

May 2003

IPMS Ottawa Newsletter

Fifty Years of Hobby House



Hobby House, a landmark in Ottawa's plastic modeling scene, celebrated its 50th anniversary on Sunday, May 4th. The store was packed all day long with people showing up to offer their memories of the store's various incarnations, partake in cake and coffee, and cash in on the savings. The famous discount wheel was on hand with savings of 10 to 50 % and bonus gifts available. Hobby Mouse made an appearance entertaining the clientele and scaring the kids. (Great Superbike impression!) Congratulations to Denny, Roger and the entire staff at Hobby House.



The Prez Sez Paul Eastwood

Welcome to the lone contest-free meeting of the year! We change pace a bit tonight and will focus on the art of digital photography.

Bruce Grinstead has prepared an excellent presentation, and we will hear from Roch Graveline and others about their experiences in this rapidly growing field. I purchased my first digital camera last fall, and have never looked back. The possibilities for the modeller are immense, both as a way of documenting the progress of your latest project, or for those museum trips to document the variations in bolt detail on the inner hub of the next Sherman you absolutely have to build. Time will be set aside to photograph any models brought out tonight. Several model shows have come and gone, and we will hear comments from those who attended AMPS, CanAm Con, BuffCon and NorEastCon. Hobby House celebrated their 50th Anniversary last weekend. See the accompanying article. Capcon is looming. Wayne Giles will give a brief outline of the latest developments. That's all for now, 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: Michael Roy
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 re-distributed 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:

A 1/48 Me 109B in Spanish Civil War Service

Canadian CMP C15TA Armoured Truck

A 1/72 Eduard Albatros D.V

Stuart I (M3) Turret and Sponson Armament

Inquiries or submissions can be made via:

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Quick Edits

**Rants and Raves
from your
editor...**

Dana Nield

*Do you smell that? ALPS printer.
That's the smell of an ALPS
printer.*

*Nothing else in the world smells
like that, especially when its been
printing on waterslide paper all
night.*

*I love that smell. It's the smell of
capitalism...*

Yes, you are correct. I need to leave the house every once in a while. I also need to stop designing decals while watching Trailer Park Boys. I should also leave the Rum and Cokes, the black clothing, and the Goatee I have grown behind prior to the next meeting. Freedom 35 is what its all about. Remember that Ricky.

I'd like to thank Nick Saunders for reminding me last meeting to print his submissions. I appreciate submissions, really. I just forget to print them every once in a while (*Note to self. No Rum and Cokes while Editing Poststrike*). My pal from Brampton, Doug Sword, updates us on the Borden Hetzer. Paul Borne has become a regular columnist with his two reviews this month. Brain-Drain member Tony Leger takes us for a walk though building a StuG IV and finally Roch Graveline gives a comprehensive report on the AMPS Show.

Tanks Rock.

Cheers!
Dana

Coming Events

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/

September 13, 2003
CAPCON!
Neapean Sportsplex

September 21, 2003

Region 1 **ROCON 24**
40 & 8 Club
933 University Ave.
Rochester, NY
IPMS/ Rochester Scale Modelers
Jim Kloek 585-385-3899

October, 2003
Dorval!



Submit an article, or we'll shoot the editor.



Okay, submit one anyway.

No real editors were harmed in the making of this filler.

Editors were hired from Editors Union Local #128.



Webzine Review

IPMS Stockholm By Nick Saunders

The subject of this month's web tour, www.ipmsstockholm.org, is strangely enough, inspired by discussions led by IPMS Canada's National Director, Jamie Leggo, at last month's meeting. As it happens, a number of the current IPMS of Canada executive are also IPMS Ottawa members and we, as a club, have the good fortune of being amongst the first, if not 'the first' to hear about national projects and initiatives. Jamie gave a formal update to the club of events/projects planned for 2003. He also made reference to *Random Thoughts*, the official publication of the IPMS of Canada. From this there ensued a discussion around 'the written word' and the ongoing struggle to get articles for submission. So what connection does all this have to IPMS Stockholm, you ask?

