Wirbelwind, Jagdpanther

A Word from the Treasurer

Janyce still wants to create an inventory of IPMS Ottawa items, if you do have any thing belonging to the club please let her know.

Our dear friends at Familiar Faces create nametags for us, free of charge. If you would like to get a tag, the first one is free; a replacement tag will have a small fee attached to it. Please let Janyce know.

Contact Janyce at divcom@sympatico.ca or call her at (613) 740-0819



Seth Wilson

Millennia Models International is a local company run by two IPMS Ottawa members, John Flemming and Owen Oulton. MMI specializes in casting resin models either as kits themselves or a detail sets for models already out there. Architectural modeling services, custom photo-etch, figure bases, and build up services are available. MMI does cast individual pieces for a very reasonable price and the level of details their molds pick up is superb; an indispensable resource for clumsy modelers like myself. Millennia Models International can be reached at: mmi@coldnorth.com



Bill Scobie's Standard Weaver ex-British Columbia engine for the Royal Tour. Resin crests and details by MMI modeling.



Stretching Sprue

Wayne Giles

Stretched sprue has a wealth of uses in all areas of modeling, from creating radio antenna on ships; planes and armour, to producing weld seams. The first thing to consider would be the type of sprue to use. The most obvious source is the kit being used, however each company uses a different type of plastic and the results will vary. Clear sprue is the best to use. The next thing to consider is the heat source. Matches and a birthday candle work better instead of a lighter for reasons explained later.

Safety is always the first consideration, so mount the candle (use hot wax to hold it in place) in a fireproof container and make sure flammable objects are cleared out of the area. The sprue should be held a couple of inches above the flame and constantly rotated between your fingers.

When the plastic is ready to be stretched, it will be a shiny colour and begin to sag a little. A slow pull apart will not go far, so fast is better. Attach the stretched sprue to the model with a little sag, then use a burnt-out match to tighten it. As the heat approaches the sprue, it will shrink and thicken, producing a nice antenna.

IPMS Ottawa

President: Paul Eastwood
Treasurer: Janyce Thompson
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

Visit our web page at:

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 or visit their website at: www.ipmscanada.com

Pilot Officer Earl Hector Atkins #87661 ROYAL AIR FORCE VOLUNTEER RESERVE

Earl Atkins

Earl was born on the 16th of January 1917, at the Civic Hospital. He was the first of 12 children born to the proud parents of Thomas Hector Atkins and Florence Pearl Payne. They lived in a modest two-story home at 273 Bell Street, at the foot of the C.N.R. rail yards (where the Queensway is now located).

Being an avid outdoor person that he was, he enjoyed skating in the winter, swimming at the Christie Lake Boys Camp, caddying at the Ottawa Hunt and Golf Club during the summers, and bodybuilding at the Y.M.C.A., on Somerset Street. He was, according to Dad, always lifting weights and vigorously exercising, he was always aware of his health.

A Royal Enfield motorcycle was bought with the money he earned while working as a delivery boy for the local pharmacy. This motorcycle allowed Earl to make the trips out to the Ottawa Hunt and Golf Club more frequently, where the flying bug caught him, watching the biplanes flying out of Lindy's Field, while he was caddying. For some time he had been discussing with a friend of his that they should join the Royal Air Force, and on August 8, 1939, he and long-time friend Lloyd Farrow took the train to Montreal, where they booked a working passage as "cattlemen" on the S.S. Delilian. Sailing on the 10th of August and arriving in Glasgow, after a 10-day crossing, they made their way to London by car. They arrived on the 21st and filled out the applications for the R.A.F on the 25th.

On the 28th of August, they rented a room, and took a walk around London, to see the sights. He remarked on one post card that two or three parks in the area had huge Barrage Balloons up. They also saw anti-aircraft gun emplacements. On September 10, he wrote that he, Lloyd, and Curly, another chap that they had met, were now in the R.A. F., having the whole uniform and equipment. He also stated that he has passed the physical exams and had been vaccinated. They would forward an address when they were posted to a training unit.

Records show that his date of enlistment was the 6th of September, 1939, and that he was enlisted in the Royal Air Force Volunteer Reserve as an A.C. 2 / aircraft hand U / T. On January 30, 1940, he was reclassified to L.A.C. (Leading Air Craftsman) u/t Pilot R.A.F.V.R. He was enrolled in No. 9 Sergeants Flying Training Squadron, No. 23 Course from the 17th of August to the 4th of November, 1940, which he passed with an average of 80.8% Flying different aircraft such as the Tiger Moth, and later the Hawker Hart, he became a very proficient flyer. On November 2, 1940, he was promoted to Sergeant Pilot, and was now authorized to wear his wings.

