

NEWSLETTER

EDITED BY KEVIN CALLAHAN

NOVEMBER 1993

IPMS-Vancouver Fall Show 1993

Just when it appeared that the Northwest was going to skip this summer this year, September brought clear skies and warm temps. Well, we all knew it wasn't going to last. But at least the collapse of our shortened "summer" means that the fall and winter modelling seasons are here.

Fall also means the Vancouver Fall Model Show, which was held on October 2 at the Burnaby Sheraton. Well...Burnaby yes, Sheraton no. I found out about the hotel name change after the October issue had been mailed, or I would have passed on the information. I hope none of you spent Saturday driving around East Vancouver grumbling.

If you did, you missed a very nice model show. First reports indicate there were around 300 models and probably 250 visitors. There was a huge surge of entries in the early hours of registration, and it seemed as though table space was going to become scarce fairly quickly. At the 1992 Fall Show, car entries were numerically strong, while aircraft seemed under-represented. This year, cars fell back to a more average turnout, armor almost disappeared completely, and

aircraft more than dominated the number of entries. The figures categories (primarily fantasy) also seemed rather strong.

Some of the work on display was enough to send the more average among us smashing our heads into our workbenches. There were a half dozen stunning 1:48 scale WW2 fighters (including a Bf-109 with a fully detailed engine and an exquisite "Big Beautiful Doll" P-51). There was a large-scale Panther tank that won Best of Show. IPMS-Victoria contributed another large diorama as a club project, this time concentrating on a 1:72 airfield during the Korean War. IPMS-Seattle entered a collection of Formula One racing cars and won second in that category.

In fact, quite a few Seattlites came back with ribbons, including Jim Schubert (who swept the 1:72 single jet category), Ted Holowchuk (who won the "What If" aircraft category with the Israeli XF5U Flying Pancake described in the October issue of the newsletter), and even the Callahan/Birkbeck 50th anniversary Meteor collection pulled a third in that category. There were certainly many others, and I apologize if I

didn't list your award. In the confusion after the judging was completed, I didn't get a chance to note all the winners.

Thankfully, the mix of models was tilted toward the unique this year, and wasn't just a remix of the usual P-51s, Bf-109s, Panzers, and Ford Mustangs. Biplanes were popular -- as they were at the 1993 Recon -- led by a 1:72 Fokker D-7 in full lozenge camouflage. Two categories that are often under-represented, Civil/Sport and Airliners, were also heavy. Someone had done a fine job on the Huma short-run kits of German sport aircraft of the 1930s. There was a Twin Otter in wonderfully gaudy Norontair markings, a nicely modified Jetstream in Canadair livery, and even a vacuform Boeing Clipper.

The "What If" categories seemed to get more attention than they did at the Recon, with Ted's Pancake leading the pack. But there was also a "Sea F-18" (F-18 with floats), a VTOL swivel-winged B-24, an AWACS Avro Arrow (complete with upper surface radome), and a Nazi B-2. This is always a fun category, allowing the modeller to go a bit wild and ignore such trifles as documentation and realism.

Though, as I mentioned, the armor categories were a bit sparse, there was some good work on display there as well, and the Panther won Best of Show.

Unfortunately, not being a car sort of guy, I didn't spend much time in the car categories, and beyond a very nice large scale Corvette that was in the running for Best of Show, I didn't take too many notes. If one of the car modellers in the group would like to jot down their impressions of the trends and highlights of the automotive groups at the Vancouver show, I will include it in the next newsletter.

All in all, I think the Vancouver show should be considered a solid success. Hopefully, the enthusiasm that was generated will carry over to our Recon in April 1994. Thanks to all the IPMS-Vancouver staff.



There were, however, a couple of judging issues that I would like to make a comment on. First, unlike our Recon, IPMS-Vancouver chose to have the model hall open while the category judging was going on. The room was only closed for approximately 45 minutes while the ribbons were placed and the trophy judging was completed.

Personally, I thought this was an excellent way to run the judging, and minimized one of the great problems of model

contests: figuring out what to do while the hall is closed. There is always the vendor room, of course, but by 3.30 most of the good deals have already been skimmed off the top. Holding the room closure to 45 minutes gives the crowd maximum access to the models, while still allowing the judges to complete their work.

