



Rocky Mountain Model Club

September 2002

Keep the Hobby fun. News tidbits

This month is a popular time of year for contests. Some that will be visited by our members are in Ogden Utah and Victoria BC. A great time is to be had at these shows, and many lasting friendships are developed as we share our interest in this hobby. One such example of these friendships was last months Canada Remembers Air Show in Saskatoon. Paul, Tom, Rick and I were treated to an excellent show and party by the SMAS gang.

Another demonstration will be held at the meeting. I believe this month Trevor will be working on his Me-262. Several other guys have volunteered to put on demos. If you want to conduct a quick session let us know.

Thanks to Mike Grant, who is currently working on our next contest poster, and a handout brochure. These will be delivered to the many shops in town, and will help get word of our club out to some new modellers.

Who was working on what at the last meeting?

Paul Holmes—Pre-shade Demo
Derwin—Hasegawa Tony
Tom—Sword Goose
Lorne & Boys—Figure assortment
Barry Yoner—Star Trek Assortment
Gavin Reese—Sci-Fi collection
Trevor & Julie—Corvette & Belvedere

Trevor—C.A. Duck
George—Dragon Su24
Steve—Jagd Tiger
Randy—BRDM-2
Bruce D—M-113
Bruce K—Fire Fly
Lo—Airliners

NEWS....!

**Victoria Scale Modellers Island Open
September 21**

**Ogden Utah The Gathering
September 27 & 28**

**Regina Scale Modellers Model Expo
September 28 & 29**

**Lethbridge Plastic Modellers Club Contest
October 5**

**Alberta AFV Modeller Show
October 26**

**Rocky Mountain Model Club 9th Contest
May 10, 2003**

My email address with cadvision has died. I have a new Hotmail account, but as you may be aware it does not allow big files to be sent. Send all info to my new one at:

S_MCTAVISH@HOTMAIL.COM

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FUTURE FOR MODELLING
GUEST COLUMNIST
SASK AIR SHOW REVIEW**

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Warhammer Necron Heavy Destroyer

By Jon Baniak

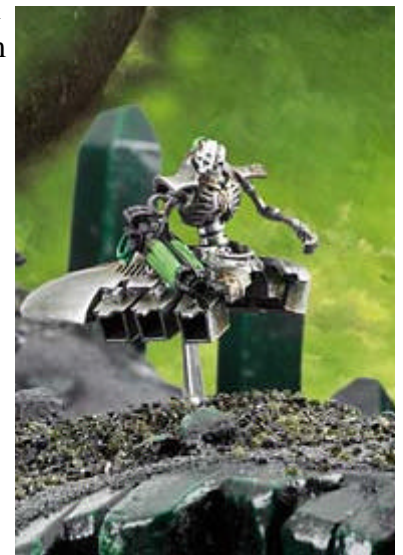
When I was up in Edmonton I brought a kit to work on. But at the time I needed something new and different to do. So I dropped by a comic store and I starting looking at the Warhammer 40K items and such. A Necron heavy destroyer caught my eye; it was somewhat menacing and different from anything that I am used to. I got home and opened her up and to my surprise that there was a tree of four neon green gun rods, a few trees of plastic parts, a huge decal sheet, and a number of metal pieces. The detail of the plastic was great, the plastic is somewhat soft and care has to be taken when taking them off the tree. One thing that has really caught my eye was how thick the attachment to the tree was. There is no way that the parts are coming off by themselves.

Everything plastic went together quite well with minimal cleanup and effort. The metal gun arm and shoulder gun took two days as I wanted the glue to cure before attaching them to the shoulder joint. After letting it sit for a few days I decided to paint the kit. For a change I used the Warhammer paints, these were different as I was really surprised on the thickness but it flowed well. I did not really know how much to dilute the paint so I brushed it on. I painted the kit overall a gun bolt silver, then I painted the main gun, shoulder gun a black and highlighted the lower and recessed areas. I dry brushed the hoses and exhausts a tin metal (on a side note I think I may have found a new track colour as it looks fairly close to the burned metal, I will get back to you on it).