Discharged on the 15th of November, he was appointed to a temporary "Commission" in the Royal Air Force Volunteer Reserve for the duration of the "hostilities." At this time, he was posted to R.A.F. Station Coltishal, in North Norwich, Norfolk, with Squadron Leader Robert Roland Stanford Tuck's 257 (BURMA) Squadron.



Earl and fellow pilots on down time

In a letter to my Grandmother dated the 2nd of March 1941, Stanford Tuck relates that Earl had engaged with a Ju-88, over the English channel, on February 24th, and had damaged it, but not before it had inflicted damage on him. He was heard to say over the wireless, "My machine has been hit. Give me a course for home". A little while later he said, "I shall have to bail out". From that moment on nothing further was either seen or heard of him.

It is unknown how many sorties he made or how many enemy planes that were shot down by him, as the pilot's log book was most likely one of thousands destroyed by the Air Ministry's purge of books in 1960.



In researching all this, my aunt, Florence Gervan, Earl's sister corresponded with the Air Ministry and War Department in London to obtain copies of Earl's war records. They also photographed his name inscribed on the wall at the Memorial to Airmen in Runnymede. His name is also inscribed on Leaf 31 of the memorial book.

Upon contacting the Veterans Affairs Department here in Ottawa, about obtaining unclaimed medals, my aunt showed Diane Holmes the pictures of Earl's name inscribed on the wall, and in the book at Runnymede. The forms were filled out by Florence - being the oldest surviving member of the family, and they were submitted to Veteran's Affairs. These papers were for the "Silver Cross", which my grandmother should have filled out and received years ago. Two other things came out of this meeting, in that the medals that Earl should have been awarded, were finally presented to the family. And his name was inscribed in the Book of Remembrance, on page 604, on view every year on 24th of December, on Parliament Hill.



257 "Burma" Squadron 1941.

Posthumous Awards Medals, Earl Hector Atkins

1939 -45 Star, Air Crew Europe Star, Defense Medal, War Medal 1939 - 45

UAZ 69B, Russian Jeep

Jim Coady

I happened upon an article in Four Wheeler magazine about a Russian "Jeep" called a UAZ 69B (Ulyanovsk Automobil Zavod). There are actually two versions of this vehicle, the GAZ 69 (Gorkiy Automobil Zavod), and the UAZ 69B. The primary difference between the two lies in the city in which they were produced, in Gorkiy until 1956, then Ulyanovsk. Production actually grew out of the lend-lease program during WWII and as you can see it bears a strong resemblance to the American made Jeep. By 1972, when it was replaced by the current UAZ-469, a total of 634, 256 of all variants were built

The Russians produced two versions of this unit; the GAZ 69, which is a two door and the four, door GAZ 69 A. Specialty versions were built from both types including one to carry the Snapper anti-tank missile, a relative of the American TOW missile. Altogether over 634000 of these units were built.

Now the question is, does a kit exist for this? I have begun my search but so far nothing. Terry tells me that Tamiya makes one so it could be out there. In the meantime I will continue to search for more information on this subject. If any one else would like to contribute please feel free to do so.



1962 variant used as a field repair vehicle, Toolboxes take place of the seats in the back.



A 1950's personnel carrier (seats eight uncomfortably!)

A Challenge!

Paul Bornn

I have often wondered how things may have turned out differently if some of those proto types the Germans had been working on ever got built. I want to ask everyone if they would be interested in a proto challenge? Here is my idea, think of something--anything, a plane, a train, an automobile, something that never made it past the prototype, or for that matter off the drawing board. The idea is to make anything that has ever been conceived but never went beyond the prototype or drawing board for example, many of the German jet concepts or the Maus. However, it has to be something that someone thought of and thus proof is needed. So I call to my fellow modelers, look for that one of a kind item out there and lets see what spring will bring.



XB-70



Maus

March Mayhem Strikes Hobby Centre!

As those of you with children know March Break is fast approaching and the challenge of what to do with them is looming. Can the TV handle hours and hours of Nintendo, X box or Game Cube? Can you? Well worry no more! Bill Chapell at the Hobby Centre has organized a series of workshops all week long geared both towards children and modelers who would like to learn more about their craft. Workshops are held at 1:00pm each day and run by Dave Thule. Some of the workshops will provide a free kit to the aspiring modeler, so pre-registration is a must (call them at 739-9020).

