



# PostStrike<sup>®</sup>

December 2002

IPMS Ottawa Newsletter

## The Prez Sez

**Paul Eastwood**

The final meeting of the year is upon us. Unfortunately, our guest speaker will be unable to attend due to a family commitment. We will try to get him out in January. Speaking of the January, the



meeting will be held on Wednesday the 8th, as our regular night falls on New Year's Day. It will take place in the temp hall, which was the setting for the November meeting.

The Ralph Leonardo Memorial Contest was a success, with 17 entries on the table. First Place went to Peter Hyland, with Mike Roy in Second and Earl Atkins in Third. Joan Leonardo not only attended, but generously donated funding for the awards. Thank you, Joan. Peter Hyland has suggested displaying the plaques and winning models in our display at Hobby House. Happily, all three modellers have agreed to participate. As Peter stated when he initiated this idea, it will serve as a public tribute to Ralph.

Nick Saunders introduced Curtis Merrill to our club in November. A pilot during the Second World War, Mr. Merrill treated us to a question and answer session during which he shared his experiences and recollections with us. I know I speak for all in attendance in offering our sincere thanks to Mr. Merrill for taking the time to be a part of our club. You are always welcome here.

The Science and Technology Open House was a great success. The displays were quite impressive, and many favourable comments were passed on to us. The format will remain the same for next year's event. One point I will stress is that while themes are encouraged, they are not mandatory. Also, a theme can be a collaborative effort by a group of two to four members. See the article by Seth Wilson in this issue for further details of the Open House, and a selection of photos.

I would like to take this opportunity to thank some of the many people who have helped me

## Sharing Memories of the Second World War



IPMS Ottawa member Nick Saunders (*left*) shares his current project, a 1/72 scale Hudson bomber with Mr. Curtis Merrill (*right*), a Canadian who served in the RAF's Bomber Command during WW2. Mr. Merrill had a spellbound audience as he answered member's question about his wartime experiences. IPMS Ottawa would like to thank Mr. Merrill for speaking to the club, and to Nick Saunders for introducing this amazing Gentleman to us all. (See Nick's article on page 6)

this past year as President. Jamie Leggo, Terry Jones and Mike Roy have always been available to bounce ideas off and discuss format for the meetings. Janyce Thompson has been ever-vigilant as treasurer and 50/50 coordinator. Seth was always available for last minute printing and getting countless small tasks done (also usually at the last minute) on top of his duties as Poststrike Editor. Wayne Giles for ensuring that we always have a place to hold our meetings and events. Bruce Grinstead for his considerable talent as a Webmaster. And especially to the countless members who participated in the monthly meetings, whether by bringing out their finished and in-progress models, or by presenting a talk or demonstration for everybody's benefit.

Merry Christmas and happy modelling!

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## IPMS OTTAWA

a chapter of IPMS Canada

[www.ipmsottawa.ca](http://www.ipmsottawa.ca)

**President:** Paul Eastwood  
**Treasurer:** Janyce Thompson  
**Public Relations:** Wayne Giles  
**Contest Director:** Mike Belcher  
**Post Strike Editor:** Dana J Nield  
**Web Master:** Bruce Grinstead

### Meetings

First Wednesday of each month, 7:30 to 9:30 pm at the Canada Science and Technology Museum, 1867 St. Laurent Blvd., Ottawa.

*Visitors and guests are always welcome!*

### Membership

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

### Journal

**Post Strike** is the official journal of IPMS Ottawa. The views and opinions expressed in this journal are those of its contributors and authors and are not necessarily those of IPMS Ottawa. Articles may be redistributed provided credit and notice is given to the original author and IPMS Ottawa. Contributions from members are expected (HA!) and those from non-members are most welcome however don't expect anything more from the Editor than a IPMS Tim Horton's Double-Double, if that. That said, the said Editor reserves the right to print, not print, edit, (Hence my title), rework, reword and generally make contributors a member of the "What they printed wasn't what I wrote" club. Please contact the editor for submission guidelines, or collect your material, wrapping it with the newspaper from last night's fish n' Chip dinner along with 3 proofs of purchase to:

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

## IPMS CANADA

[www.ipmscanada.com](http://www.ipmscanada.com)

IPMS Ottawa members are encouraged to join IPMS Canada, our national association and parent body.

