

IPMS SEATTLE NOVEMBER 1992

MEETING TIMES: NOVEMBER - Saturday, Nov. 21st the THIRD SATURDAY
DECEMBER - Saturday, Dec. 14th the SECOND SATURDAY

We start with a little announcement regarding the 1993 IPMS Region VII Recon, which is now firmly set for Saturday, April 10th 1993 at the Red Lion Hotel, Sea-Tac, sight of the 1992 IPMS/USA National Convention. As mentioned in an earlier newsletter, we will utilize two of the three ballrooms that held the National's Model Contest. Lighting was good, and access easy from the parking lots.

For those of you who want to be vendors, be warned there are at this time a very limited number of vendor tables available, seven of which are already taken. Tables are \$25.00 each.

NOVEMBER MEETING

Big Jim Pernikoff will present a slide show of pictures taken at the recent IPMS Vancouver Show. As well, Jim will have slides from his cruise aboard the USS Nimitz when last she visited the Puget Sound region.

IPMS VANCOUVER FALL SHOW

Let me reiterate that I did not attend this show. My information has been supplied by a number of fellow IPMS folk who did attend the show.

Firstly, let me say WELL DONE to those who participated in the IPMS Seattle B-17 Display. I have seen some pictures of this display, and it looked very impressive, and received a very favorable response from the general public who viewed it.

The turnout of models at this year's Vancouver show appears to have been down from that of previous years. In particular aircraft models were noticeable by their absence, whereas automobiles were up sharply. In aircraft, there was a decided lack of entries in 1/32nd and larger, and no entries whatsoever in "multi-engined jets, all scales". There were also NO civil airliner models!!! Also no "real space vehicles" of any kind and NO aircraft dioramas of any kind. The later amazes me.

Then there was the judging. Firstly, I have never taken too kindly to those who criticize the judges. It is a difficult job, and rarely at the local level are there many ready volunteers for the position. There are those of us who arrive expecting to win, and if we don't, it is of course that the judges are no good. Whatever the merits of this charge, I myself believe that something needs to be done to improve the way judging locally is handled, and to try and protect the Judges from attacks on their competence and character. With this in mind, we will be making a concerted effort to attract judges ahead of time from out of the Seattle area for the 1993 Regional. We would like each Region VII chapter to supply us with a minimum of two judges. These folk will meet with the Recon's Head Judge early on Contest day to discuss judging methods in an attempt to get some uniformity. The Head Judge for 1993 will be Bob LaBouy, a very experienced modeler and judge, having been with the National's Judging Team for many years, including acting as Head Judge at previous National Conventions.

FOCKE WULF 190 PROJECT - CANCELLED!!!

Before those of you who volunteered for this project get bent out of shape: the original idea of a Focke Wulf 190-only project has been EXPANDED due to the success of the B-17 Project. The new project will be titled: "LUFTWAFFE FIGHTERS". Therefore we will have on offer for those interested in participating: Me 109 B/C/D/E/F/G, Me 110, Me 163 and Me 262, as well as Focke Wulf 190 A/D/F, Ta 152 and He 162. We will have over 15 models up for building, so be at the November meeting if you wish to participate. Like the B-17 project, the models, in 1/48th scale, will be supplied by the Club free to volunteers. Given the Holiday period we are now entering, builders in this project will be given until the March 1993 meeting to complete their work, the models being assembled in time for the Recon. Both the B-17's and the Luftwaffe Fighters will be entered in the "Club/Group" category in the Contest.

CENSORSHIP IN MODELING

I tend not to purchase many modeling magazines these days. They are becoming quite expensive, and rarely contain much on the subjects I am interested in. One American mag actually has the gall to regularly repeat articles, most of which were hardly worth printing once let alone twice. However, I recently purchased the November 1992 issue of the American mag "Scale Modeler", the reason being to read an article in it's "IPMeSinger" column which was brought to my attention by a local modeler.

The column concerned the recent IPMS Nationals here in Seattle, and in particular a group of automobile dioramas depicting cars involved in accidents, including racing car crashes. The author stated for the record that he felt such dioramas lacked "taste", and should not have been included for display in such a "family" oriented competition. He pointed out that others at the Show when questioned about these dioramas used such words as "morbid", "repulsive", even "appalling" to describe their feelings towards said dioramas. All I can say is that if such words are used to describe bits of plastic assembled for relaxation, how do these people react when faced with the far more serious problems of homelessness, poverty, massive unemployment or famine in Somalia?

Seriously folks, this is modeling we are talking about. How can models "offend"? If you don't like what you see, move onto the next one. Models don't bite. They don't even hurl obscenities, unlike some disgruntled modelers on discovering they have been "cheated" out of an award at a Contest.

