



Rocky Mountain Model Club

DECEMBER 2002

PHOENIX COMICS

WORLD FAMOUS SALE



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NEWS....!

Scale Modelers Association of Saskatoon
May 3, 2002

Rocky Mountain Model Club 9th Contest
May 10, 2003

2003 will mark the 10th Anniversary of the RMMC. Several special events and perks are in the planning stage.

To get us off to a good start, a catch phrase for the year is being sought after. Past examples are Sharing, building and having fun; A Modeling Odyssey; Celebrating ___ Years of Modeling Friendship, etc... Come up with a catch phrase for us and we'll use it during the next year on the newsletter banners. We will collect the ideas at the December meeting.

www.RockyMountainModelClub.com



Model Car-ma Olds 442

By Trevor Ursulescu

Now on shelves everywhere, AMT brings you an all new release of it's famous 1969 Oldsmobile Cutlass W-30 442 (that's four-barrel, four-speed, dual exhaust). The last time this kit was available on shelves was in 1996 as an updated reissue of the 1989 vintage, 1969 Hurst Oldsmobile kit.

The new box art shows a golden dream machine with black hood and trunk stripes. However, the trunk stripes are an oversight on the part of AMT because the real cars never had these stripes on the trunk. The board of directors at General Motors wanted the general public to be able to quickly recognize the different A bodied muscle cars from it's 4 divisions: Buick, Oldsmobile, Pontiac, and Chevrolet. (Cadillac never had an 'A' bodied car). A person on the street could tell that the car that drove by was not a Chevy Chevelle, but an Oldsmobile 442. Opening the box reveals finely engraved light gray plastic, an excellent neutral base for any colour of paint. The instruction sheet is a 3-page map that includes a list of original factory body colours. The decal sheet provides you with a choice of 3 stripes. One consists of a two tone blue stripe that travels from the front fender to the rear sail panel in a big curve. The second is a red, yellow and white short stripe that begins at the rear of the door and graces over the sail panel to finish off at the trunk. Finally the last set are for the factory package I mentioned earlier. Also included on the decal sheet are 442 / W-30 emblems and license plates.

The kit's new motor consists of twenty-six pieces and will look exceptional when wired and plumbed to the three-piece radiator. As an option, a builder has a choice of either the single carbureted base motor with the Ram Air intake and air cleaner with twin snorkels running up from the front bumper or the factory optional tri-carburetor set up. This engine is essentially the same as in previous issues, but it has an updated three-piece manual transmission instead of the older two piece automatic transmission found in the Hurst Olds kit. To purge this mighty motor of it's tire burning smoke, the exhaust headers lead into new tailpipes that come with big rectangular mufflers, as opposed to the original four Thrush style mufflers found in the Hurst kit. Underneath, the entire frame / suspension / exhaust system consists of 19 independently cast pieces. This provides enough pieces for you to build a steering suspension that allows the 442 to steer just like the real car. "Watch as she takes the corners with the agility of a bobcat!" Putting her foot on the road are wheels that are done through 4 pieces - the hubcap, tire, backing plate and an inner wheel half. Options for the tires consist of four, factory stock Goodyear Polyglas GT L60 15's and two optional Goodyear Blue Streak Dragway Special Slicks.

The interior has some new touches as well. This includes independent floor pedals that now come with a clutch pedal for the new standard transmission. The steering wheel is a copy of the factory deluxe unit while the seats are individual buckets. Separating these bucket seats is a floor-mounted console. Changed from the small box of the Hurst Olds to the 442's full length, chrome topped factory original. This console comes with the correct rubber booted chrome gear stick for slamming through her gears. This kit will prove to be an exciting subject to build. Definitely something that Dr. Oldsmobile would be proud of. "It is a luxury muscle car that you can drive to the drag strip in the morning and in the evening take it to a fancy dress party with the one you love." It goes together easily and looks handsome. Just like the 1969 Hurst Oldsmobile kit that came before, this new 1969 W-30 442 Oldsmobile will be a welcome addition to any hobby shelf. Pick one up in the near future and see what I mean.



Czech Models 1/48 T-34 Charlie

By Scott McTavish

I have been waiting a long time for a 1/48 Mentor in injected plastic. Although several die-cast piston mentors have been released over the years, they were not accurate enough to warrant scratch-building a new cowl. When I first saw an advert for the kit earlier in the year I knew I'd add several into my collection. Phoenix is the only store that I know stocks the kit, and I've picked up 4 so far.

An initial glance at the kit contents reveals 2 crisp molded injected sprues, a bag of resin parts and 2 vac formed canopies. Decals for 2 USN trainer schemes. They appear to be very thin and should sit down well. My first model will not be using the kit decals.