The only disadvantage I see lies in the potential for hurt feelings and even more arguments about the quality of contest judging. Whenever you have three or four judges distributing the 1st/2nd/3rd place awards, there are bound to be tradeoffs and compromises; sometimes it would be better if these weren't so obvious to the public. Plus, we all know that some members of the modelling fraternity aren't exactly known for their tact. Would you like to be standing next to a judge who casually dismisses the model you've worked on all summer? If you're not in the room, at least you can fantasize that the judges had to make a tough choice and eliminate your model in favor of some really excellent work by someone else!

Still, the increase in public access to the model room seems worth the risk. Something to discuss at our November meeting.



The other judging issue has to do with models that have already won at other IPMS contests. Vancouver's show

flier clearly stated that any model that has placed at another IPMS show was not eligible for regular judging, and should be entered either in the Masters category, or should be shown for display only. That is an IPMS tradition (and is also the rule at our Recons). This is to prevent the really outstanding modellers from dominating every event and winning multiple awards for the same piece of work. It is not an unreasonable request. However, it was pretty roundly ignored at Vancouver. There were quite a few models that had placed at our 1993 Recon that were in their regular categories in Vancouver. And many of them won *again* at the Fall Show. The decision was made to judge the models in whatever category the builder chose to enter them in. I think the idea of spreading the awards around is a good one, and it would seem that modellers who consciously try to circumvent this are just getting greedy.

Maybe we should state the rule more forcefully at the 1994 Recon. Modellers could enter their models wherever they liked, but models that had won at other IPMS shows would simply not be judged. Perhaps that approach assumes too much -- that one of the judges will know what models have placed at recent shows -- but it would seem that we need some mechanism to counteract the trophy-hunting. Again, something to discuss at the next meeting.



I want to thank all of you that have taken time to comment on the new format of the IPMS-Seattle newsletter. I would especially like to thank Bill Osborn and Nick Ferraiolo for offering me access to their vast collections of Scale Aircraft Modelling. On the evening after the newsletter arrived, Bill was at my house carrying in boxes of early issues of SAM. I really do appreciate that (the

photocopier is overheating even as we speak), and one result will be a complete set of SAM indices that should be available around yearend.

I should clarify a point about my address. For sake of convenience I am using the dropbox address of my wife's bookkeeping business in Federal Way. The return address on the newsletter is not -- repeat not -- my home address. It is a small mailbox

in a Pony Express retail outlet. I wouldn't fit in there, let alone all my kits. If you want to touch base with me, my telephone number is (206) 941-2718, evenings. Use some discretion when calling late, since we have one 2 and one 6 year old that sack out fairly early. Well, they're supposed to, anyway.

Kevin Callahan

New meeting location: Guard armory

The October 9 meeting was held in Room 114 of the Washington National Guard Armory in Seattle. The next regular meeting, on November 13, 1993, will be there also. I have reprinted the directions and map on the back of the newsletter.

General feedback from the membership has been positive, so IPMS-Seattle has entered into a one-year agreement with the Guard to reserve the room on the second Saturday of each month. That means that we will actually be able to rely on that date being available for our meetings. Plus, since we no longer have to deal with the Bellevue Library's restrictions on onsite sales, the vendors will be available each month.

The room will cost a nominal fee (around \$35/mo). There are several ways that we can offset this new expense. We could decrease the frequency of the newsletter to 6 or 8 times per year. We could ask for \$1 donations at the door each month. We could go back to the days of monthly kit raffles. We could raise the annual dues. Or we could all join the Washington National Guard and get in for free.

One interesting sidelight. This could solve our problem in locating a suitable place for the 1994 Recon. If we rented four of the classrooms, that would give us approximately the same amount of floor space that we had at the Red Lion for quite a bit less money.

We could divide the entry tables up (The Aircraft Room, the Armor/Vehicles Room, the Miscellaneous Room, the Vendor Room) and proceed like four mini-cons.

Lighting was fine, at least in Room 114, and there was more than enough parking onsite. The only disadvantage to the location was the lack of decent freeway access. But given that our Recons get fairly good promotion, and that we have a good map that we can put on our fliers, this may not be the problem that it first appears to be. After all, we all found it for the last meeting, right?

This is an advertisement printed in the December 93 issue of Fine Scale Modeler. I found it literally a few hours before I planned to print off the master copy of this month's newsletter. I haven't been able to get ahold of the organizers, but thought that the club should at least know about the show.