- **Kids Model Building 101** (model provided)
Monday March 11, 1pm
- **Beginner's Warhammer Building** (figure provided)
Tuesday March 12, 1pm
- **Airbrushing 101** (modelers are encouraged to bring in kit from Monday's class to try their hand at airbrushing)
Wednesday March 13, 1pm
- **Model Painting Techniques**
Thursday March 14, 1pm
- **Gaming Terrain**
Friday March 15, 1 pm.
- **Warhammer 40,000 Tournament**
Saturday, March 16, 10am
- **Warhammer Fantasy Tournament**
Saturday March 16, 11am

March Break Contest

The *Hobby Centre* is reinstating their **March Break Competition** after a four-year hiatus. There are two categories:

Junior (for those up to 17)

Senior (18 and older)

Models can be entered from March 8th to March 16th. Judging on March 17th, will be based on a people's choice ballot from customers venturing through the store. Enter as often as you like and good luck!

Kit reviews-A quick look at two new models



Skif T-55A
Paul Eastwood

Over the past few years, several manufacturers have announced the imminent release of a T-55, but until now we have had to put up with the truly awful Lindberg and ESCI kits. Both were highly inaccurate, requiring major surgery to bring them to a passable standard. Verlinden has released updates for the ESCI kit, but these only added better detail to the major faults rather than correcting them. This has been puzzling to say the least, as the T-55 is the most-produced tank in the world, with most museums having at least one example.

The Ukrainian company Skif comes to the rescue! Their recent release of the T-55A in 1:35 scale would right all wrongs, right? Maybe. On opening the box, we are greeted with four large sprues, vinyl tracks, and a small sheet of photo-etched parts... On examining the instructions, assembly begins with a complete interior including an engine. All looks well.

On to assembly, the hull is assembled from panels, as is common practice with many eastern companies. The interior is adequate though lacking in fine details, especially with the engine. I feel that having any interior is a bonus, so this is a minor concern. The engine deck seems to be fairly accurate as this was a major defect in earlier Lindberg and ESCI releases, however, I will be checking further references on this matter. The grills are supplied as photo-etched items. The suspension is correct in that the first four torsion bars are rear facing, with the final station facing forward, yet another major item overlooked in the earlier releases. Up to this point, all seems well.

The road wheels are awful. Details on the rubber tires that should be recessed are raised. This is also the case on the fuel panniers and other hull fittings. The tracks are molded from a soft rubbery material, with two sections needed for each side. Not good. The turret is the wrong shape, being too triangular. The turret-mounted 12.7 mm anti-aircraft machine gun is crude, and must be replaced.

What are we left with? We now have a usable T-55 hull, but must replace the road wheels, tracks, turret, and many hull components. Chesapeake models make an exceptional turret and road wheels. A Dragon item can replace the machine gun. Tracks are available from Friulmodel, Model Kasten and others. I have a set by a company called Armour Track Models in injection plastic, which includes resin idlers, and drive sprockets.

In conclusion, this kit can only result in a decent model by replacing half of the parts with aftermarket or scratch built/modified additions. This is absolutely unacceptable by today's standards. With a list price approaching \$50 Canadian, this release will make me wary of any other product manufactured by Skif. Unless you have an unlimited budget or a vast spares box, avoid this model completely. The wait for a decent T-55 is not over.



The Leichte
Zugkraftwagen 3t
Seth Wilson

In 1932, the German Army Weapons Bureau was assigned the task of creating a series of half-track towing vehicles to transport a variety of artillery pieces ranging from 1 to 18 tonnes. The Bureau divided this task into three levels of light, medium and heavy and assigned it the classification of Sd.Kfz 11. As the name implies, the Leichte Zugkraftwagen 3t, was designed to tow up to three tones of material and by the end of 1944, a total of 7021 were produced. The SD.Kfz. 11 (AF 35040) is one of the latest releases from AFV Club this year.

Now, I am a relatively inexperienced modeler and in no way claim myself to be an expert of any sort. I will not comment on hull dimensions or structural accuracy of this kit because I have no clue and I shall leave that up to the experts. Why was I drawn to this particular model? Well one simple word, *Matchbox*. Matchbox released this vehicle in 1/76th scale in the late seventies and I loved building this one as a kid. The kit came with the Sd.Kfz. 11, a motorcycle, six rather stunned looking crewmen, a Pak 40, and a small diorama of a wrecked Nazi building; all pretty cool to a nine year old boy with less than ten bucks in his pocket. What made the kit really cool to me was that the side storage bins opened and revealed the ammo for the anti-tank gun in tow, more about this later though.