Membership is \$24.00 per year and include 6 issues of their superb publication, RT. The most recent issue includes:



The Honest John Missile in Cdn Army Use.  
Building a Lysander Mk. III in 1/48.  
M3 Stuart Stowage Diagrams, Pt.2.  
442 Sqn RCAF Spitfire XVIe in 1/72.

Inquiries or submissions can be made via:

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or [mig@ipmscanada.com](mailto:mig@ipmscanada.com)



## Quick Edits

### Rants and Raves from your editor...

#### Dana Nield

- This has been a busy month. After being club newsletter editor 4 times in as many clubs I'm back in the editors chair! There must be a genetic predisposition to it.
- Man, my forehead is gigantic! I think I'll take Brett Green's advice and use it to weaken the adhesive on Cutting Edge camouflage masks!
- I've created a couple of e-mail lists for the club. For those of you who are not familiar with Mailing Lists, they are an email address that allows subscribed members to send messages to everyone who is subscribed to the list by sending a message to one email address. If you made it through that explanation and who could You can join IPMS Ottawa's un-moderated Members Only mailing list by sending a message to: [IPMSOttawaMembers-subscribe@yahoogroups.com](mailto:IPMSOttawaMembers-subscribe@yahoogroups.com)
- If you see enough of your fellow Modelers each week and would like to only receive the monthly newsletter in PDF format and other timely news mailings, then subscribe to : [IPMSOttawaComm-subscribe@yahoogroups.com](mailto:IPMSOttawaComm-subscribe@yahoogroups.com), or subscribe to both and SAVE! Err... No, not really.
- Mark Bannerman ([camban@hfx.eastlink.ca](mailto:camban@hfx.eastlink.ca)) of the Halifax modelling scene posted a message on several hobby related discussion groups on Friday, November 29 regarding a new database of Canadian Modellers. I've known Mark for some time as he has been involved in many of the shows on the East coast, and I wish him good luck in this endeavour. If you are interested in having your name added, or if you wish more information on his project, drop him an email.
- I've been in contact with friends from other modelling clubs I have been active in (IPMS North Central Texas, IPMS Champlain Valley, IPMS Toronto and Peel Scale Modellers) regarding article sharing. I'm glad to report that the Texans gave out a big Yee-Haw over Hank Gruben's F-35 article.
- That's it. Send articles or I print more nonsense like this!

## Coming Events

Wednesday, December 4<sup>th</sup>, 2002

**IPMS Ottawa Meeting**  
Out of the Box Competition

Wednesday, January 8<sup>th</sup>, 2003

**IPMS Ottawa Meeting**  
Best of 2002

Sunday, January 19<sup>th</sup>, 2003

**Passion Modelisme**  
Hotel Le Radisson,  
999 De Serigny,  
Longueuil, Quebec  
<http://www.hobby-passion.com/oes-en.html>

Wednesday, February 5<sup>th</sup>, 2003

**IPMS Ottawa Meeting**  
TBA

Wednesday, March 5<sup>th</sup>, 2003

**IPMS Ottawa Meeting**  
TBA

Wednesday, April 2<sup>nd</sup>, 2003

**IPMS Ottawa Meeting**  
TBA

Sunday, April 6<sup>th</sup>, 2003

**BuffCon 20** - Cheektowaga (Buffalo), NY  
hosted by IPMS/Niagara Frontier  
Contact Bob Collignon  
([cjltd@adelphia.net](mailto:cjltd@adelphia.net))  
716-837-2204