PUYALLUP, NOVEMBER 7. First annual fall contest and swap meet, Puyallup Elks Club, 314 27th St. NE. For more information write to Wes Hofferber, 14705 NE 31st St., 5-C, Bellevue, WA 98006, or phone (206) 882-4339.

Available-time modelling (theory)

BY ANDREW BIRKBECK

The model-builder's friend: the half-hour time bite.

Many of you will remember that I said my goal for 1993 was to boost my modelling output from almost zero models per year to two per month. Quite a task, you might think, but with proper time management techniques, my goal has been reached more easily than anticipated. The reason, plain and simple, has been the half-hour time bite.

Over the years I have talked to scores of modellers about why they don't complete many models. They purchase 20, 30, 40 models each year, but complete only one or two. When asked why they finish so few, most answer that they can't seem to find the time to build. "Just can't sit down for two hours to build more than a couple of times per month". I too rarely find many two-hour stretches of time to work on models, but what I have found is that there are plenty of half-hour segments of time, and if

you utilize these effectively, you can manage ten hours of modelling or more each week.

Of course, half-hour periods of time do not allow you to do major tasks such as large airbrushing jobs, but almost everything else can be done in a series of half-hour spots. You can remove parts from the sprue, scrape off mold lines, and test fit parts, all in half an hour. Once you have a few parts scraped and test-fitted correctly, you can do a little gluing in another half hour. After a number of such half-hour episodes, you can glue the many subassemblies together in a couple of half-hour spots. While airbrushing takes me longer than half an hour (paint mixing and cleanup included), I find I can do plenty of brush painting of smaller subcomponents in half an hour, leaving the rare two-hour time periods for the bigger airbrushing jobs. And you can certainly decal your model a half-hour at a time, and dry brush and weather it bit by bit as well.

And for you sports fans out there, watching televised sporting events is the best way in the world to model in small "bites". An average football game lasts three hours on the television, yet there is only one hour of playing time. Of this actual hour, only 15 minutes worth of plays are actually worth watching. Most plays only manage to gain a couple of yards -- or worse, end in a loss of yardage. The rest of the three hours involves endless beer and car ads, and mindless rehashing of the previous plays by overpaid commentators. Plenty of time to model here, I would say.

So next time you are wondering why you never seem to get any modelling done, stop the wondering and get going. Half an hour here, half an hour there, and before you know where you are, you can be turning out two models a month, just like me. Time's a wasting...

Available-time modelling (practice)

BY KEVIN CALLAHAN

I would like to amplify a bit on what Andrew has written. The

concept of packing as much modelling into small chunks of available time as possible is an important one for me,

because with 2 kids and a range of other commitments, I just don't have much time available in the first place. I

too would find myself staring at 30 unscheduled minutes, deciding I couldn't get much done in that amount of time, and invariably wandering off to read a magazine instead.

Modellers by nature love to sit at their workbenches for long stretches. If you are doing good work you hate to stop. But if your time is limited -- and whose isn't nowadays -- you must change your mindset. The first step is to think of the creation of a model not as a linear process, but as a series of small sub-processes. The half-hour chunks that Andrew recommends is an excellent goal, but some sub-processes can be done in even less time.

The key to the whole thing is planning and organization. When I begin a new project, I generally write out all the steps that the model will go through. By now I have gotten it into fairly generic phases (assemble, paint, weather, install the cockpit, assemble the fuselage, etc) but at least I

have a personalized plan that is more relevant than the multilingual gibberish that makes up most instruction sheets these days. Each step has a box next to it, and when that is done, the box is checked off and I proceed to the next step. This eliminates the need to think when the elusive few moments open up; you simply see what step is next and get working.

Inevitably there are steps that bog the whole thing down. As Andrew has pointed out, airbrushing is the main culprit. But if you mask the camouflage at one sitting, then spray the colour at a later block of time, then unmask and touch-up when the next available time chunk opens up, you'll find that the process of painting isn't the grand barrier it appears to be. Again, the problem is to break the process into it's component parts and deal with them one at a time.

