

February 2003

IPMS Ottawa Newsletter

The Prez Sez

Paul Eastwood

As usual, February sees our meeting location switch to the Perley and Rideau Veterans' Health Centre. See the accompanying article in this issue for an appreciation of this institute, and an outline of our annual Veterans' show to take place here on the 15th.



During tonight's meeting, we will see a slide show featuring several museums in Australia and New Zealand. The photos were taken by Roch Graveline last December and January. This is the second such event presented by Roch. Several months ago we saw his slides of the museum at Puckanpanyal in Australia. Roch, did you finally track down the elusive A7V? Wayne Giles is demonstrating a time-saving painting technique, and Ben Cliche is showing his method for recreating accurate periscopes on armoured vehicle models.

Last month we were fortunate to have another Veteran in attendance. Ken Hannah, DFC, offered insight into the operational life of a Typhoon pilot during WWII. Thanks to Jamie Leggo for introducing Mr. Hannah to us. These visits are invaluable to us as modelers and allow us to show our appreciation for those who gave so much to preserve our way of life. Any club member who knows of Veterans of any era who would be willing to share their experiences with us can contact me at ipmsot-tawaprez@hotmail.com. Any Veteran who wishes simply to attend our meetings is cordially invited.

I was recently contacted by Lorenzo Vitali, the President of IPMS Toronto, concerning the submission of articles to Poststrike and/or the website. We look forward to any submissions, and to establishing closer relations to not only Toronto, but to all IPMS Chapters. Recent work by Bruce Grinstead on the club website (www.ipmsottawa.ca) has been absolutely outstanding. We now have a world class flagship for our club. All meetings and events will be documented in writing and/or photos. Visitors to the site will see a great representation of

Scenes from Operation Apollo



ITS Aliseo's helicopter doing a flypast by HMCS Montreal (10 Jan 03) to salute the outgoing task group commander, Commodore Dan Murphy. HMCS MONTRÉAL is operating in and around the Arabian Sea as part of Operation Apollo, Canada's military commitment to the international campaign against terrorism.

- Photo: Master Cpl. Paz Quillé / Imaging Services Halifax aboard HMCS MONTRÉAL

our club. Once again, I put out the call for photos of members' models for the gallery section.

I have forms for the upcoming annual club auction. The date is set for Sunday, March 9 at the Museum of Science and Technology (in our regular meeting room). Please be advised that only paid members can participate. Starting time is 10:00 sharp! Any models brought in for sale after this time will be held until all other items have been auctioned. There are no exceptions to this rule. An auction form is available for download from the website. I will outline the guidelines during tonight's meeting.

Michael Roy has updated the Ad Hoc contest standings to reflect last years' results. The list will be published in Poststrike twice a year, and a master copy will be available for perusal at every meeting.

All in all, things are looking great for the coming months. According to Bill Wilson, the decal bank is filling up to the point that a second binder has been added. Anyone who has an

idea for a demo or lecture should contact me, and your presentation will be scheduled.

Happy modeling!



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IPMS OTTAWA

a chapter of IPMS Canada

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:

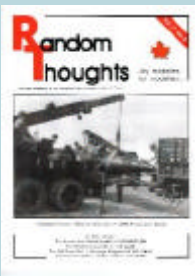
Djn@dana-nield.com

IPMS CANADA

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:

IPMS Canada
PO Box 626, Station B
Ottawa, Ontario
K1P 5P7

or mig@ipmscanada.com



Quick Edits

Rants and Raves from your editor...

Dana Nield

I had thought that this month's only sad news would be the passing of Marcel Jovine on January 28th. Mr. Jovine was the creator of the Visible Man, Visible Woman and Visible V-8 Engine kits that I'm sure you remember. Later, he left the hobby and toy industry for a numismatic career which led to his design picked for the 1980 Winter Olympic medals. Marcel Jovine was 81.

Sadly, while passing over my former city of Dallas, Texas, the seven member crew of the Space Shuttle Columbia met their tragic fate. God bless 'em all.