The resin parts are free of bubbles and have large casting blocks that require a substantial effort to remove them. As far as accuracy of the interior is concerned, the kit has the 2 fore/aft side consoles different. There is detail in the front and almost none in the back. The real a/c has the 2 pits basically the same. Before the resin tub is glued to one of the fuse halves. Check the Canopy position to ensure proper placement of the panels. The marks on the fuse half does not put the panels in the right place and will cause improper placement for the covers.

Cleanup and gluing of the major assemblies goes quick and may require only a few touches of liquid putty. One noticeable detail that you may wish to add is the wingtip lights. Very prevalent clear covers exist over the real machines wingtip lights and strobes. The interior of this area is white. Cut out the correct shape, glue in a section of clear plastic and sand it back to match the original profile. Alignment of the tails, intakes and gear are all straight forward. The 2 vac canopies are provided so that you can choose to open up the cockpit. With this kits inaccurate cockpit I choose to keep it closed.

Although the USN was the Mentors principle user, many other countries have used the C model for training and light attack duties. I have chosen to model one from Ecuador, that has colors similar to the SEA camo scheme.





Who was working on what at the last meeting?

Paul Holmes—F-89 Scorpion
 Trevor McTavish—HMS Titanic
 Derwin Emro—Ju-188E1
 Lorne Main & Boys—Godzilla
 Randy Tebbutt—BRDM-2
 Gavin Rees—USS Missouri
 Lo Flinder—Model Donation
 Dennis Kaye—Hull preview
 Bruce Mackie—Spitfire
 Scott McTavish—Scale Trees
 Jon Baniak—Jagdpant
 Trevor Ursulescu—Star Trek Yorktown
 Julie Ursulescu—68 Nova

Online Kit Reviews USS Missouri

Gavin Rees has submitted links to several of his recent modeling projects. He has converted the New Jersey in to the Mighty Mo'. Like the model, the webpage is a work in progress

Check his work out at :

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Club News and Tidbits:

Congratulations to our wayward Model Citizen! He was recently married to Katie, and has also bought a roof to put over his model collection.

Our handout brochures have been delivered to all of Calgary's hobby shops. The interest has been exceptional. Thanks to the stores for the promotional help. We look forward to an influx of new visitors.

As mentioned on the front page, we will be looking for Newsletter banner phrases for the next year. Submissions will be collected starting in December.

This meeting will be a raffle month, and we are able to offer a few current kits in the draws. Thanks to Phoenix Comics for their donation towards our cause.

Contest Sponsors have already started to confirm participation. Letters have been drafted and are in the process of being delivered. If you wish to help send these out, let us know.

The Aero Space Museum will be hosting a series of evening presentations throughout the winter months. If you want to learn about various aspects of Canadian aviation history, plan to stop by. Admission will be \$2.00

Club member Biographies are being posted under the membership section of the website. If the Executive's ones are not already up they will be soon. Tell us a little bit about yourself both hobby and real life wise. These posts are being done in order to help members share / ask questions outside of the regular meetings.



RMMC s Judging System Defined

Over the last few years it has become popular for contests to be judged with an “Open” system. Several of the large national contests started this craze as they started to shy away from an IPMS guideline or format. For a show that attracts many high-end builders, the open system is generally regarded by the entrants as fair. This is because teams of very experienced and knowledgeable modelers are used to judge the contest. The typical Open System is meant to judge each model for its own merits. Each model is inspected by a number of judges, each awarding points based upon their own preference for the model. There in lies the systems weakness.

Just as each builder has a unique style of modeling, so do the judges with their tastes. The open system relates each model towards a hypothetical “perfect model”. This vision of perfection will differ for each judge. Granted if your judges were all the best builders around, the hypothetical level would probably be similar. However, most contests rely on a team with varied talent levels. This starts the ball rolling with a mixed bag of results. Personal preferences can’t help but play a role with the judge’s decisions. Ie. Certain equipment favored, attention to detailing, or levels of weathering.

As each judge completes a category, the results are collected and most often the high and low scores are tossed out. The remaining scores are tallied and divided by the number of judges. The score is then applied to a 1-10 scale factored with Gold/Silver/Bronze/Mentionable ranges. Unless there are an odd number of judges, the math generally promotes a Silver/Bronze placement. Only the most popular models end up being awarded Gold. Popular does not always mean Gold worthy.

The RMMC has run with a very simple judging style since day one. We feel that the system looks beyond the Ooh-Ah factor of the entries and focuses more towards the basic construction. Our system has also been based upon an “Olympic” type of award scale. In each category there will be at least one Gold medal performance, regardless if this years competitors exceed or fall below previous results. Silver and Bronze worthy models are then judged against the Gold winner in the category. This eliminates the hypothetical element, as the bar is clearly visible. Multiple Gold/Silver/Bronze awarding is possible within the category. If there are 3 or less entries in a category, “Everybody Wins!”