Admittedly, the fact that I know how to use a computer and have one at both work and

home makes the tracking method I use pretty easy. I can whack out a model's list of construction steps in the morning while jump-starting my brain with sugar and caffeine. At most it will take a few minutes. I wouldn't want to advocate something quite so formal if you are doing this all by hand, or if you are a focused modeller who only completes one project at a time. And the tracking method isn't really the important part of the concept of available-time modelling anyway. The central trick is to break the process down into manageable pieces and do them as time presents itself. If you do this, you'll be surprised how much gets accomplished in the space of a week.

The only thing I don't advocate is trying to model and barbeque at the same time. You'll end up with a steak that is either burned or painted Light Aircraft Grey.

Hobbycraft 1:48 scale Vampires

BY LAMAR FENSTERMAKER

I bought my first Vampire kit mainly because of the box art. It was this funky lookin' Iraqi Mk. 9 flying out of a big bomb burst. Also, I wanted to try to build a kit straight out of the box -- no fancy etched brass, resin, or after market decals. Simple and easy. Something that might get finished before

the turn of the century. Hobbycraft makes all the major Vampire variants, even the night fighters and trainers, so you can buy a bunch and build forever (well almost forever, if you're slow like me).

Design of the Vampire (DH-100) began in 1942, with the first flight in September 1943. The first flight of a production

Vampire F-1 was April 20, 1945; however, only a dozen or so were completed before the end of the war. The Vampire and the rival Gloster Meteor survived the immediate post-war production cutbacks, giving the RAF two jet fighters. Squadron service began in 1946 and the Vampire F-1 became the first

jet in the Royal Auxiliary Air Force in 1948.

The Vampire F-3 (first flight November 1946) attempted to cure the chronic lack of range common to all early jets with increased internal tankage and provision for drop tanks. The F-3 was also the first jet to cross the Atlantic, in July 1948. Vampires lost out to the Meteor in the fighter role due to the Meteor's higher speed (about 50 MPH) and the all-important second engine to get you home when one quit. The Vampire was modified to become a fighter-bomber mainly, I presume, because the drop tank hard point could be configured to carry a bomb, although the bomb load was only 2,000 pounds. I don't know what the bomb rack looks like; very few pictures show bombs and none clearly show the rack. Most pictures show drop tanks on a sort of streamlined wing attachment. Even long range Vampires didn't go far between gas stops.

The Vampire FB-5 (first flight June 1948) was built as a fighter bomber with thicker wing skins, heavier landing gear and a bigger engine. This variant served almost everywhere the RAF traveled in the early 1950's and apparently was the replacement for the last of the Mosquito fighter bombers.

The Vampire FB-9 was developed from the FB-5 in early 1952 for service in the desert and tropical areas. The difference is an air conditioner in an eight inch extension of

the starboard intake and again a mite more power from the engine. Production of the FB-9's ended in December 1953. In 1954-1955 the Vampires in RAF service were replaced by the similar Venom (DH-112) and the remaining aircraft were sold or used in training. One source states that De Havilland wanted to call the Venom a Vampire FB-8, but was overruled by the MOD.

The Vampire NF-10 (DH-113) was a private venture nightfighter. Developed in 1949 for a possible Egyptian order, the aircraft was also ordered for the RAF, who felt a need for more of everything as the Korean problems warmed up the cold war. Vampire NF-10s were withdrawn from RAF service in 1954.

The Vampire T-11 (DH-115) first flew in December 1951 as a variant of the night fighter. The trainer served for many years in the RAF and was rather widely exported. Trainer production ended in 1958.

Total production run for the Vampire was about 2,900 aircraft, of which 800 were trainers. I say about 2,900 because that's the most popular of the several totals I found in my research.

So basically the differences in the Vampires are;

Vampire F-1

Square cut tail and rounded wing tips.

Vampire F-3 or FB-3

Pointed tail (similar to a mosquito), lower horizontal

stabilizer and rounded wing tips.

Vampire FB-5

FB-3 with square wing tips (total wing span is reduced by 2 feet).

Vampire FB-9

FB-5 with an extension to the starboard wing root to hold the air conditioning.

Trainer T 11

Different tail booms and horizontal stabilizer and a side by side two-seat fuselage.

Night Fighter NF 10

Trainer, with different instrument panel.

These differences mean that the single-seat kits are the same with separate wing tips and tail booms, and a poorly fitting air conditioning extension for the FB-9 starboard intake. The two-seaters are the same except for the interior.