On to news of a more contented nature... I'm more than happy to welcome IPMS Toronto members to our growing readership. Its is more than a little ironic that the former editor of Peel Scale Modellers newsletter (and the Tamiya Model Club of Canada, Canadian Armour Modellers Organization, IPMS North Central Texas, etc...) is now the editor of IPMS Ottawa, but hey, I get around and I'm cheap. (*Shurely Shome Mistake!*)

As such, I hope that this endeavour will bring the two clubs closer together. It was nice to return to the Canadian Modelling scene and the Ottawa members made me feel right at home (raiding my kits and borrowing reference materials). Toronto and Ottawa have always had great clubs and a strong rivalry. Since my arrival, I have stolen the motto of IPMS Canada editor, Sid Arnold, being, "I Print Member Submissions." As such, I can't figure out which club is worse when it comes to providing your humble editor with materials and complaints each month.

Therefore, I throw the gauntlet down! I'll be keeping a tally from the next issue until Capcon in September, at which time I'll announce which club has submitted more articles and won bragging rights for the year. While I'll be rooting for both Ottawa and Toronto clubs, I will hold right of refusal when it comes to wearing a Senator's Jersey.

Coming Events

Wednesday, February 5th, 2003
IPMS Ottawa Meeting—TBA

Wednesday, March 5th, 2003
IPMS Ottawa Meeting—1960's (*I was born then, that shurely counts for shumtin! Ed.*)

Sunday, March 9th, 2003
IPMS Ottawa Auction

Wednesday, April 2nd, 2003
IPMS Ottawa Meeting—TBA

Sunday, April 6th, 2003
BuffCon 20 - Cheektowaga (Buffalo), NY
hosted by IPMS/Niagara Frontier
Contact Bob Collignon
(cjltd@adelphia.net)
716-837-2204

Saturday, April 5 -6, 2003
Maritime Modellers' Meet - MMM2003
Halifax Fleet Club, Halifax, NS
Brent McCombs
(902) 490-5442
numfar@hfx.eastlink.ca

Saturday April 12th, 2003
CANAMCON IV, Plattsburgh, NY. Hosted by IPMS/Champlain Valley.
Contact Frank Baehre
(frankandsandyb@westelcom.com)
518-561-4265

Sunday, April 27th, 2003
IPMS Kingston Show, Days Inn, Kingston
(Just off the 401 and Division St.)
Contest Theme is "Build the box art"
Contact Peter MacDonald 613-548-8427 or
Joe daSilva - joetabasco@cogeco.ca

Friday, May 2-3, 2003
NOREASTCON 2003, Region 1 Con. Hosted by IPMS/Niagara Frontier
<http://norestcon2003.com/>
Contact Bob Collignon (cjltd@adelphia.net)
716-837-2204

Wednesday, May 7th, 2003
IPMS Ottawa Meeting—TBA

Wednesday, June 4th, 2003
IPMS Ottawa Meeting—TBA

July 2-5, 2003
IPMS USA National Convention
Oklahoma City, OK.
http://ipmsmetrookc.org/Nats_2003/index.html

September, 2003
CAPCON!

October, 2003
Dorval!



Step by Step

Replicating Fabric with Epoxy Putty

By Hans Bosma

Editor's Note: Recently, a new Yahoo Group was created called PlasticScratchbuilding, (<http://groups.yahoo.com/group/plasticscratchbuilding/>) which has fast become a popular venue for showing off and encouraging others. Hans recently posted this article which he has graciously allowed IPMS Ottawa to publish.

First of all, I am Dutchman so English is not my native tongue.

I used Milliput which is a two component filler, prior to modelling, for example, in china restoration.

Milliput (<http://www.milliput.com>) is used in plastic model building as a filler or putty. it is easy to use because of the fact that it can be used with water to form it in seams between wings and fuselage and by using it in that way there is hardly any sanding needed. You use a fingertip with water to apply it and so you can remove all excess material. As I said it consist of two sticks. Blend equal amounts of the two sticks by rolling and kneading till the colour is uniform and free from streaks. It can than be manipulated like modelling clay. It goes rock hard in about three hours by normal room temperature. It adheres to ceramics, wood, plastics, metal, cement, and glass.