Saturday April 12<sup>th</sup>, 2003

**CANAMCON IV**, Plattsburgh, NY. Hosted by IPMS/Champlain Valley.  
Contact Frank Baehre  
([frankandsandyb@westelcom.com](mailto:frankandsandyb@westelcom.com))  
518-561-4265

Friday, May 2-3, 2003

**NOREASTCON 2003**, Region 1 Convention.  
Hosted by IPMS/Niagara Frontier  
<http://noreastcon2003.com/>  
Contact Bob Collignon  
([cjltd@adelphia.net](mailto:cjltd@adelphia.net))  
716-837-2204

Wednesday, May 7<sup>th</sup>, 2003

**IPMS Ottawa Meeting**  
TBA

Wednesday, June 4<sup>th</sup>, 2003

**IPMS Ottawa Meeting**  
TBA

July 2-5, 2003

**IPMS USA National Convention**  
Oklahoma City, OK.  
[http://ipmsmetrookc.org/Nats\\_2003/index.html](http://ipmsmetrookc.org/Nats_2003/index.html)

September, 2003  
**CAPCON!**





# Workbench Review

Panda Models 48001

1/48 F-35B

Approx. \$20 CDN

By Hank Gruben

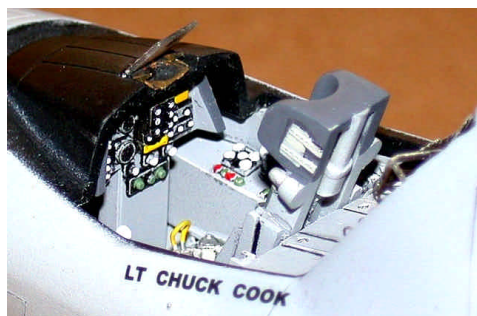
For those who haven't heard, the F-35 B is to become the workhorse fighter for both the United States Air force and Marine Corps. For the Air Force, it's to take the place of the current F-16 and for the Marines, it will replace the venerable Harrier as their VT/STOL close support fighter.



## The Kit:

First impressions upon opening the box are good. For anyone that's built any of the new Chinese kits that have made their way across the Pacific in the past year, you would understand the feeling of either extreme joy or disappointment when it comes to shredding the cellophane off of one of these import oddities.

The first thing you notice is that this is a large box but it sure isn't that heavy. A strange first impression but when your used to lugging home a Hasagawa or Academy kit (with all those extra sprues and papers) you see my point. Upon opening the box, you get three light grey and one clear sprue which are individually packed in clear plastic. Also included is a small B&W instruction sheet that includes a parts diagram, 6-step assembly guide and one page painting guide and perhaps the coolest thing I've ever seen, a decal sheet that is covered by a thin sheet of Mylar plastic! More on this later.



## Construction:

Construction begins in the cockpit. Here you get a three piece ejection seat which looks like a cross between an American ACESS and a



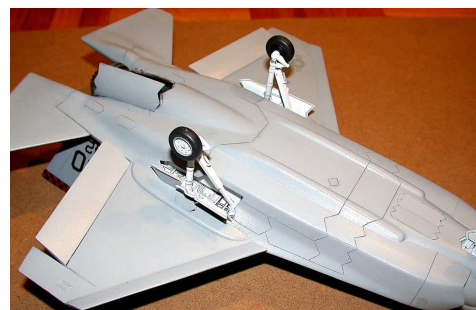
Russian K36. The seat is plain and has little detail or seat harnesses. I added seat belts and guide rails to the back to fill the void behind the completed seat. The cockpit tub has nice raised dials and buttons but looks inaccurate. The instructions say to paint the tub black but I chose to paint it as per the colours according to the USAF website, FS36231 Dark Gull Grey. The instrument panels were painted black and the various dials, switches and buttons were picked out in white, yellow, red and silver to bring out the details.