But on to the article at hand. The reason so many people were so offended, it would seem, was that people "identified on a personal level" with a diorama depicting a car crash at a racing car event. Yet these folk don't feel the same feelings for a model depicting a soldier shot dead during a battle? How many of you know someone who has been injured in an auto race? How many of you have had a friend or relative killed in military conflict? Surely if models should be withdrawn from a contest for showing horrible incidents or "tragedies", then military ones should be pulled first. And second? What about those busty women so loved by a small band of local modelers? They aren't even gynecological correct!!!

But then what about a model of a B-2 bomber? Surely a depiction in miniature of a most obscene obscenity? After all, continuing to build such items in 1/1 scale when the Russians are gone from the threat listings, and poverty in this nation continues to grow: a more monstrous obscenity surely doesn't exist? I identify with poverty quite closely: I walk past its most obvious manifestations on my way to work each day.

And what about dioramas that depict people smoking cigarettes?

Surely something to keep the kids away from, as to encourage minors to smoke is downright illegal. Then there was the diorama seen recently at a couple of local contests, depicting amongst other things a soldier having a "pee". The size of his male organ not only offended us "smaller" folks, but was highly questionable in its accuracy....

And then there is that oldie but goodie: any model with a Swastika. In this author's opinion, nothing has occurred since the dawn of history to match the obscenity of Adolph Hitler and his marauding bunch of Aryan thugs. Six million Jews: dead. Twenty million Russians: dead. My own relatives: dead. The massive, unprecedented destruction of European civilization as depicted by its architecture: flattened. Yet no call by the "IPMeSsenger" author for banning these models? Nope.

However, let us just focus on the auto wrecks alone for a moment. I actually believe the folk complaining about these models at the Convention represent only a small minority. I believe most of us actually enjoy auto wrecks. No? People love to see bodies maimed, as long as those being maimed aren't themselves or their relatives. Am I being serious? You bet!! Witness the popular sports of ice hockey, football and boxing. Witness auto racing itself. Many is the time I have sat, bored, watching such events, both here in the USA and while living overseas. I often found myself sitting with racing fans who seemed disappointed when no crashes occurred. If one or two did occur, we didn't know the driver. We felt for him what we feel for the nameless soldier seen lying face down in the mud in some far off warzone. Another victim of some tragedy, and please turn the channel will you. And what about all the millions of "looky loos" across the nation, slowing down to see the auto accident ruining their commute to work. Ever read Joseph Wambaugh's superb novel, "The Choir Boys"? Remember the classic response by one of the cops to a "Looky Loo" after a particularly horrific auto accident?

So back to the question at hand: ban auto wreck models from IPMS contests because they "offend"? Absolutely not!!! Removing models from shows that offended someone would soon strip the tables of many an excellent example of the modelers' craft. The Jews would want the Swastikas removed, our Arab American friends the models depicting the activities of the Israeli Defense Forces, our Indian pals those depicting Custer and co. And the ardent pacifists would quite rightly demand the removal of all models depicting military machinery or soldiers. We would be left with space craft (an "obscene" waste of taxpayers' money?), automobiles (remove the Mercedes and VW's, for no one profited from Hitler's carnage like these two companies) and big breasted woman: George Bush and Dan Quale would have the contest closed for "offending" FAMILY VALUES!!! Theirs, not mine.

To conclude then, a word to the "IPMeSsenger": censorship of any sort, demanded by either a minority or a majority, should have no place in a model contest. If as a member of the viewing Public you don't take kindly to a particular piece of work, just move on. Maybe the next piece is more to your liking. What is offensive to one, is the best thing since sliced bread to the next. Nothing built out of plastic in someone's spare time offends me. Art for art's sake. Censorship: forget it!!!

"RUSTALL" - A Review

Terry Moore

Rustall is a painting system that is designed to add an authentic rust finish to a model. The package contains 4 bottles, including 1 rust finish, 1 black finish, 1 flat finish, and a bottle of finely ground soil. Rustall is applied as a wash using a wide brush, putting a thin layer of "rust" on the model. The fine soil is sprinkled on while the Rustall is still wet to give texture to the finish (baking soda works

well too). Additional layers are required to increase the intensity of the rust finish as the paint is quite thin. The black finish is used as a wash to bring out fine details like rivet heads and panel lines. I have not yet used the flat finish because the Rustall dries flat. Brushes clean up with soap and water. The product can not be used over acrylic paint but works quite well with enamels. It works best if applied over a neutral gray/black. It appears to be designed for use on large surfaces such as rusted out car bodies, burned out tanks, or piles of scale scrap metal as seen on railroad layouts. If you have only small details that you wish to rust out, I would recommend using regular model paints. The set of 4 bottles cost approx. \$12.50.