At this stage I decided to paint the shoulder pads an Icy blue, since there is no set standard colours in Warhammer I chose to individualize any future kits as mine. I painted the eyes and some highlights on the gun arm a neon green which brought out some menacing features. I set out to dry brush the gun arm and shoulder gun silver which again brings out the little features. I proceeded to water down the black about 50% and did the recessed areas. I also highlighted the face, hand and main body. After all this painting and dry brushing the model really started looking great.

Now it has come to the decals, again since there are no set standards I chose what I wanted to do. Since there is a huge decal sheet I only chose three decals and will save the sheet for the future. I prepped the area with decal sol and applied the decals. After this I soaked them down more and hoped they would settle down nicely. I let it sit for the night and checked them in the morning. The decals settled down alright up but they had a little of a sheen to them. A little dull coat and that problem went away quickly. I then cut out the rods and tried to fit them on the gun arm. I had to trim them a little and they fit in nicely. I put the kit on the clear base, at this time I don't really know if I will do anything to the base but it does leave some possibilities for different terrains.

Overall I thought the kit was nicely done, the paints were a pleasant surprise. The only draw back I can think of is the price (\$28 + GST). But I put that into perspective, for all the metal parts, clear neon rods and a huge decal sheet it was not bad and a nice change of pace. I just hope that the Tau Hammerhead comes out just as nice.





Don't Fear the "Future"

By Scott McTavish

Like many other common household products, a clear wax has become a common modeling tool. Over the last couple years a brand of floor wax called "Future" (at least here in North America, overseas it's labeled as Johnson's Kleer) has become a very popular commodity on modelers desks. The uses are as varied as the number of people who use it. Over the next couple issues, we will have some articles on the different ways our members use it. From simply dipping clear parts to spraying it through an airbrush, Future has found its way into almost every step of the building/finishing process.

Dipping Future.

This is one of the most common uses of the product. A coat of future on a canopy or windshield helps to eliminate minor scratches and improves the clarity of the clear part.

I will use aircraft canopies for the examples, though car and armour windshields are also applicable. My first use of future was on a canopy from a Czech made kit. You all know how the early stuff was thick and not so smooth. After sanding to smooth out the surface a bit, I dipped the part and the difference was immediate. I've dipped most of my canopies ever since.

Preparation of the parts is key prior to dipping a part into future. A point form list outlines the major steps:

- 1) Wash the part to get rid of any mold release agents.
- 2) Inspect the part for clarity, scratches or mold lines.
- 3) Remove the above using wet sanding.
- 4) Wash again to remove debris and oily finger prints.
- 5) Allow the part to dry.
- 6) Prepare solution of future in a suitably sized container.
- 7) Dip the part.
- 8) Remove excess wax.
- 9) Allow the part to dry completely.
- 10) Inspect for defects and repeat process, or
- 11) Prepare part for masking.

If your part requires some sanding work to be done, the finest grits possible should be used. On canopies with mold lines, I use a 3400grit to start. Sanding sticks are too coarse but they will help to take away just the line. Once the excess has been removed, progress with finer grits until all evidence of the line are gone. Fine sanding swirls will exist from your sanding work though. I find that a final sanding of 12000 grit paper leaves a translucent haze of sanding scratches. Ensure that your entire canopy has been sanded with the final grit. This will help to hide where the mold line was originally, and will not cause irregular reflections between a sanded and not sanded surface. It will also provide the wax with a surface to cling to.

Clean the parts very well using soapy water. We all know how some paints don't cover over fingerprints on the bare plastic right. Well this wax is even more picky about sticking to an oil spot. Once the part has been washed and dried, handle it only with tweezers.