Strangely, the instrument panel has none of the digital displays of most modern fighters like the F-32 Raptor or even the F-18. Placement of the completed cockpit is through the bottom of the one-piece upper fuselage and watch the fit, there are no guides here! There is a LOT of plain plastic here and should you be inclined, a good amount of scratch details can be added to dress up the front office. I found a grainy picture of the top of the F-35 and added some extra photo-etch "bits" and wiring to busy-up the spaces behind the cockpit... The canopy is HUGE and very clear so everything inside will be clearly visible! The final assembly for the cockpit are the control sticks and this is accurately represented by two side sticks, much like the F-16.

After placing the completed cockpit into the upper fuselage, the next assembly step is to place the rear wheel wells, the intake splitters and the engine firewall into the lower fuselage (You're also instructed to place the engine itself into the lower fuselage but I chose to paint it up and place it into the plane after finished painting) I painted the wheel wells white and added a grey wash to bring out the details and placed them into the lower fuselage. The engine firewall is to be painted steel. All the parts tend to fit rather well into the lower fuselage and only a minimal amount of sanding was required to ensure a good, tight fit.

The next step is the "meat and bones" of the kit. Here you have to plan ahead and choose whether to have open or closed panels on your model. Even though I wanted to have these panel doors open, the lack of detail in the instrument bays discourages this. Again, if you're reasonably good at scratch building, you can do WONDERS with the spaces available!

In this step, you also assemble the horizontal tail pieces... Do yourself a favour and sand down the tailing edges (like a vacuform) as it is a little on the thick side.



Here comes the fun part. You get to mate the top and bottom fuselage as well as the horizontal and vertical stabilizers. There is a second engine mounted in the real F-35 B that is meant to be a vertical lift engine. This is located behind the cockpit and in this model, is molded into the upper fuselage! This is my only bad point about the model as it's almost impossible to paint this smartly... Luckily, the Air Force version has the doors closed on this one so I didn't have to do any tedious masking in this area! The vertical fins also need thinning down (as stated above) to keep from looking too thick. The one-piece canopy is also noted to be added at this point but was left off until after painting.

Finally, the upper and lower fuselages get glued together. The nice thing about this kit is that the wings, nose and fuselage are one piece. This is good because you don't have to worry about join lines at the wing roots or a nose cone that isn't the same diameter as the fuselage! Once that top and bottom are dry fitted, you see that the wings are just as thick as the stabilizers so thin down the wing trailing edges!

I have a technique for mating large, bulky objects together. First off, I dry-fit the surfaces and make sure that there are no glaring discrepancies. Next, I use Testors tube glue (yes, TUBE GLUE) around the entire mating area. The idea is this, tube glue dries slowly and allows adjustment. Also, I apply more to the wing edges and when I finally bring the

(Continued on page 4)

(Continued from page 3)

two pieces together, I squeeze the leading and trailing edges together causing the excess glue to completely fill in the possible gaps between the two. This also bonds the two closer together to facilitate a “paper thin” trailing edge.

After gluing the top and bottom together, I left the assemblies over night to dry thoroughly. The next day, I wet sanded the glued joints and was delighted to see that the composition of the plastic lent itself to a perfect seamless join! Maybe I should explain that last remark, I’ve found that “soft” plastic kits (like low-run injection moulded kits) tend to be hard to sand as the plastic sands away easier than the glue. Likewise, “hard” plastic kits (like Hasagawa, Hobbycraft or Academy) tend to have the glue sand away first and if your not careful, could leave a sink spot. Regardless, the plastic is semi-soft (much like Esci or Monogram/Revell) and is very easy to sand and shape. The recessed panel lines are somewhat faint in places and would need to be re-scribed with a sharp X acto blade.

If you’ve ever built any of the new Chinese kits that have appeared over the past year, you’ll know that the surface texture of the kits is sometimes pebble-textured. Since most of these kits are “knock-offs” of other manufacturers kits (sometimes really BAD ones) it stands to reason that the process of copying the moulds leaves a less-than-perfect copy. The entire kit has this texture and subsequently had to be sanded smooth with 1200 grit wet/dry before painting. Here is where I wandered off the map a bit... I cut the flaps and leading edges off the wings and repositioned them in the down/drooped position. This little modification was very easy and required only minimal clean up and filling.