FOR SALE:

See Jim Pernikoff at the November meeting if you are interested in any of the following items:

- The Mighty Eighth (Roger Freeman) \$20.00
- The Fury of Desert Storm (Bert Kinzey) \$8
- The Spanish Civil War (Raymond Carr) \$8
- American Warplanes (Bill Gunston) \$6
- Aerofax Minigraph 28: Lockheed U-2R/TR-1 \$5
- The Battle of Britain (Derek Wood) \$5
- Fighting Vehicles (Ellis/Chamberlain) \$5
- American Aviation Historical Soc. Journal -Summer 1991, Spring 1992 \$2 ea.
- The Illustrated Encyclopedia of Aircraft Nos. 37,42,61,92,112,144,147 \$2 ea.
- Videos: Airport, Men of the Fighting Lady, 633 Sq. \$5 ea
- Plus lots of mags, catalogs and Profiles for \$2 or less

WANTED: Any and all armor publications from "Bellona" Publications covering German or British subjects. This includes their smaller 12 page "prints" as well as their larger 60 page booklets. Originally available in the early 1970's, before I had any money!! See Andrew Birkbeck, 522-3539.

TOP GUN FOR A DAY

Gordon Erickson

So you wanna be a Fighter pilot, but you're too old, too out of shape or maybe just too afraid of ending up at the bottom of a smoking hole. A hop in a military air combat simulator would be a great substitute, but you don't know anybody who can arrange one for you. A few companies across the country now offer simulated air-to-air combat flights in real airplanes; specially equipped trainers; but at around \$600.00 per mission you might have to choose between plinking Migs or paying the mortgage. You could buy a computer flight simulator, but the ability to <PAUSE> your aircraft in mid-combat to go to the 'fridge and grab a beer removes much of the intensity, not to mention realism, from the fight.

Since May a new company in Irvine, CA has what could well be the next best thing to being there. Fightertown U.S.A. is the first firm to offer "rides" in refurbished military simulators. They do not, of course, use real military simulator software. Instead, a new proprietary

network called "Fighternet" provides the illusion of flight.

"Fighternet", which was designed by three former aerospace engineers who have helped design military simulators, is said to have the ability to link up to 40 cockpits.

Fightertown provides a flight suit and helmet to help you immerse yourself in the fantasy of the simulation. You are given a 15-20 minute mission briefing and a 10 minute cockpit briefing. You are then strapped into your aircraft and depart on a 30 minute flight.

You can choose from an F-104, A-7, F-4 or F-111. An F-16 cockpit is scheduled to be added sometime after the first of the year. The passing landscape along with the HUD data are projected onto a 10' x 12' screen at the front of the simulator. Inside the cockpit three CRT's display radar, navigation, weapon status and other essential information. In addition to the joystick and throttle quadrant, several other cockpit controls provide the same function in the simulator as they do in the real aircraft, e.g., the landing gear lever raises the gear, the flap control operates the flaps, etc. The other controls and avionics have been simplified in order to minimize the learning curve for off-the-street fighter jocks.

Both air-to-air and air-to-ground missions are available. When flying CAP missions you can fight computer-generated enemies or go head-to-head against a human opponent. All helmets have a 'hot mike' to allow communication between the front and back seater as well as other air crews and ground controllers. Weapons provided are early AIM-9's which require a rear aspect lock, AIM-120 AMRAAM long-range "fire and forget" missiles and a 20mm gatling cannon. The iron and smart-bomb module of 'Fighternet' is still under development, so strike missions are accomplished by strafing with the cannon.

At the present time, the computer-controlled enemy pilots are programmed to be fairly passive. They usually won't go after you unless you really annoy them or fly right in front of them. This is to give still green pilots a gradual introduction to simulator ACM (air combat maneuvering). However, I have heard that the SAM's and AAA around enemy facilities are thick and nasty!

Once in the air, you will be flying past cities, islands, air bases, an aircraft carrier, and a nuclear power plant. You can even fly through a canyon. You may be flying in crystal clear weather or at less than 1 mile visibility, at any time of the day or night.

The simulators are priced as follows (as of 9/30/92): F-104 and A-7 being \$27.95 per flight, the F-4 \$34.95 and the F-111 is \$49.95. It was unclear if the charge for the 2-seaters is per person or total per flight.

Had you suggested to me a month ago that I should consider Irvine, California as a potential vacation destination I would probably have said, "Yeah, right after Sarajevo". Fortunately you didn't so I don't have to eat my words. "Fightertown U.S.A." is located in an industrial park near MCAS El Toro at 8 Hammond Road, Irvine, CA 92718. Their phone number is (714) 855-8802. Reservations 1-2 days in advance are recommended. They are closed on Mondays.