Well, I began wondering if this struggle was part of a trend. I wondered whether the spirit of sharing that I feel is an integral part of the hobby was perhaps giving way to commercial interests. Why writes an article for nothing when you can be paid to do so? Would one always have to fork out money to get in-depth articles about the hobby in the future? I don't know about other readers but at least half of my hobby budget presently goes to procuring reference material. God knows there is a dearth of excellent publications out there to meet that need which, in turn, is only limited by the depth of my pocket! Typically, the modeller is looking for photographic material, tips on techniques, historical information on the subject matter they are working on and the latest in news/gossip on events and commercial offerings. Of course, these are some of the intangible benefits of being in a club where one can share reference material and experiences. If you don't have access to a club however and haven't a lot of money, what is there available to you?

With these thoughts in mind, I have decided to put a little more focus in my quest for the perfect website and begin a survey of IPMS websites to see what other national organisations have in the way of information for the modeller. In doing so maybe we will be better able to answer the questions raised above. This month I propose to review IPMS Stockholm for no other reason than I heard it was good one and because I like Swedish aircraft.

The IPMS Stockholm website is presented in a webzine format in both English and Swedish. Each month, their home page content changes but there are a number of constants. These include the following broad headings: scale news, magazine, forums, Helpdesk, Archive, IPMS Open, Stockholm, Contact Us.

Several of these categories can be broken down further. Online forums include an English language discussion forum, and "Buy, Sell and Swap" forum and an "In the Works" forum. The first of these is open to discussion about everything relating to scale models including issues like construction techniques, painting & finishing, kits, events and so on. It is quite similar to "Plane Talking" on Hyperscale. The idea of the "In the Works" forum is that visitors can share images of their current modelling projects (in-progress or finished), gaining feedback and constructive comments. This forum is a very interesting one I find in that people send in pictures of kits in progress with mods and scratch work being prominently displayed. A large number of articles are in Swedish however. The "Contact Us" heading gives rise to the fol-

lowing: the Team (an extensive list of contributors from around the world including our own Seth Wilson!), a Readers Feedback page, club contact e-mail, work submission instructions and subscription service.

My favourite section has to be the Magazine proper although the Helpdesk comes a close second. Just to show you the eclectic nature of the articles what follows is the content of the February issue.

[Don't Say You Weren't Warned!](#)

Frank Spahr's private battle with Hobbycraft's Arado Ar 234.

[Tech Tips: Detergent Wash](#)

Fredrik Lundbeck describes the use of household laundry detergent in model finishes.

[Boeing's Chase Sabre](#)

F-86 Sabre in civilian guise modelled by Stefan Eriksson.

[1934 Duesenberg Dual Cowl Phaeton](#)

Old Monogram kit superbly finished by Sven Örnberg

[Photo Album: Deck Landing Incidents](#)

A photographic collection presented by Martin Waligorski

Armour, aircraft and automobiles are all covered! I checked the site for sci-fi topics using the search engine and came up with 5 hits for the keyword "star wars". Seems like they have every angle covered. Profile colour scheme drawings, pictures of kits in progress, walk arounds, historical information, you name it. What else could you ask for? The archive section goes back by volume (one volume per year) to website inception in 1997 so there is a wealth of information and builds to go through – all contributed by volunteers!. A word on reviews: the webzine motto is "We don't do inbox reviews. We build".

I could not finish this review without a word about the Helpdesk. If you are looking for in-depth articles on techniques, look not further. There are six categories covered: colour charts, tech tips, aircraft reference, armour reference, camouflage and markings, photo collections. In the tech tips selection alone I counted 26 articles including everyone's favourite "What dentistry can do for modelers". I leave it to the editor of the website to introduce the colour charts:

"Urban Fredriksson's color reference charts were first published on the web as early as 1991 - on rec.models.scale newsgroup. The material was then published on the web as part of the newsgroup's FAQ.

In 1998, Urban gave us permission to revise and update the charts. Since then they have been hosted at the IPMS Stockholm's site. With new contents, user-friendly format and even the on-screen color samples, these charts are a one-of-a-kind modelling classic."

I could go on and on but instead I will leave the reader to explore the site. I have only just begun my own exploration and already I feel I have hit the motherload! According to the stats given, 2000 daily visitors probably agree!