Pick a suitably sized small container to pour some Future into. Make sure that your part can be easily dipped and swirled around in. I use an old container that a bottle of superglue was sold in. This has been good for canopies up 1/32nd scale. I drop the canopy into the container, swirl it around and let it sit for a minute or two. Inspect the part to see if any dust specks or other debris are on the canopy. Swirl the part, or if need be remove it and wash the future off with water. Try again. Once content with the part, slowly lift it out of the container. Excess wax will drip off the part. Do not turn the part as the wax will drain in different positions and can cause unwanted runs. Touch the part to the edge of the container or a paper towel to remove excess wax. Capillary action works well to remove buildups on the edges of the part. Once the wax has been drained, set the part down in the same position on a “nonstick” surface. By non-stick, I mean a surface that will not let the wax soak in, dry and bond everything together. The clear plastic bag from the kit works well. Cover the part with a dust free cover and let it dry completely. This can take up to several hours. I have found that the longer the part sits, the better. Dipping the canopy is now one of the first things I do for a new kit.

Besides providing an excellent clarity for canopies, future has another benefit on this part. Many modern aircraft and other vehicles have tints in their glass. Many now have those rain-bow / gold tinted windshields. Dried Future does have a slight rainbow effect to it. F-16's are a great example of the rainbow tinting that I mean though. Greens, blues, and smokes can all be reproduced using future. Gunze's Acrylic paints blend right in with raw future.



Brushing or airbrushing clear paints onto the inside of clear parts often results in a tint that is way too dark! Make a tinted solution by adding a few drops of Gunze's clear colours into a small re-useable and storable container. The degree of tint can be increased / decreased by playing with the mix ratios. Dip your part and remove the excesses in the same manner as before. The tint will be on both sides of the glass, and will give a uniform coverage. Multi colour tinting can also be done this way. Lets again use the F-16 as an example. Some 2 seaters have the front canopy a green tint, while the back half is tinted in the typical gold smoke. Carefully dipping the part in up to the frame line will be tricky, so mask the section instead. Do not use masking tape. The fabric will let the wax soak in and will damage your masked area. Use Scotchtape or a liquid mask instead. The wax/mask can be removed later. Use a sharp knife and trace over the edge of the mask line prior to removing the mask to prevent the wax from peeling away.

Now that the part has been dipped and dried, how long should it sit before masking? This will again come to personal preference. I use Tamiya tape almost exclusively for masking my models. I have found some draw backs to this and have been searching for other techniques over the last few models. If tape is left on a Future treated part for more than a couple days, it will bond to and peel the wax off when removed. Re-dipping the part fixes this, but sometimes we have a nicely painted canopy rail, or the part is not removable. Unless you can paint and finish the kit off in a couple days, be prepared for some damage. Try to keep the part removable and re-dippable.

Gunze Liquid Mask does not bond as easily to Future, and makes removal easier. Getting the mask to stay in place is where the problems come into play. Combining a thin strip of tape to get the edge, then filling in the remaining area with the liquid mask provides the best results. I have found that again with time, the bond between the two can lead to peeling. As soon as the mask is dry and cut, dip the part. Try to ensure a good tint the first time to minimize any problems with the mask. Peel it off after an hour or so.

As a cautionary note, the wax does allow paint to drain away. The first couple coats should be misted and allowed to dry somewhat before applying heavier coats.



Guest Columnist: Contest Judging

By Jim "Model Citizen" Penhale

Editors Note: This article was posted recently on "The Jackal's" website. I thought it had many valid points and requested Jim to submit it to our newsletter. I / You may not agree with all his points, but it should get us all thinking about how we can improve our contest judging.

Hi all out there in Internet modeler land;

A topic that seems to come up every once in a while, and often generates much debate, revolves around contests and judging. Judges get raked over the coals for incompetence, insensitivity with regards to comments about models, breaking models, being too slow, not letting people know what separated the winners from the losers, and the general decline of civilization as we know it. Damn! That's a lot of things for one group of people to have to deal with.