Step five is the placement of the gear and intakes. The gear is plain and lacks detail but looks like the real thing when painted white and given a wash of grey. The tires were painted Model Master “Aircraft Interior Black” with a bit of rust and the hubs were picked out in white and silver. The intakes are the wrong shape for the production F-35. The intakes in the kit are angular (stealthy?) and reference photos from the Air Force website show them to be squared off... Also, there is nothing behind the intakes so you’ll have to paint the in-

sides black to hide the lack of interior detail. After the intakes were dry, they were sanded and re-scribed and the whole model was prepared for the last step which fixes the open panels and “fiddly bits” on before painting. Of note, there are NO aerals, weapons bays, hard points, fuel tanks or ANYTHING on this kit... I can see that the after-market resin and etched producers are going to have a field day supplying add-ons for this kit! The recessed panel lines are there for the weapons bay and like Italierie’s F-32 Raptor, a little surgery can do wonders... I left off all the landing gear and temporarily fixed the masked canopy to the fuselage. Usually I paint the canopy separately but in this case, I wanted to get the colour blend line perfect. All the gear openings were masked and painting commenced!

## Paint & Decals

The colours given for this model are listed as “GSI Creos Mr. Colour”. There are no equivalents for FS, Revell, Humbrol or even Tamiya colours listed so it was back to the Air Force website for me. Since this is to fly with the air force, it’s safe to say that the colours are going to either be FS: 36118/36270/36375 (F-16 Falcon) or my choice, FS:36375/36320 Light/Dark ghost grey (ala F-15 Eagle). The painting guide in the instructions is small but the quality of the instructions are to be commended as it does provide four-sided drawings for both painting and decal placement. Painting went like clockwork and with the rear jet pipe removed; a handy hold point was available. This was left to dry overnight before a coat of Future floor wax was applied to prepare for decaling.



Here was a serious and unavoidable problem... Even though the decals were on register and looked great, the decal film was thicker in places than in others! Literally, half the decal sheet went on smoothly and the other half disintegrated before my unbelieving eyes! I decided beforehand to make a service machine (as opposed to the prototype which is the other decal option) and was lucky enough to have replacements in the spares box! One final note on the decals, the coloured strips that go on the top of the vertical fins are really brightly printed (nearly fluorescent!) so this was replaced as necessary. All the kit decals responded well to Solvaset with only one little bubble being seen.

After masking off the metal exhaust and such, the whole model was given two light coats of Testors acrylic flat and the masking removed. The gear, jet pipe, gear doors, and details were added at this point. The finished model does scale well according to the listed USAF data and it does look like the real thing. My final conclusions are that this kit is great if you’re a beginner because of its easy construction and simple paint scheme. This kit is better for the moderate and advanced builder because of the potential to super-detail all the open spaces! The decals are a poor point but I’m hoping that this is just a one-off problem with this kit.

My thanks to the Hobby Centre for providing the kit for review and Seth for the encouragement.



## The Battle of Crysler Farm, 2002

By Dana J Nield



French and American troops fire towards the British lines, aided by artillery....



...fed up with Mohawks attack the flanks, the French General sends out his Cavalry....



... the British Square breaks apart from combined artillery barrages and cavalry charges.





# Bomber Command Pilot finds Target Audience

## Last Month's Special Guest Speaker, Mr. Curtis Merrill

By Nick Saunders

What a treat, no, what an honour to have had **Curtis Merrill**, a former RAF WW2 bomber pilot with us at the November meeting, particularly with Remembrance Day just around the corner! I must admit that I had the best intentions of taking notes while he was talking. Alas, his words were so spellbinding that I took very few and so I have only my memory to serve for the rest. So much for the disclaimer....