Borden's Hetzer

An update on the rebuild

By Doug Sword

Everyone who models armour in the area is familiar with the Camp Borden museum.

As we know, a

number of the tanks in the Worthington Park collection have been removed to undergo restoration. The Ram, Matilda, and the Valentine as well as a Sherman Grizzly, are now safely indoors waiting to be descended upon by skilled Army technicians and eager volunteers to restore them to some semblance of their former glory. The first of these Afv's to be taken indoors, was the German Hetzer tank destroyer. I was lucky enough to be able to view the Hetzer as she undergoes the long process of restoration. I took some pictures and thought I would pass them along so that we can see just how good a job the boys at the museum are doing to get the tank back to its proper state. I was very impressed with the work and as you take a look at these pictures, I'm sure you will be too.



A frontal view of the Hetzer. As you can see, the entire main armament and mantlet have been removed for separate restoration. The tank has been sandblasted right down to the original grey primer. The interior has also been blasted down to the red oxide primer that was applied over the bare steel before the characteristic German Elfenbein ivory white colour was applied. Seen through the opening for the main gun is the travel lock that was fastened to the ceiling of the fighting compartment.

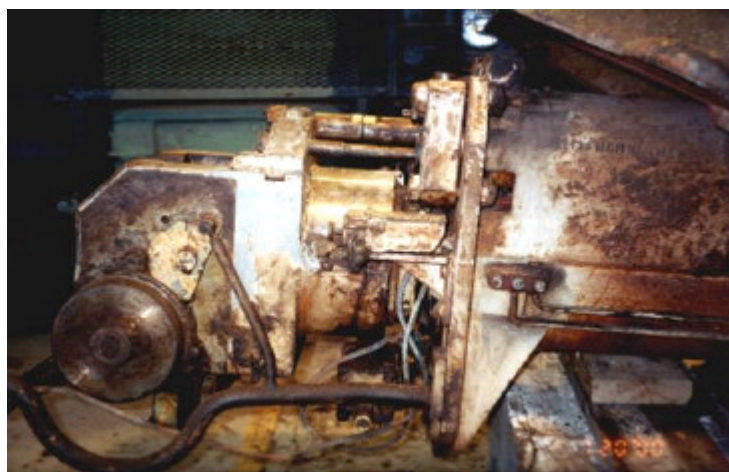


A rear view showing the engine deck covers and the fighting com-

partment roof have been totally removed for ease of interior restoration work. The engine compartment also shows the red oxide paint that was usually left on as opposed to being painted with the Elfenbein shade of white. The rear idler is the early style, which provides the only visual clue that this is indeed an early Hetzer. The shurzen plates, which were in storage at the museum, have now been replaced. Notice the excellent condition of the rubber on the roadwheels.



Inside the fighting compartment! This is the driver's station getting a good clean up. Here we can see the transmission that would normally be slightly underneath the main gun when the tank is complete. Clearly visible are the drivers steering controls at the top. These tillers simply applied a brake to the final drive when a steering demand was pulled. To stop the tank altogether, both steering tillers were pulled back toward the driver until the tank stopped. Also, we can see the small accelerator pedal and the larger clutch pedal. The Hetzer had a pre-select, semi automatic transmission very similar to the tanks of today. To engage a gear, the driver would simply select a gear with the small gear lever seen on the right, and punch the clutch with his left foot and the tank was in the selected gear. This was quite a modern gearbox for its day.



The main gun. A great detail view of the 75mm PAK 39 main armament. All of the original stenciling can still be seen clearly on the gun and all over the vehicle. This has been meticulously recorded by the restoration team and will be re-applied after the interior is complete. All operating mechanisms for the gun are still there and still work properly too. The breech block retains its coat-

ing of gun grease and although it has gone a little sludgy, I was still able to operate the breech. The main gun of the Hetzer is offset to the right of the fighting compartment. With the PAK 39 being designed for right hand operation, this caused considerable problems for the loader. He would have to lean over the gun shield in order to open the breech, load a round, and then close it. He would then have to lean over even farther to release the safety in order for the gunner to fire. An acrobatic loader was certainly re-

quired!

Well, as you can see, work is really coming along nicely. This should be a real winner when it is up and running. If you would like to see more detail, the Camp Borden section of the AFV News web-site has a ton of good pics shot by Freddie Ohlsen. Well worth a look!