Many, but not all, of us have entered our models in a contest at one time or another. Some, but not as many, have stepped up to the plate and volunteered to judge. Some will do it again, some won't. Some SHOULD do it again, and others definitely shouldn't. Unfortunately, as in most things, there are those who are really good, those who are pretty good, and those who should just plain not do it. However, as also is often the case, those in the latter category tend to get way more than their fair share of attention, and make things tougher for the good and excellent judges than they deserve.

Clearly, the people most likely to be unhappy with the judges are those who lose. Also fairly obvious is that there are likely to be more losers in a good contest than winners. This, while not surprising, could possibly explain at least the volume of negative comments about judges, if not really addressing the substance of the complaints. Generally, people's criticisms of judges tend to center on the fact that the judges are incompetent, biased, using the wrong criteria, or maybe just ham fisted model busters.

I should state right up front, since it's my column and I'm the one risking a tongue lashing from my boss for typing this at the office, that I'm not a good judge. I think I'm not a bad modeler, and I think I'm pretty fair and impartial (and when I HAVE judged I excused myself from categories in which I was entered), and I don't get wrapped up in judging based on what's historically accurate, as that can be a real minefield. But, my problem is that I don't concentrate on the minutiae of seam lines, wing and tail alignment, canopy panel line paint, or any of that stuff. My approach is to look at all the models from about 12 inches away (30 cm for you metric folk) and ask myself "Which one would I most like to say I built?" This gives me a winner based on the overall quality of the construction, and the impression of the model as being the most "correctly" captured "essence" of a real aircraft that it could be. By going on this approach, I hope to reward the modeler who most convincingly created a miniature version of a real machine. As well, I think this helps me from getting too heavily influenced by fancy paint jobs, heavy detailing, or other such things.

But, having rambled on in that self-indulgent last paragraph, I think it's important to examine how most other judges approach contest judging. And that IS to look at the details: panel lines, glue blobs, decal sil-vering, and component alignment. And maybe this isn't such a bad thing. After all, it IS a "model" contest. And those are all clearly skills needed to be a good modeler. Plus, they provide a very good way to quickly differentiate between the excellent modelers, the average modelers, and the so-so modelers. So why then, are so many people so constantly annoyed at the judges?



My guess is there are a number of reasons, including but not limited to: judges who ARE incompetent; judges who are biased; overly optimistic expectations on the part of the modeler; or maybe just simply bad luck.

As mentioned above, there are some judges who simply shouldn't judge. They have done it in the past, have not done well, and, while their efforts are appreciated, maybe it's best if they sell hotdogs to the attendees while the other people do the actual judging. In most cases it's not anything malicious in what they do, but little things, like: something as simple as being clumsy and damaging models while judging; deciding in their mind that a certain model shouldn't be in "this" category, and thus not considering it; failing to notice not only the flaws in a model but it's strengths as well, or; most controversial; judging based on their "knowledge" of the model's historical accuracy. Unfortunately, most of us have seen some or all of these behaviours exhibited by some individuals, and perhaps even lost out because one of these types was judging "our" category. In most cases, there's little to be done but to chalk it up as "one of those things", and hope for better next time.

Some of us have also seen biased judging, which can be a problem. Again, this doesn't HAVE to be malicious, although it's often very difficult to convince people otherwise. One example that sticks in my mind is a large IPMS sponsored show I attended, where the local club "style", as it were, was to build clean, non-weathered aircraft. Not surprisingly, but disappointingly, these types of models tended to win in most categories. Even poorly built but "clean" models were placing ahead over much better built but weathered models. And, as the local club style tended to favour models built that way, most of the winners ended up being the local guys. Were the judges deliberately picking their friends? I don't think so. They were tending, I think unconsciously, to go with what they were most familiar with. Their mistake was in NOT selecting respected out-of-town attendees to help in the judging. Regional or club preferences can greatly be eliminated as a bone of contention if this is done.