Judging by the rapt attention of the club members, I was not the only one that evening transported to another time and place by our guest. Curtis has a quiet, dignified way about him. This is complemented by an understated sense of humour that can catch you by surprise. His talk took the form, in the main, of an informal question and answer session. This was preceded by a brief introduction of Curtis by myself with Curtis fleshing out the details of his career before opening up the floor to questions. What follows are some of the salient points of the intro part of the talk:

- Trained through BCATP (British Commonwealth Training Plan)
- Assigned to the RAF for duration of his war
- Trained in Brantford?
- Flew, amongst other aircraft: Fleet Finch, Avro Anson, Lockheed Hudson, Martin Baltimore and Wellington.
- Limited experience with his Commanding Officer's hack Hawker Hurricane.
- After the war, in his capacity as an official for the then Department of Indian and Northern Affairs, had a hand at the controls of several of the bush planes in which he was a passenger. These included the Beaver, Otter and Norseman.
- Served with Coastal Command in North Africa and Gibraltar: on Lockheed Hudsons with 500 Sqdn., on Martin Baltimores with 52 Sqdn. and 69 Sqdns
- 69 Sqdn. transferred to Tactical Air Command out of Northholt on Wellingtons during build-up for D-Day
- Shot down in Caen area of France during night reconnaissance mission shortly after D-Day landings while flying a Wellington
- Prisoner of war for last 10 months of the war

I mentioned his sense of humour.

While flying Baltimores in the North Africa, Curtis describes their main task as armed reconnaissance searching along the coast for targets of opportunity to which they would then direct heavily armed Beaufighters. He told us that this involved flying almost the whole mission at 50 feet above sea level. This approach minimised attacks from fighters diving in on them, as they would not want to risk a late pull-up. The unfortunate side effect of flying low was that you would sometimes come back to base and find that the tips of your props were bent forwards or backwards... depending on what side of the wave crest you had hit! Aside from this comic relief, it was clear from Curtis' talk that this was a deadly business that was carried out in earnest in very primitive living conditions. The flights were called swamp patrols (a less than flattering reference to the Mediterranean). The relatively confined area of the Mediterranean - as compared to the Atlantic - meant that the Allies could saturate the area with sub-hunters and have a good chance of finding any subs that were bound to surface. If you survived these flights, you could look forward to returning to a tent camp, a far cry from the barracks and pubs of England where he had previously been stationed flying Hudsons.

From his Mediterranean posting, Curtis was sent back to England where they transitioned to Wimpies. He states that, at this stage of the war, these had become outmoded aircraft and were given secondary roles. On his last mission, Curtis was tasked with a night reconnaissance of the post D-Day landing area to determine how the Germans were getting their heavy artillery to the front since all bridges were thought to have been destroyed. To accomplish this task, they carried a belly full of phosphorous flares, a highly dangerous cargo which, once ignited, cannot easily be put out. In Curtis' estimation, his aircraft suffered a failure of some sort that caused the load to catch fire and they were forced to bail out. He was made a prisoner of war and spent the rest of the war in a camp in eastern Germany before being liberated by the Russians. It struck me, at this point in his story, that you really sense the impact of the horrors of the war experience on Curtis. He was

particularly blunt about how troubled he was to see refugees on the road: families, with what little belongs they could carry resolutely making their way away from the advancing Russians. Even at this point though Curtis seemed to find a little humour in the folly of man. He describes how fellow prisoners would become attached to material articles and how, when liberated, they took whatever they could, no matter how inconvenient it was to transport, with them on their long marches. Curtis, being the true backwoods Canadian and being used to canoeing in the wilderness, had a sense of what it is reasonable to carry. It was with no doubt, a wry smile that he began to notice musical instruments and other "useless" items piling up in the ditch at the side of the road the further he got from the camp. The wisdom though of the civilians fleeing before the advancing Russians was brought home to Curtis when he was almost fatally mistaken for a German soldier by a Russian armed with a Tommy gun. Only a document provided by the Russians who liberated the camp saved him from certain death. Later, however, he and a fellow former prisoner managed to hook up with some Russian camp followers and got a really good feed, something they did not get while in prison! So, there you have it; the ironies of war.