In looking over the sprues, the cast seems to be excellent, with no flash and no really noticeable sink marks so far. However, in what seems to be AFV Club's style there are major components missing. In looking back on building AFV Club's M-10, there were some similarities here. The M-10 came with certain accessories which were a nice touch to the overall model, however, the kit did not provide simple details like shells for the mounts in the open top turret (available as a separate kit) or stowage, which in looking at many references seemed to be abundant on M-10s. This is true for the Sd.Kfz 11. There is excellent detail on the chassis and running gear, which are reminiscent of Tamiya's "FAMO" release. The cab and trunk have excellent details and even include some photo-etch parts. However, there is no engine build up under the hood, and worst of all there is no detail for the ammo stowage. At least on the Matchbox kit there was a little piece of plastic with shells implanted on it for both sides; the AFV kit provides a large vacuous pit! I suppose the after-market boys and girls will have fun with this, and I will have to wait for them because I passed up on that punch and die set for \$80 over Christmas...

Overall the kit is cast well and is detailed in certain areas. I feel that price tag is a little high at \$50 for what you get. Perhaps AFV Club could have sweetened the deal a little with a few stunned looking figures or an interior for the ammo storage! Oh yeah about that Matchbox kit, Revel Germany has re-released it with about thirty Africa Korps figures for about \$20, how cool is that!

Book Reviews

Wedell-Williams Air Service by Robert S. Hirsch and Barbara H. Schultz.

The story of the Golden Age of Air Racing and the pioneer work of Jimmie Wedell and Harry Williams.

Jim MacKenzie

The introduction states that the Wedell-Williams story is about individual genius, business savvy, and dedicated teamwork. It is air racing at its best! The 124-page book is in 8.5 x 11 inch, soft cover format. The colour content is limited to the front and rear covers where paintings of two aircraft are reproduced. On the pages between the covers there are many line drawings in five-view and cut-away format as well as some 170 photos. A real treasure for anyone interested in air racing or just aviation history.

The book format takes us through the setup of the Wedell-Williams Corporation and then gives a description of the racing aircraft. Many good detail photographs are contained in this section. Following these sections we get a number of chapters detailing the trials and tribulations of air racing from 1930 to 1939. These eight chapters are packed with information and the exploits of pioneer air racers. The final chapters detail a conclusion, financial facts of the corporation, notes, an appendix and a bibliography that may well lead to a lot of further reading and research. Well researched and written. A real gem for the air racing fan and aviation enthusiast.

At this time [February 2002] the ordering details for Wedell-Williams Air Service are:

Race planes by Hirsch
8439 Dale Avenue
Buena Park
CA 90620
USA

The cost is \$19.95 + \$2.00 package & postage. Note the price is in U.S. currency.

Also noted as being available are Goodyear Formula One Air Racing Vol.1 – 1947/1967 and Vol.2 – 1967/1995 at \$24.95 + \$3.00 p&p each. I haven't seen these as yet, but I will.

Treasure; The History of Trans Canada Airlines' by Peter Pigott.

Doc Hopper

The book covers the history of TCA from foundation until it became (that unfriendly mess called) Air Canada. There is good photo treatment (B&W) of Lockheeds, Lancasters and North Stars in TCA's service. The book is available at Chapters or the Aviation Museum boutique with a cover price of \$34.95. A more complete review will follow in an upcoming Post Strike.

From the Modeling Table...



Top row: Paul Bornn's B-52 "Assembly Ship;" Kent Brazeau's Point Du Hoc; Jamie's Salamander.
Bottom row: Terry Jones' P-40 in progress; Wayne Giles' F 104.

Some errors are present on the list and will be corrected for April's Ad Hoc

Entry Level

B Wilson	32*
A. Boettcher	19
D. Douglas	18
S. Tait	11*
K. Brazeau	11
K. Allen	7
J. Beveridge	6
G. Thurber	4
R. Podrebarac	10*
Jim. Podrebarac	6
J. Mercier	1
J. Fleming	6*
S. Wilson	25***
P. Bornn	4
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. Showell	6*
J. Cameron	1
N. Saunders	4
R. Graveline	8
D. Nadon	6*
K. Brazeau	4

Advanced Level

W. Giles	5
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	20**