Workbench Review

Millennium Models Inc Type 15 Shuttle Pod

MMI-1558

By Paul Bornn

MMI had released their Star Trek "The Next Generation" Type 15 shuttle in resin last year and I had to have one. Opening the box I discovered a box filled with little resin parts and a two instruction sheets. They also added a full colour sheet for painting with FS numbers for painting. The clear parts come as a small sheet of clear plastic and a 1:1 scale template for cutting. A small decal sheet is included. The decals and clear plastic are wrapped separately for protection.

Cleaning the resin parts took about 3 hours in total it could probably be done in two if you are in a hurry. The resin is fairly soft so it is easy to cut and sand yet hard enough that some effort is required to damage the parts. The majority of the pour tabs are easily removed with a few exceptions, there was also little flash. The tabs on the back of the seats were a little tricky; luckily the backside of the seats is close to the back wall so you cannot see any imperfections. The doors need special care to keep the indent even and strait. I found the greatest challenge was cleaning the indent that runs around the shuttle special care is needed to keep it even and straight. Overall with a little care there were not major difficulties in cleaning the parts. After removing the pour tabs a little bath in soap and water and a soft toothbrush removed the mould release. I had a couple of small holes that needed some putty but nothing major. So I found after 3



hours of easy labour my shuttle was ready for painting and assembly. I dry fitted 90% of the kit with no fit problems. Pictures and very detailed written instructions guide you through the assembly steps logically and easily.

Now all I need to do is actually paint and glue the shuttle...but I'll save that for another month. So overall I'd say I was pleased with what I have from MMI I'd say 8/10. I look forward to future products from the guys at MMI.



Workbench Review

Monogram's 1/72 F-16C

By Paul Bornn

A couple of weeks ago I grabbed Monogram's new F-16C in 1/72 scale and was I ever surprised!! Firstly I was greeted by several grey sprues teeming with wonderfully moulded parts. There seemed to be two of everything. The clear parts were packaged separately and a colourful decal sheet accompanied the kit.

Well, it turns out that one can make several variants of the F16 including the A, C the N (navy) and the ADF (Air Defence Fighter), in the future the two seater B may come. I chose the C version for my F16. The parts are moulded crisply and the details are amazing. There are parts so small that I found working with them a little difficult. According to my references the panels are well represented however the C version is to have two sets of flare/chaff dispensers on each side and the kit only has one per side. There was also a choice of intakes, exhausts and gun shrouds depending on which version...be sure to check your references as the instructions are not fully clear on which goes with which. Also the ejection seat handle on the ACESII seat needed to be added from wire.

Yet these minor deficiencies can be forgiven especially when one sees the weapons choices. The detail on the sidewinder missiles was fantastic even better than on the Eduard photoetch parts. All the fins were thin and had the wonderful little details. There were three fuel tanks to choose



from, four AMRAAMS, two sidewinders, two laser bombs, two HARM missiles. I just could not decide what weapons to put on my F16!! I ended up preparing my F16 for air combat patrol and left off the bombs. It is so rare to see such a large choice of weapons for a single kit. The quality of the weapons was as good as Hasagawa's weapons kits. The decals went on without complications just a tiny amount of setting solution was used. Overall I would have to say this is one of the best aircraft -in any scale- I have ever seen and would recommend it to anyone!!



Building a better StuG IV

By Tony Leger

IPMS Eagle Squadron, Raleigh NC

Background

Small scale armour continues to grow in popularity even in the USA where I live and I've been finding the subjects to be an enjoyable build producing very nice results that do not take up much shelf space. The Sturmgeschutz IV was no exception. In this short article how I kit bashed to create this Stug IV and then added Zimmerit photo-etch.

The StuG IV like the Jagdpanzer IV is based on the Panzer IV chassis leaving out the turret thus delivering a low profile design which made it a hard target to spot. The StuG was quite effective as an assault gun.