I think the thing that struck me the most about Curtis was his refusal to denigrate any of the planes he flew. When pointed questions came his way regarding the perceived weakness of this plane or that, Curtis would unfailingly point out the positive aspects of the bird in question. He felt that many mishaps that occurred during the war could be traced to poor training or lack of respect on the part of the pilot for the aircraft they flew. The Avro Anson, someone mentioned, in many of the pictures they had seen, seemed always to be "mating" with other Ansons. To Curtis however, the Anson was well suited to its training vocation even if it was not a spirited craft. Nonetheless, this did not stop trainee pilots from buzzing poor hapless farmers etc. in their enthusiasm for flying. Accidents were bound to happen. I couldn't help thinking though, from the twinkle in his eyes, that Curtis secretly approved of a little rashness. At any rate, whatever his personal qualities as a pilot, Curtis Merrill is a wonderful individual and it was a great pleasure to have him in our midst to tell his tale. Thanks Curtis!



# The Annual Science and Technology Museum Open House Show

A report by Seth Wilson



This year IPMS Ottawa decided to re-instate an event at the annual Open House at the Museum of Science and Technology—the People’s Choice and Modeler’s

Choice awards. Up to this year I had only done this event once and was not sure what to expect. I must say it was quite a success. The weekend that was assigned to us was great—last year was two weeks before Christmas and the Museum was dead—and there were huge crowds of people filing past our displays. With the re-instatement of the awards, modelers were asked to display a theme on their tables and with well over 200 hundred models we certainly showcased some of IPMS Ottawa’s work!



There were many diverse themes this year. I decided to take a more broad approach and do an “Introduction to Scale Modeling” as I tried to display a wide array of models available to us ranging from science fiction, aircraft, figures, armour, automobiles and of course, the “giant ant” (lots of comments about that one). I also had a small section of my table dedicated to building, an indispensable area as it helped pass some of the slower time periods of the day.

Juan Lopez brought out his Stalingrad diorama as well as two other tables full of armour and figures in 1/35<sup>th</sup> scale. The display ranged from simple figures



and vehicles under construction to the beginnings of another diorama of an anti-aircraft half-track stopped on a bridge. People were fascinated with his photo album documenting his two-year construction of Stalingrad as well as the numerous references he brought out.

Ken Allen, Jim Mackenzie, Mark Hydenal and Wayne Giles all displayed things with wings and gyros in a variety of different scales. Mark and Jim had a two-table display of water aircrafts, Ken had the “Development of Vertical Flight” and Wayne had a variety of aircraft from the RCAF/RAF in the Second World War.



Earl Atkins certainly picked a timely theme as he displayed a selection of his models from the space program. Earl showed a wide range of models from NASA’s past and present with a variety of the Apollo rockets and moon crafts as well as the Space Shuttle. Not only were the models impeccably built, they also showcased working lights which gave the table a whole new dimension.

Science Fiction was also showcased with the works of Owen Oulton, Dave Fleming and Bill Eglington. The tables were a Trekkie’s dream with a wide range of figures, ships and props from the TV series and movies.

Another table of note was the combined works of Paul Eastwood, Roch Graveline, Dave Showell, Graham Mansell, and my-



Earl Atkins with this collection of space vehicles.

self. With the title of “The Evolution of the Tank” we displayed 54 models from the very beginnings of the tank to the most modern AFVs from four major countries (America, Britain, Germany, and Russia) all in 1/72<sup>nd</sup> scale. It certainly gave the participants a real sense of accomplishment to see all the vehicles on the table which led them to field a wide variety of questions from the public.



Overall, the show was a great success. The People’s Choice Ballot drew more people to the tables as they closely scrutinized each of the tables to determine their favourite. The ballot gave both the modelers and the public a chance to interact and ask questions of each other. The show gave IPMS Ottawa great forum to display our talents and encourage potential new members no matter what their age, to come out to our next meeting.



## Until next month!