That's not to say that out-and-out biased judging hasn't occurred from time to time. I'm sure it has. It's just that in many cases I don't think it's a grand conspiracy: it just happens unconsciously. The problem is, as in the case noted above, that the judges get accused of favouring their friends and club members when that wasn't the case. This gets people all wound up, resulting in dropping show attendance, bad reviews, and anger and upset by both entrants and judges alike.

Probably the single most vexing problem we hear about in any post-show analysis is judging decisions based on alleged "historical accuracy" issues. THIS, to me, is the single most vexing problem facing judges and show organizers. Clearly there are many, MANY grey areas as regards markings, colours, weapons, and other things that affect how we finish a model. And, as modeling enthusiasts, we invariably run into much reference material as regards the markings and colours of various historical planes, tanks, and whatever else. To keep this from entering into your decision making is very difficult, as there are often models entered that you just "know" are wrong. Everybody agrees, even Osprey publications!

As frustrating as it might be to some, it seems pretty obvious to me that in no way can historical accuracy, especially in regards to paint and markings, be used as a judging criteria. Even though there may be a model that just seems wrong, without irrefutable proof the scheme can't be used against it. And, even WITH irrefutable proof who can say that, at any given day, it DIDN'T look like the modeler has portrayed it? The simple answer is that nobody can. So, to sum it all up, what can clubs do to minimize the problems with judging at their upcoming events?



Well, based on my own experience there are a few, and they are:

- (1) Don't let Jim Penhale judge!
- (2) Be SURE to involve trusted "out-of-towners" in the judging, to avoid any sort of regional bias.
- (3) Set the criteria well in advance as to what will be judged, TELL people, write it down & publish it.
- (4) Have your judging teams picked BEFORE the judging actually starts, and appoint a team leader to each group. Make sure this person is not only a good modeler but also someone whom will work well with the other judges on their team. Also, be sure the other judges on that team know this person is in charge.
- (5) Make sure there are enough judges to go around. There's nothing worse than having a very slow judging session just because they're overloaded with models and/or categories.
- (6) Don't be afraid to award multiple First, Second, or Third place models in any given category. Sometimes two models are equally well done, and trying to split hairs on things not even originally specified as criteria can lead to unfair and unpopular results.
- (7) Don't get swayed by bigger or flashier models. Hopefully most experienced judges and modelers won't get caught on this one.
- (8) DON'T judge historical accuracy, no matter how badly you think the guy screwed up, at least as far as painting or markings are concerned.
- (9) To the inevitable complainers, remind them that, in some parts of the world people don't have enough to eat or clean water to drink, and to focus on issues that are REALLY important.

Folks, if and when you enter a model in a contest, do it to support the organizers. Don't do it for fame and fortune, or to one-up your fellow modeler, or to try to fill your trophy case. Those aren't good reasons to enter any model contest. And the main reason I say this is because, like it or not, the results sometimes don't come out the way YOU feel they should. If that happens, be gracious in defeat, pack your model in it's box, and head home pleased that at least you entered and left a positive impression with your fellow modelers. Believe me, I've judged, and I've had the pissed off competitor come up to me afterward demanding to know why his model lost out to "this model", followed by a detailed explanation of all the flaws on the winning entry. If you lost, get over it. The judges, people with all the foibles people are known to have, did the best they could. If you think it's so easy (or rewarding!) you're free to try it yourself! And to those of you who DO play nice, thank you!





Saskatoon Air Show

By Tom Calbury

On Saturday Aug 17th and Sunday Aug 18th Saskatoon hosted its' annual airshow. I'd heard about this airshow before through local club chatter, and knowing what aircraft had been there in previous years, thought that it would be worth the twelve hour round trip. Paul "M.F" Holmes and Scott "Scooter" McTavish had already decided that they were going and asked if I would like to go too. It sounded like it would be fun to get away for the weekend, drink some beer, and watch large sums of money turned into noise.