For this project I used the Monogram Sturmgeschutz IV (kit #2320), that I came across in a bargain closeout, this kit is a re-boxing of the old ESCI kit. I believe this kit is also the same as boxed in the Revell small scale armour line. Though the kit itself looked okay it had some errors (i.e. Gun Muzzle, Headlight, MG42) that I felt could be corrected by mating it with one of the new Revell Panzer IV kits. The ESCI kit is also somewhat spartan for details (i.e. plain though plastic track links, tools).



Building the StuG

Assemble the Panzer IV chassis per the instructions, but leave off part 1 at this stage. What we're going to do is replace the Monogram's lower chassis and use the Revell Panzer IV chassis instead. What you'll note is a pretty good fit already, but since the engine deck on the Revell kit is nicer than the Monogram one I used a fine razor saw to carefully cut it off on both kits then swapped them. Doing this was actually very easy and the detail looks better.

Once the deck is attached, glue on parts 27/28/29 from the Revell kit and install the rear fenders (parts 22/23/24/25) to complete the basic top hull. Using plastic card stock insert filler strips under the hull top to close off any gaps where the top/bottom meet. On the engine deck I detailed handles from brass wire and added a smaller retaining wall for stowage. The brass wire handles can be squared off a bit by lightly sanding the tops once they're glued in. Next remove the oversize front headlight mount and drill a small hole to mount the Panzer's headlamp. Replaced the machine gun with the one from the Revell kit and drill out the hole where



the trigger is...

I had acquired some of the fantastic PART photo-etch for a Zimmerit finish to a Panzer, but decided the StuG would be my first model using it. The etch for the lower hull was used directly per instructions and fit like a charm. For the front and sides I needed to be more creative. Given the version from PART had Zimmerit for side skirts I chose to use them cut to shape to cover the key sections where the standard piece didn't exist. The process was somewhat time consuming to get the right pattern and cut to size, but the result was worth it.



Raiding the Panzer for parts take headlamp, the C clamps, shovel, and the fire extinguisher. Glue in the headlamp and place the fire extinguisher next to it. C clamps as opposed to behind the headlamp are positioned just in front of part 22 (from the Monogram Sturm plan). To give a bit more prominence to the driver's view ports I used small strips of lead foil to create a small lip

Painting and Decaling

The kit was first painted in a Model Master Armour Sand finish then the Poly Scale Panzer Green and Red/Brown added by hand giving a hard line finish. This was then toned down and edges softened with a very diluted Panzer Gelb mist. The tracks were done

in a metal base and then given a rust weathering where appropriate and leaving bare metal highlights. Those Revell track links have beautiful detail which comes right out. For the driver and commander viewports I used a base of black the overcoated with clear blue. The exhaust was painted in Testor's rust and scuffed up a bit. Once all the painting was finished I used a thin wash to highlight the nooks and crannies.

For the decals this kit didn't have much...but with the Zimmerit I was worried about the decals conforming but during their application I gave them a slight coat of Testor's liquid cement (what you say...). Yes a light dab then don't touch it until dry otherwise you'll destroy the marking...anyhow they conformed very nicely and no silvering.

I then finished everything off with a dull finish to seal everything up..

In summary

I'm quite pleased to have this model in my collection and looking



back with all my learnings wasn't very hard or time-consuming. I definitely recommend the PART photo-etch line and just love the Revell kits.



Show Report

AMPS 2003 Aberdeen Annual National Convention

By Roch Graveline

The weekend of April 12th and 13th Dave Showell, Steve Guthrie, and I did our second annual pilgrimage to the Armored Modeling and Preservation Society's (AMPS) Annual Convention in Aberdeen Maryland. Unfortunately, this year Seth Wilson wasn't able to come with us, so we had no strange white powder incidents at the US Border, which made the trip a little boring, but we still managed to keep ourselves entertained.

For those of you who aren't familiar with this part of the USA, Aberdeen is about a 9-hour drive from Ottawa. It's pretty much a straight run down Interstate 81 South, then I476 Pennsylvania Turnpike, and then down I95 South, about 1800km roundtrip. Aberdeen is just before Baltimore, and is the home of the famed Aberdeen Proving Grounds, which is the US Army's major Test Facility; it also has one of the most comprehensive armored collections in the world. This year the Proving Grounds were open to the public, but certain areas of the base were closed off, so people couldn't go see the German Elephant.