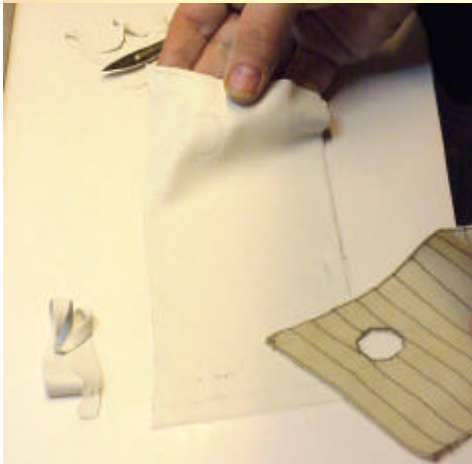
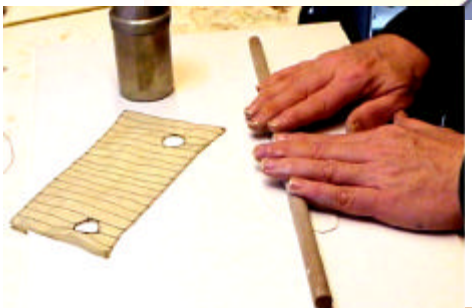
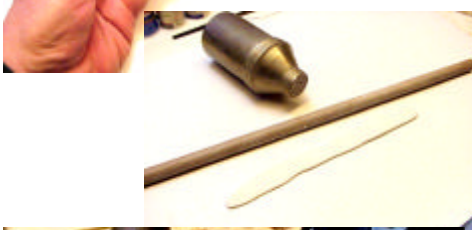
I first used it to make clothes for my pewter figures, I rolled small amounts of the two components. After blending I rolled it out on a flat surface by which I use Talcum powder to prevent it from sticking to my roller tool (A simple pencil) and the flat surface. Gradually it becomes more and more rolled out. You need to work carefully to obtain a sort of piece of fabric which you can hold in your hand and can form in every direction. You can cut it than in pieces and make clothes on the figures

The use for it for making sails came later. It is the same principle just using more Milliput. I had made sails from real fabric some ten years before. Now I used the pattern of the old sails to press into the still soft Milliput. I let it stiffen up for about ten minutes. Before I had made a support with roughly the form in which I would like to have the sail. I simply let it dry there. I just put the yard in place. Milliput is a very strong bond and after the sail hardened the yard stays firmly attached to the sail.

Furled up sails is a little bit tricky but nevertheless it works. Make the complete sail, attach the yard and after about 30 minutes. You have to feel it now and then, you can bind it up with

thick round cord, then you sculpt the furls. The next morning you can remove the cord. Attach the yard and sail to the mast and make the sail rigging. For a natural looking sail, especially bound up sails, I usually look to old paintings and drawings. Look out that the wind comes from one direction and you have to make up your mind the wind force before you start.

I paint the sail with oils, simple white with some dark umber strokes, sails are often old and patched up.



Review on the Sprue

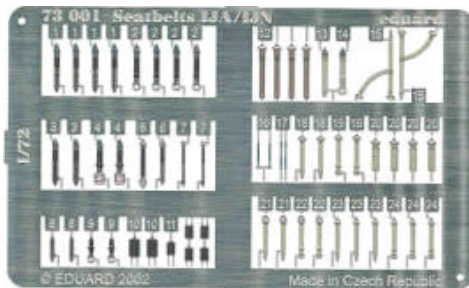
Eduard 1/72 IJA/IJN Seatbelts #73-001 Color Photo-Etch Accessory