The three of us (Calgary Invasion Force) met at Scotts on Friday the 16th at 5 P.M. With supplies in hand (junk food and model magazines) we piled into the bucket (my Windstar) and headed east for Saskabush (land of a billion grasshoppers) at a planned cruising altitude of 1 metre and a groundspeed of approximately 120KPH. This would later increase as conditions enroute were better than forecast. Translation: local constabulary (RCMP) no where to be found.

We pretty much talked the whole trip, so it passed rather quickly. We arrived at about 11P.M., checked into the hotel, then our rooms and then pretty much right to bed. See you at breakfast boys.

We waited at the entrance gate the next morning while talking with Irwin, a known SIG member, sipping our Timmies coffee and waiting for Darcy to show up with our passes, which he eventually did. In we go. Scott brought a 1/48 CT-133 and a 1/48 CF-18 done up with Leading Edges' new 20th Anniversary Hornet scheme. These he took over to the IPMS Saskatoon display. We had a little talk with some of the guys and then off we went with cameras in hand before the crowds stormed the place.

I managed to take about thirty some odd pictures before Scott pointed out to me that I had no film in the camera. I hadn't even had my first beer yet. Doh! I quickly went back and took pictures of most of what I wanted before there were too many people on the ramp. There was lots of static A/C on the ramp to see: C-17, B-25J, CL-215, T-37, EC-130, A-10, CF-18, AETE CT-133, AETE CH-146 , Harvard II, Texan II, CT-155 Hawk, Tutor, CT-142 "Gonzo", USN KingAir. The big ones were open for walk-throughs. I think that covers most of them. There was even some kind of corporate challenge thing going on which involved pulling a B-727. We went off looking for T-shirts or ball caps to buy but there wasn't a single souvenir tent anywhere. Scott bumped into the F-15 pilots selling their shirts, but that was all there was. We ran into Vern Gwin delivering a ladder to the T-Bird pilot. He provided the three of us with VIP passes to his companies tent. Free BBQ and tables and chairs so we could sit down. Nice! Off we went to wait it out for the show to begin.

The theme of the airshow was "Canada Remembers", so the show started with several commemorations involving past and present servicemen. There was also a ceremony in which a Griffon flew in with a representative from NYC. He had with him a small amount of soil from ground zero which they proceeded to mix in with the soil on the airfield. I assume this was to demonstrate our close ties with our U.S. neighbors.



The flying included Bud Granley in his Harvard and also his Yak. Julie Clark in her Spirit of America T-34. CL-215 water drop. C-130 high and low speed passes followed by a short field landing and reverse pitch back up. One of the most impressive displays was the CF-18 in it's striking 20th anniversary Hornet scheme. The pilot Doug "Dewey" Clements actually saw Scott's 1/48 model on display and was impressed at the nice job he had done and how accurate it was. I digress. The other was the F-15 Eagle. The Snowbirds wrapped things up as usual with a spectacular display and then at shows end flew right over top of the crowd in line abreast at low altitude. At this point we proceeded to leave. We picked up the models, had a little chat with the Saskatoon boys and arranged to meet them for beer afterwards.

Back to the hotel room for a quick shower and then dinner. After dinner we went do a bar called Bridges which is a favorite watering hole for the Saskatoon boys. Mervin and Colin dropped by to join us for food and drink . I packed it in early. Paul wasn't far behind. As for Scott, well, you'll have to ask him. (*Editors Note: I have no Clear recollection of that, other than that she was Blonde!*)

We were up early the next morning to find that it was pouring rain and completely overcast. Boy, did we pick the right day to go. We were on the road at 8A.M. on Sunday and arrived in Calgary at about 2:30 in the afternoon with a van smeared with grasshoppers. This is sort of the Readers Digest version of our trip. We had a lot of laughs, drank some beer and generally had a good time. I'd like to go again next year.



A couple of "Airheads" kicking it back, drinking some beer, and enjoying the show.

The West Coast Eagle Demo pilot about to put the F-15 through it s paces.