Each judging team will have 4 members. If a team member has an entry in a given category, they must step back and a Free Floating alternate will take their place. Each team will have a Leader that will record the results and control the procedures. When a team steps up to a category, the leader will record the number of models. A quick review of the entries and their forms is done to ensure that models are properly placed. (The categories will be scanned prior to the judging commencing to help ensure proper placement)

If a great number of entries are present, the team will decide if a split should be undertaken. (Ie. 1/48 Out of Box Single Propeller. For us this category typically gets the most entries. If the quality warrants, splits of Allied & Axis are generally done.)

continued....



The leader will then request that each judge start to review the category and silently make their 1,2,3 choices. This is based upon criteria listed last month. When all the judges have made their selections, the leader will request that everyone point to their choice for first place. Still no talking! If the selection is not the same for 3 of the 4 judges, then the models are reviewed again. Talking is discouraged so that they do not influence each other's selection. When the team is ready again, they will point out their choice. Once unanimous, second place is then pointed out, as well as third. If indecision exists with second and third, then the leader will ask for comments from the judges. Now the judges should review only the models selected in the pointing sessions. Comments about each model may be raised about the kits construction/finish. They are compared against the Gold winner. The team then decides on a consensus for Silver and Bronze. The leader records the results and places the *Marbles* before moving to the next category. This eliminates any perception of results tampering by the contest committee. The Judges Results are Final.

Granted some minor details may slip through the cracks during the Judging, but on the whole our results are very fair. As an example: 2 identical aircraft models but with different paint jobs. One has the landing gear scissors backwards as the only flaw. The other model matches the other in every regard but the backwards gear. It does however have an unfilled seam on the leading edge of the wing. Which one gets Gold? Basic's First!

Jim Belliveau 410 Demo Hornet Artist

By Tom Calbury

A special event was hosted by the Calgary Aerospace Museum on Tuesday November 19th. In town for a brief presentation about his work, was Jim Belliveau of 410 OTU(F) Squadron, 4 Wing, Cold Lake. You may or may not be familiar with Jim and his work. For several years he has been the Graphics Art designer for 410 Sqdn. It is through Jims' handiwork and talent, along with a small contingent of others, that 4 Wing has been able to present both nationally and internationally for 10 years, a specially painted CF-18 Hornet Demonstrator for the airshow circuit. These aircraft have become known to us as color birds.

The evening was really geared towards a lay presentation of the processes involved with selecting a theme, designing a scheme, then getting the team to paint the machine. But seriously. Jims' plan was to give a little insight to those in attendance of what is involved with taking an idea from its' conception to getting a painted aircraft into the air.

When DND approves Jims' artwork, an aircraft is generally rolled into the hangar on a Friday night so that it can be brought to temperature during the weekend. Not just any aircraft is suitable for the airshow circuit. It's maintenance cycle needs to fall inline with its' scheduled performances. In other words, you wouldn't select an aircraft that is due for a major inspection during the airshow season. Also, you need a suitable airframe that can withstand the high G loads associated with the high energy aerobatics, as the routine flown has been selected to highlight the CF-18s performance envelope. Some of the maneuvers you see on the airshow circuit are not part of normal operational flying and do place higher than normal stress on the jet.



Once in the hangar, the jet is placed on jacks and the landing gear is retracted. The jacks are for getting the aircraft lower to the floor so that it is easier to work on. Masking commences so that paint and sanding residue doesn't get where it shouldn't be. The CF-18 is prepped with a wipe down and light sanding, making sure not to go past the surface primer. The order in which the color scheme is to be applied has already been worked out, so that it entails the least amount of work. The first paint is applied. After a suitable drying time, it is masked and then the next color applied. Subsequent colors are continually painted and then masked off. None of the masking is removed during the painting. It is continually added as they go along so that over spray doesn't create a bunch of touch up work in the end. Once the jet is fully painted, the masks come off, and for the first time they see their creation. There is always an official unveiling of each Demo CF-18 prior to its' public appearance.

Jim also touched on the selection process for the demo pilot too. There are numerous factors which come into play here, some of which are: total hours including hours on type (I think Jim said they must have 1000 hours on the CF-18 to even apply), personality, disposition, friendliness, etc. Not everyone is cut out for flying a demanding routine only to come down and sign untold numbers of autographs and speak to the public too.

So what's coming for 2003? Well, I can tell you that we'll all be seeing a Tiger Meet CF-18 as 4 Wing Cold Lake will be hosting The Tiger Meet of The Americas in the summer of 2003. Those in attendance got to see the preliminary artwork.

A brief question and answer period wrapped up the evening. If the level of an audiences interest can be gauged by the number of questions fielded, then I would have to say the evening was a success. I certainly found it informative and interesting as I'm sure Scott and George did too.