By Sean Glaspell
IPMS/USA #40404 & IPMS Earth

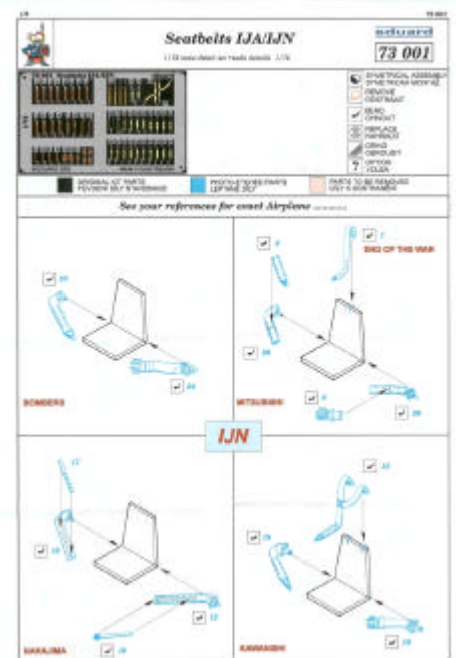
History: The ever-growing aftermarket accessory market is amazing. When I built my first kit in 196*, never mind, the only not out of the box accessory I knew of was stretching some heated sprue for antenna. When I got back into modeling a couple of years ago, I was surprised to see the appearance and proliferation of the aftermarket parts market. I like to pride myself as an 'old school' modeler where we fashion our extra bits ourselves, but I was finally seduced by Eduard's latest offering on -- not just photo etch, but -- colored photo etch.

Kit: What the modeler gets for under \$10.00 is a single fret of seatbelts for Imperial Japanese Air Force and Naval Aircraft. I know from the yards of paper seat belts that I've cut for open cockpit displays that seat belts in a model aircraft really look sharp. Eduard has taken it 2 steps further by offering the detail of photo etch and colorizing it for the modeler. The small purchase can enhance the model of both the casual kit builder and super detailer.

The level of detail in the brass is the usual level of high quality we've seen in Eduard's product line. Depending on the manufacturer, the seat belts are visibly well cut and the buckles are well distinguished from the rest of the part. The color of the seatbelts is correct depending on the aircraft manufacturer. The cloth belts look cloth and the leather belts are a visually pleasing brown leather color.



A mighty fine instruction sheet is included with references to part numbers and any minor assembly required. The seat belt parts, with the exception on one, are not labeled for specific aircraft, but rather to the factory that manufactured the aircraft. The Japanese war industry did not have a specific set of requirements for aircraft interiors and accessories so the factories carried their own standards of items like interior colors and ues, seat belts. Seat belts included are for aircraft from the Mitsubishi, Nakajima (cloth and leather), Kawanishi, Kawasaki, Tachikawa and an aircraft specific set



for the Mitsubishi Ki-46 Dinah, both from and back seats. An additional 3 sets of seat belts are for bomber aircraft.

Conclusion: After a quick count and unless I am in error, this set contains enough color seatbelts for 14 aircraft seats. That along with the excellent level of detail and the price made this a cost-effective purchase in my eyes. Get yourself some today.



The Perley Show

A quick update
By Wayne Gilles

The "Perley & Rideau Veterans Health Center was opened at 1750 Russel Rd. in Ottawa in 1995 after the Perley Hospital, Rideau Veterans Home, and the chronic care unit of the National Defence Medical Center, were brought together to form one facility, with a total of 450 beds divided between three residences .

Due to lack of space at NMST in Feb., it was arranged for IPMS Ottawa to hold their meeting for that month in the Perley's "Game Room". In return, some members of IPMS got together and put on a small display for the residents which was very well received. The same year N Track, the model train club put on a show.

After a discussion the two clubs decided one show would be better than two. At that point "It's A Small World"(A scaled down look at things) was born. This year marks our forth anniversary. The show has changed a bit every year but attendance has grown steadily.

As many of the residents don't get out much this type of event usually gets very well received. A lot of our Vets feel they have been forgotten and are not appreciated. This is one way of helping them to realize that we haven't forgotten and we still owe them our thanks.

Over the years of the show the reactions have been many and varied. Many get a glint in their eye, some a tear. Some will sit silently and look, as if looking back in time and some will start with the stories that never fail to catch ones interest. One year a vets wife took myself and J. Mack to view the medals and memorabilia in her husbands display case out side his room. Many of these cases, which are located out side each residents room, are very interesting "Micro Museums" of the residents past.