The Hobbycraft kits are molded in a medium-soft plastic with nice engraved panel lines. Some folks might think that the engraving is too deep; I think it's just fine. The control surfaces, however, are scribed just like the panel lines. You know, is it a rudder or another panel?

The instructions are simple -- make that **very** simple -- and often rather vague about where the parts go. There is no help for most of the colors. Since I didn't know what color the insides are, I painted the FB-9 a chromate green. Well, Earl Otto tells me that the thing is really black inside with natural metal wheel wells.

I sanded off all that nice engraved instrument panel detail and used a decal from the scrap box. I prefer decals -- simple and quick. If you look at the instrument panel in a Heller 1/72 scale Vampire FB-5, it's not even remotely similar to the Hobbycraft instrument panel. Now I need information on instrument panels, HELP !!!!

True Details WW II British seat belts help to give the seat a finished look. They are probably accurate, too, as I understand Vampires don't have ejection seats.

The nose wheel well has some play in the joint. If you're very careful, there's not much filling except for some minor stuff at the front. The nose gear is a two piece assembly with a strut and wheel fork. I don't think that the glue joint will hold, so I drilled the fork and strut to fit a straight pin. The instructions show the fork as being horizontal, which puts the gear door real close to the ground. If you're going to use a pin, put a bit more angle on the fork. The front nose gear door could also use some reinforcement in the glue joint; maybe some plastic strip and a pin to represent the hinge (?) How is the door attached, anyway? The nose wheel is something else. If your kid had one of those "Big Wheel" trikes that he rode and rode till the front wheel wore out, then you know what the nose wheel looks like. So help me, Earl insists this is right too, but I still don't see why they need a big groove in the nose wheel.

The bottom of the fuselage pod was a mite wider than the top, but minor sanding will fix this. Oh yeah, put in a lot of weight before you glue the top to bottom. There's plenty of room and you'll need it.

There's a real ugly joint inside the wing intake, but it's easy to fill if you glue a reinforcing piece to the back of the joint to firm it up. Don't use filler, but get a pointy end file and file out the crack. This is quicker and easier, too. You'll also need to do some smoothing on the fuselage part of the intake.

There are two posts (splitter plates?) that fit in the intakes. Well, actually they don't fit well into the intakes. Since I have a number of aircraft to do, I've made a simple alignment jig to cut a slot and then use plastic strip for the posts. After looking at several pictures, I get the feeling that the posts may actually be recessed a mite from the leading edge.

Take care when you glue on the wings. Mine needed some "adjustment" so the dihedrals matched. I've assembled three sets of wings and have about a dozen different dihedrals. This is the kit's major short coming. A sanding block and some undisturbed modelling time are highly recommended.

Don't glue on the tail booms until after the wings are aligned and dry. I still think there's a slight list to the fins on my first one!

Many Vampires are an aluminum color. The pictures show a very uniform color --

could they be painted? The Vampire fuselage pod was constructed of balsa and ply wood like a Mosquito, so they could be.

That's about it. Like I said, relatively simple and easy, except for those wings.