The show officially opened at Noon on Friday the 12th. For those people who absolutely want that special kit, or detail set, or the newest whatever, it is a must to be there when the doors open at Noon SHARP. For our team, getting up at 3am to get there in time for the opening was less important than a decent night's sleep – some would look at this as blasphemy, but so be it! I'd like to think of it as a sign of maturity. The AMPS vendor's area is smaller than what you would find at an IPMS National Convention, but the selection is unbelievable. We got there at 4pm and within 10 minutes Dave had made his first purchase, a new Extratech kit of the British Achilles IIC in 1/72nd scale. I recommended that he wait and shop around, but no he wanted it right now. I was quite pleased with myself when I found the same kit 15 minutes later for US \$6 less. To be honest I really didn't want the kit, but the piss-off value was priceless! The show price for Fruiamodel track packs was US \$26 a set tax in, the Tamiya jeep (which is being discontinued due to Copyrights Conflict with Daimler Chrysler - I think it's just a German way to get even for the war!) was US\$12 ea tax in. Let me tell you that spending your Piggy bank full of money was no problem at all. There was even stuff you can't get anywhere else, such as diorama detail sets from Armand P. Bayardi in both 1/72nd and 1/35th scale, these are resin brick and

stone walls, tree stumps, etc... This stuff is fantastic and cheap. There was "Mr" Archer Transfers himself with every decal he's ever made, and "Mr" RHSP with every track pack he's ever made. There was even Dana's stuff from Quartermaster Depot available. Actually, Paul Robert's from Toronto (who wrote the new book on the RAM Tank) had brought along a couple of cases of Sleeman's and Blue and was using it as bait to get people to look at Dana's products in the lunch tent. So Dana, you will probably be subjected to a US complaint at the World Trade Organization for unfair trading practices! (*Shurely Shome Mistake Ossifer! Oh... Stop messing about! Editor.*) Believe me when I say that there was enough there to part even the tightest armored modeler from his cold hard cash.

As far as the show was concerned, the number of entries was down from last year, with some 410 models, and some 185 entrants. The walk-in traffic was down as well, but as Cookie Sewell, AMPS President, noted many of the members and walk-ins were a tad busy with the organized "tours" of Iraq. Numbers aside, the AMPS show is still the premier competition for the serious armor modeler. Where else can you rub elbows with some of the best modelers in the worlds, the likes of Cookie Sewell, Steve Zaloga, and Bob Collignon, all well published modelers.

This show never ceases to amaze me with the quality of the work modelers are doing today. The best of show was a scratch built 1/16th scale Stuart – when asked how he got the energy and time to build this model; he simply stated, "I just got divorced". I wasn't sure if he meant that the Stuart was the cause of the divorce, or the therapy from the divorce. There was every variant of German tank imaginable, and there were plenty of Sherman's to keep any Shermanoholic interested. Plus there was a very nice assortment of Dioramas and Figures. Keep an eye out for a photo shoot of the various models entered in the show in an upcoming Fine Scale Modeler article. Also, AMPS will be posting photos of all the models on their web site, www.amps-armor.org.

Before arriving at the show Dave, Steve and I had decided to see how many of the recently released "must have" kits would be on the table, in particular the Pershing (Tamiya or Dragon), T-55 (Tamiya), M-41 Walker Bulldog (AFV Club or Skybow), Stuart (Academy or AFV), and DUWK (Italeri). It's interesting that we didn't include the Panther A (Dragon) in that list, which is simply because none of us are big 1/35th scale German armour fans, so consider it an oversight. We had decided to make a count of all the above kits. The point of all this is that people seem to always anticipate the launch of that long awaited kit, but we never really end-up seeing it on the table at the model shows. In this case we saw 8 Per-

shings, 2 T-55 (though plenty from the other manufacturers), 2 M-41, I can't remember any Stuarts, and 1 DUWK. It seems to be a general indication that as modelers we complain to the manufacturers about the availability of certain kits, but once they come out we either don't buy them (Tamiya Dragon Wagon), or don't build them. I believe that there is probably the same phenomenon on the aircraft side of the hobby.