Sharon Tremain, Head of Recreation Therapy has said that residents, staff and visitors look forward to the show. "Seeing these models brings back memories, reminds us of our youth, and stimulates discussions and comradeship among the residents and those responsible for the models" said Sharon. In the words of George Middleton, resident and enthusiast, this is "marvellous.....a tremendous amount of work goes into this.....I get a lot of joy out of seeing the trains run...remember the days when I had a model train set up for years".

Although this is not a big show I feel it is very worthwhile and hope the club membership will support this endeavour for many years to come.



Perley & Rideau Veterans Health Centre, 1750 Russel Rd, Ottawa.



Review on the Sprue

**Azur A025,
1/72 Martin Baltimore Mk.I/II,
Special Hobby SH72028,
1/72 Martin Baltimore Mk.III/IV/V**

Mike Quan - IPMS USA 3925

In the opening days of World War II before Pearl Harbor, the Western European powers were desperately seeking to build up their air arms for the expected battles ahead. Many U. S. aircraft manufacturers were eager to take advantage of this market and produce aircraft for sale to the French. The Martin Aircraft Company in Maryland was one of the companies who had designs ready for production when the European Purchasing Commissions visited the United States with cash in hand.



The company's Baltimore twin engined bomber was a development of their previous Maryland bomber, with improved performance utilizing the same wings, a deeper fuselage, and increased power from the reliable Wright Double Cyclone engine. Initial sales purchases were to France, but delivery was eventually taken up by Great Britain who later placed additional orders for the Baltimore under Lend-Lease. The British used the Baltimore exclusively in the Mediterranean Theater, as it was felt that the design characteristics of the type were more suited to the hotter, tropical climates, as well as being a better match to the compara-

tive expected "competition" in the Theater.



Baltimores served in bombing, maritime reconnaissance, and anti-submarine duties. The Mark I and Mark II versions of the Baltimore featured an open position for the rear facing defensive gunner, the number of equipped .303 guns for this position being reflected in the mark number. The Mark III introduced a powered dorsal turret for the gunner – the Boulton Paul turret with four .303 weapons being used. Later Mark IV and Mark V Baltimores switched to the Martin powered turret with twin .50 caliber machine guns. Apart from British usage, units of the Free French, Free Greek and Stormo Baltimore, a unit of the Free Italian Air Force, also operated Baltimores.

In their continuing quest to replicate the line of 72nd aircraft subjects previously available from the long-defunct Frog range of kits, Azur and Special Hobby have almost simultaneously released their complimentary kit versions of the Martin 187 Baltimore. The Azur kit caters to the open cockpit versions, while the Special Hobby kit features the versions with dorsal turrets. As both kit's origins are in the Czech republic, it is no surprise that the contents of each offering is almost identical! Boxed in the usual relatively flimsy cardboard affair, an improvement seen in this kit is the individual bagging of the clear sprue and resin parts in separate plastic bags. The parts layout provides for alternate, upper rear fuselage decks to result in either an open or turreted gun position. In fact, the only discernable difference in kit content is the decal sheet and instructions! Without markings, you can build a Baltimore from Mark I through Mark V from the parts from either kit! The parts breakdown is 94 injection-molded pieces on four medium gray and

one clear sprue, 21 cast resin pieces (for flap hinges, engines, wheels, prop hubs, and antennas (!)), and a single decal sheet. The injected plastic parts feature fine engraved panel lines on the surface and nice delicate fabric control surfaces. There is a trace of flash on the edges of some parts and some surface flaws are present, though scarce. However, the interior parts look comparatively crude and basic, almost as if tooled by a different person. The machine guns are very basic and almost reminiscent of that thirty-year old Frog kit!



The cockpit has separate seats, floors, bulkheads and instrument/console panels. Too bad these injected parts were not of resin in order to improve detail. The prop blades and hubs are separate pieces – a particular irritation to me from many kit makers. Markings for the Azur kit comprise three RAF aircraft from the Mediterranean Theater marked in the typical dark earth/middle stone/azure blue camouflage, with rather plain markings. By contrast, Special Hobby gives a variety of three different schemes: a British test aircraft featuring aluminum airframe with dark earth/middle stone/azure blue camouflaged control surfaces, a Coastal Command Free Greek aircraft in extra dark sea gray/dark slate gray/white, and an Italian Allied AF craft with dark earth/dark green/sky gray colors. Having built the old Frog kit many moons ago, despite my criticisms above, I heartily endorse the release of these kits, and applaud the variety and diversity of subjects that are offered. Thanks go to Azur and Special Hobby.