BASICS BASICS BASICS

Ted Holowchuck

"How did you do that? What paint do you use? Whose after-market parts are in there?"

Standard questions at shows and contests. Most model builders are happy to answer and elaborate on these questions when asked. However, I sometimes wonder if of these questioning modelers are putting the cart

before the horse.

"What do you mean?" says you. Well, having attended some contests and meets over the past few years, I have noticed that many pretty good models are being built, but are less than they could be because the builder forgot about the simple basics.

Let me explain: A model builder buys a neat kit, special decals, after-market add-ons, etc. and begins building a "masterpiece". After a painstaking effort and a good amount of time, the "masterpiece" is finished. You proudly take it to the next contest, where you get skunked. What happened?

Many times you blew it because of basics. The seams were not filled and sanded smooth (really noticeable on aircraft), mold lines show, parts do not fit, the decals are silvered or the decal film shows badly. Tracks or wheels are not straight or aligned, the faces on figures are shiny, the paint job is blotchy, uneven or thick. I could go on, but I think you get the idea.

All the extra decals and all the after-market parts are for nothing if the basic construction is flawed.

Now comes the sermon. If your object in building models is to collect a number of built up models, or if you just enjoy "putting together a kit", then by all means proceed on your present course. Just have fun. However, if you want to get better at your skills and want to produce a better model that looks like it has "been there", then you have to start at the beginning. You must pay attention to basics, and you must pay attention to details.

Each step of construction has to be completed as well as possible, before moving on to the next step. You must have a good foundation to work with. Paint will NOT cover poor construction.

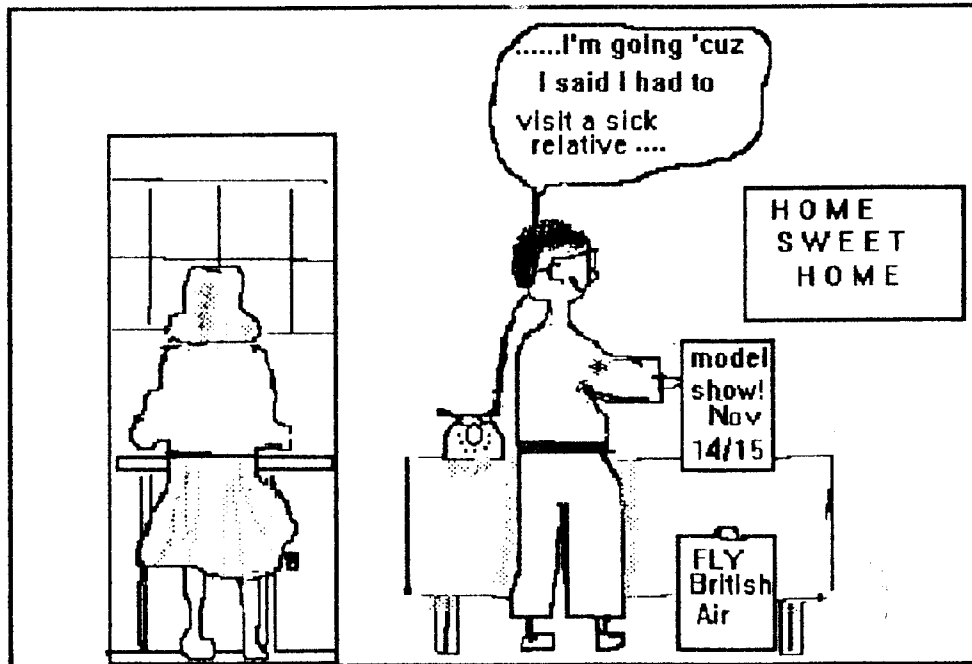
To some modelers, this sounds too difficult and too time consuming. It is NOT difficult, but it IS time consuming. To some, it is not worth it. That's Okay. To others, that work is the fun part of building models. How well can I do this job? How far can I push it? Most of us are capable if we want to try it. All it takes is time, diligence (stick with it) and paying attention to details.

Oh yeah, remember:

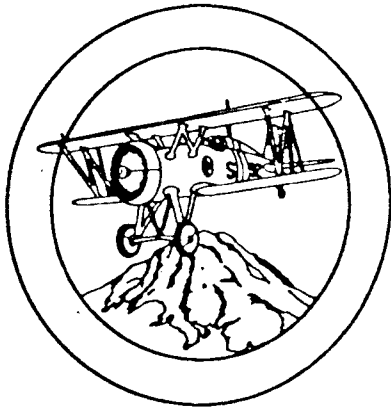
BASICS BASICS BASICS

Maybe we can discuss this further next time.... ♪

THE EDITOR'S TRIP TO THE U.K. NATIONALS...



By Twyla 11/92



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