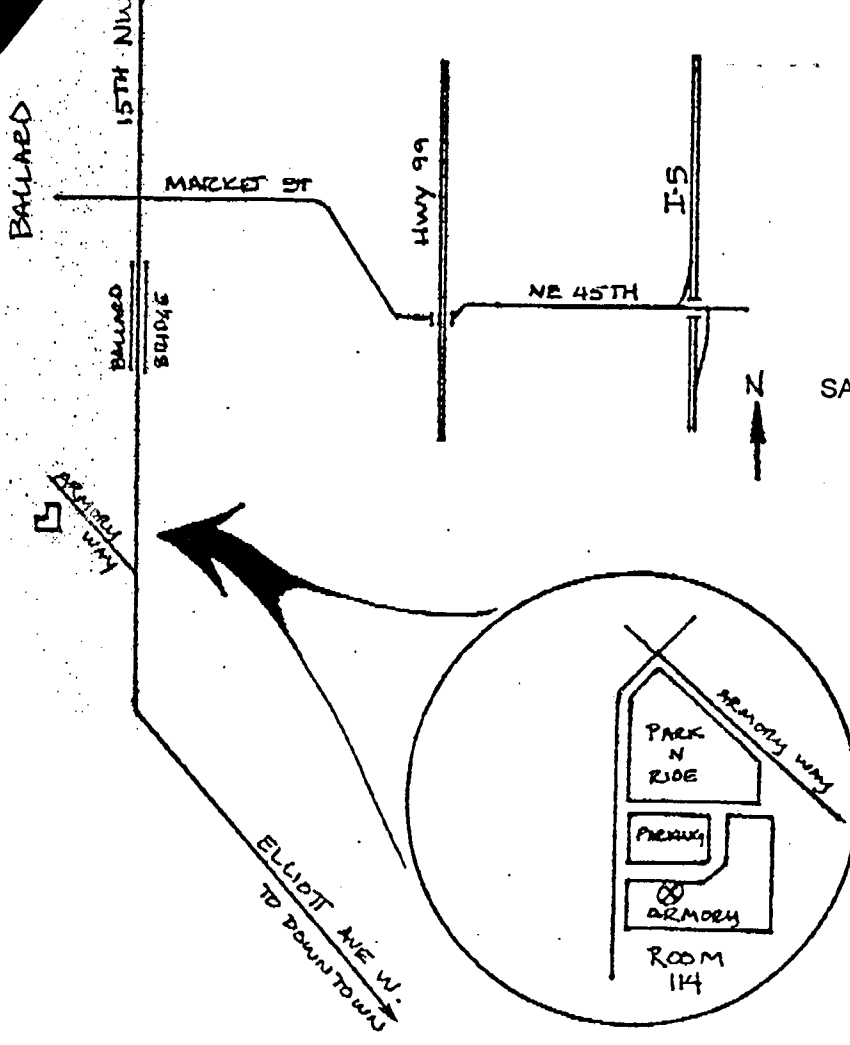
One last story I picked up in my research. In the mid-1950s, Fliteways of West Bend, Wisconsin bought 39 surplus Canadian FB-3s to convert for civil use. Well, the FAA became concerned lest the civilians be flying not-so-obsolete jet fighters around and clamped down. Flightways got even by selling the remainder to Mexico cheap, and that's how the Mexican Air Force entered the Jet Age. There are still 16 or so Vampires flying about the ol' USA.



A quick note from Scott Taylor:

If you were at the October meeting, you would have heard me mention that I would like to conduct a trivia quiz to award the door prizes. This quiz is strictly for fun and if the experiment works, you may look forward to more trivia. The quiz will be open to everyone and (if determined by the club officers) without charge. The prizes will still be supplied by the Seattle chapter. Here are some simple rules that will be observed:

1. Monthly door prizes will be awarded by a trivia quiz of ten multiple-choice questions and one tiebreaker.
2. Questions will be related to World War 2 and will cover all areas in the field unless otherwise noted.
3. All questions will have the answers given after the answer sheets are corrected.
4. Door prizes will be awarded to the top three contestants with the most correct answers.
5. PLEASE, no kibitzing. It will lessen your chances of winning. Just bring a pencil and be ready to have some fun and be challenged!!



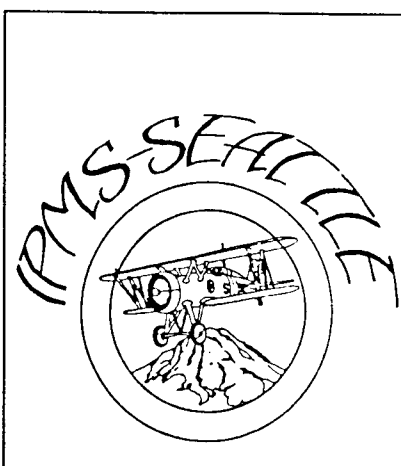
NEW MEETING LOCATION!!

SATURDAY, NOVEMBER 13 at 10.00am

NATIONAL GUARD ARMORY
 Room 114
 1601 W. Armory Way
 Seattle, WA

From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliott to Armory Way. Watch for signs! There is plenty of parking.



Membership information:
 Andrew Birkbeck
 3209 NE 98th St.
 Seattle, WA 98115

Newsletter comments or submissions:
 Kevin Callahan
 31849 Pacific Highway S
 Suite 243
 Federal Way, WA 98003



NEXT MEETING: Saturday, November 13 at 10.00am.
 See the above map for new meeting location.

William Holowchuk
 19627 - 133rd Dr SE
 Snohomish WA 98290