Last Month's Models by Paul Eastwood



T-34/85 by Dave Showell



Don Astwood's Red Biplane (Note: Tread-head Editor. Read at your own risk!)



1/48 Lancaster by Randy Lutz

For the Record

The Monza Gorilla

A reply to Mike Quan's March-Ford 761 article in January's Poststrike

By Nick Saunders

I must say I welcomed the "Review on Sprue" article on the Orange House Models March-Ford 761 in last month's Poststrike. It's a fine initiative to print articles from fellow IPMS modellers from other clubs and I hope we will be able to build on these exchanges. The remarks that follow should therefore not be interpreted as critical but rather as an opportunity to set the record straight on one particular historical fact.

I found that Mike's introductory comments set the stage very well for his review. For me modelling is not just about the kit and the building but it is also an excuse to read about history and to learn about the technology of the time. Sometimes a model, which would otherwise seem dull, can take on a different aura simply by virtue of its association with an event or person. By introducing his readers to the review with the words



Vittorio Brambilla

"The Monza Gorilla", my interest was peaked at once. Now there's something to talk about say's I; a talking point, a catalyst for discussion and off you go, chatting with your IPMS pal or some erstwhile visitor to a club exposition who is now a new-found friend.

Well, as it happens, I was recently loaned a book called "History of the Grand Prix Car 1966-85" by Doug Nye and I recalled reading about Vittorio Brambilla. As it turns out, Mike's description of him is quite accurate except for one glaring error. He did in fact win one race, the 1975 Austrian GP at the Österreichring on August 17th of that year. This race is famous or infamous depending on whose perspective for two or three reasons. Firstly, this is the race in which Mark Donohue, in a works March, was killed in practice due to tire failure and subsequent loss of control of the car. It is interesting to note that Goodyear at that time supplied all tires and it is suggested by some that the lack of competition bred the complacency that resulted in a record number of blowouts that season. Secondly, this is the third race in a hat-trick of strange GPs with unexpected outcomes and the second of the three where rain played an important role in that outcome. The Monza Gorilla won this race after it was halted on the 29th lap due to sheer volume

of water flooding onto the track. Lauda had been leading with a dry set-up but had gambled badly and given way to James Hunt in a Hesketh. On lap 15 Brambilla's March took the lead from Hunt when his engine went off song. Final results were:

1. Vittoria Brambilla (March 751/3), 29 laps in 57:56.69, 111.23 mph
2. James Hunt (Hesketh 308-2), 29 laps in 58:23.74
3. Tom Pryce (Shadow DN5/2A), 29 laps
4. Jochen Mass (McLaren M23/6), 29 laps
5. Ronnie Peterson (Lotus 72 R9), 29 laps
6. Niki Lauda (Ferrari 312T 022), 29 laps

Pole Position – Lauda, 1;34.85

Fastest Lap – Brambilla, 1; 53.90, 116.08 mph

But the story doesn't end there. Quoting F1 Racing, June 1997:

"Nicknamed the Monza Gorilla – an epithet he welcomed – Brambilla was extremely quick but woefully accident-prone. Even his sole victory, Austria 1975, could not be achieved without mishap, Vittorio crashing into the pitwall as he punched the air in Triumph".

Thanks Mike for your great article. Hopefully, this historical correction will give you something more to discuss when you show off your wonderful model and are asked if the man who drove it was as colourful as the livery of the car itself!



Canada At War

Fighting Stamps of the Second World War

By Dana Nield

The Canadian Postal Archives is an online visual collection of all Canadian Stamps. Here is a sample of stamps issued during the war years. Clockwise, from top left are a Ram Mk I, Corvette, Tribal Class Destroyer, TCA Lockheed 14, BCATP Yale, and a 25 pdr in the process of assembly at Sorel Industries, outside of Montreal.

See more at: http://www.archives.ca/08/080608_e.html