AMPS has unique and comprehensive judging standards, with Junior, Basic, Intermediate, Advanced, and Master's levels. The goal for AMPS is to reward all good work, and to judge "the model against itself in relation to the ability of the modeler", and they don't want to judge an Intermediate modeler against a Master. In the Junior, Intermediate and Advanced categories there is a Bronze, Silver, and Gold award, while in the Basic Category, there is only a Bronze, and in the Master's only a Gold. The idea is that at the Master's level it's very much a go big or go home mentality, or an all or nothing proposition. A person can only enter the Basic Category the first year they enter a model, diorama or figure, while in the Intermediate Category, an entrant is automatically raised to the Advanced Category after he's won a Gold. An Entrant can only win one prize per category entered, so if you have 3 models in the Wheeled vehicle & Armoured Car category, you would get a medal for the best entry, and the other two would be scored, but get no prize. The judging style is also unique. When a modeler arrives he/she fills in their Judging sheet and then presents his model to the registration table, where the model is then passed-on to the judges. So there's no judging in the viewing area. Instead the judges sit in groups under proper lighting to examine and review the models. The judges have to pass a certification course, and the higher the level the more judges giving your model the "evil eye", so to speak. So, an entrant in Advanced has 3 judges and a Team Leader all filling a judge's tally sheet, the four totals are then examined, and the lowest total is dropped. The result is that a modeler gets a written review of his work to take home, covering construction, finish and weathering, and detail & difficulty. You end up with an honest assessment of your work, and it gives you a benchmark of what you need to do to improve your skills. For me, this review is worth the price of the trip. If you accept the judges' review and work on those areas noted, your skills are bound to improve. I don't want to turn this into a big promotion for the AMPS judging system, (*Shurely Shome.. Err... Why Not?! Ed.*) but I think that it's fair, helps promote the hobby, and helps the modeler improve his or her skills.

What do the judges look for? To get a Gold in Advance Category, the Judges expect the following:

- Adds photo etched and/or resin aftermarket details
- Uses aftermarket conversion kits.
- Scratch builds details and makes modifications to accurize kits.
- Routinely uses reference material for ideas and accurizing.
- Capable of cross kitting for variations and to improve model.
- Demonstrates increasing skill with adhesives and paints.
- Builds full resin kits.
- Developing presentation skills. Models are displayed on complimentary bases and figures are used to give life and sense of scale.
- Major scratch building from references.
- Casts own replacement parts.
- Well-developed construction and painting skills.
- Well-developed presentation skills.
- Artistic use of materials and space.

I must say that Ottawa was very well represented with Jerry Jensen, Don Dingwall, and myself taking Gold in Advance; Dave Showell got Silver in Advance (missing Gold by .5 Points! He was robbed.), and Dave Dean walking away with the only Gold in the Master's Category. Steve Guthrie of Peterborough also walked away with Gold. There was also a 15 yrs old modeler from Ottawa, named Steve, who was raised from Junior to Intermediate because his work was too darn good – he ended-up with a Gold, which means that next year he will have to enter in the Advanced Category – at 16 years old! (*Quick! Someone find a 15 year old Girl! Ed.*) Expect to see him at Capcon. It was certainly worth the time and effort to get down the show in Aberdeen again this year, and we're already thinking about projects for next year's theme "Engineering and Recovery Vehicles". Where's that Sherman recovery conversion kit, darn, about the only thing I didn't buy!



April 20, 2003—Members from the First Battalion Royal Canadian Regiment (1 RCR) (Petawawa, Ontario) provide security for the CH146 Griffon Helicopter from 408 Tactical Helicopter Squadron (Edmonton) that was dropping them off. 408 Sqn and 1 RCR are part of the approximately 4,600 Canadian Forces members are participating in the first major army training exercise of the 21st Century, from April 7 to May 2, 2003 in Wainwright, Alta. After two years of planning, co-operation, strategic resource management, and with assistance from the Air Force, the Army has created Exercise RESOLUTE WARRIOR. Fourteen combat and support units are training together in a multi-element combat environment in preparation for potential and upcoming high readiness tasks at home and abroad. This exercise is the confirmation of the skills and cohesion of the units involved and will be similar to an actual deployment.
Photo: MCpl Paul MacGregor Canadian Forces Combat Camera

