

NEWSLETTER

EDITED BY KEVIN CALLAHAN

SEPTEMBER 1995

Modelling on the Net

To be honest, the last thing I need is another distraction from actually building models, but I've found an interesting one anyway.

Like everyone else in the galaxy, I periodically get the America Online diskettes in the mail. These allow you to sign on to the service (providing you have a modem) and get your first 10 hours of service free. After that, you get 5 hours of service for \$10 each month, and any hours over 5 per month are charged at a rate of \$3 per hour. Those 10 hours may seem like a lot, but it is possible to chew them up much quicker than you realize. AOL does not tell you when you're off the free clock, either, so you are responsible for keeping your own records until the billing arrives.

Basically, you set the software to dial a particular local number (based on your modem's baud rate), which in turn connects you to the main AOL network. From there you drop into a large main menu that has 12 categories. These range from Newsstand (which

is where most major magazines have their home pages), through Entertainment (primarily movie and TV related), and Sports. The main area of interest for modellers is in the Main Menu category "Clubs and Interests".

This drops you into a large submenu of interest groups. Make your way to the Aviation Forum. From there you have a variety of options. There are chat rooms (Jeff Johnson of *Airliners* appears each Sunday evening), general and commercial aircraft areas, and even airshow listings.

There is a subcategory for "Model Aviation". Be advised that this includes a wide range of interests (diecast airliners, R/C planes, gliders, desktop models, and everything in between). But once you get into the "Model Aviation" menu, head for the message boards. These are file folders of electronic mail messages that can contain all sorts of fascinating information. Head for the folder entitled "Plastic Scale Modelling".

Once in, you're free to graze through the thousands of messages. After you've been into the message board a few times, you'll start choosing the menu option that only calls up the mail messages that have been posted since the last time you accessed the board (AOL retains this information). That way you only have to wade through the most current stuff. It seems that this board gets five or six messages per day on average.

Topics can range over every imaginable aspect of plastic modelling. Most people are looking for information, though some are just looking to get their opinions heard, and a few can't resist the temptation to rant and rave a bit.

Online services are a fine place to track down information. I've been planning to start a 1:72 Airfix Stirling, but wanted to use the Falcon canopy (which means something besides the stock barebones interior was called for). I couldn't find an interior Stirling drawing in any of the books or magazines that I had. So I posted a request one

evening on AOL. One day later I had a response, listing two references. One was a 1973 issue of the IPMS-UK journal (sorry, fresh out of those) but the other was for *Air Enthusiast* #10. I didn't have the magazine myself, but was able to borrow it from another IPMS-Seattle member, who graciously allowed me to photocopy the relevant pages. Problem solved.

Do be advised that everything you hear online should be taken with an appropriately sized grain of salt. There is no screening process involved, so anyone with an adventurous spirit and malicious intent can say pretty much anything they want. Rumours can begin and take on a life of their own with amazing speed (is the projected Minicraft 1:72 P-59 for real?) You can exchange notes with people who may have all sorts of agendas that can colour the data they're giving to you, especially when it concerns the merits of individual kits. On the positive side, most of the notes I've seen (at least in the Aviation Forum) have been polite and helpful.

More and more of the aviation-related businesses are signing on to online services. *Fine Scale Modeller*, *Airliners*, *Military Model Preview*, SnJ, Squadron and the Testors Corp all pop up with notes occasionally. An e-mail response is faster and easier than by USPS, making your chances of getting an actual answer that much better.

At the time of this writing, one big topic of discussion was the worth of *Fine Scale Modeller*, as opposed to other aircraft-related modelling magazines.

To my personal surprise, FSM has a lot of defenders. Admittedly, many of them compared it to *Scale Modeller*, and I'll admit there is little contest there. But relatively few seemed to compare it to -- or even to acknowledge the existence of -- *Scale Aircraft Modelling* and *Scale Aviation Modeller*. Those that did mostly listed them as superior, even though most still read *FSM*. Actually, I'm in the same boat, though that is mostly because *SAM* and *Son of SAM* both focus directly on the things I'm interested in. *FSM*'s direction has become so unfocused that it has been forced to settle for modelling's lowest common denominator.

I'm sure the British magazines' limited distribution has kept the word from getting out from the truly hardcore types who have them shipped in from England (like myself). After all, *SAM* just isn't available on the average newsstand and *FSM* is. But I would advise you, if you are at all interested in aviation modelling, to seek out the two *SAMs*. But I digress.

I have yet to find a message board on AOL for other types of modelling. I've heard talk of an armor group starting up, and it is entirely possible that the car guys are set up in an online area that I just haven't stumbled across yet. But aviation message boards should be an easy thing for you to find, even as a new AOL subscriber. I know that a few of the IPMS-Seattle members are in the net, but if anyone is hooked up to CompuServe or Prodigy, I wouldn't mind hearing about the services they provide to modellers as well.

AOL also has an Internet gateway, which allows you to graze on the Worldwide Web. This gives you access to datafiles, news (or really discussion) groups, and graphics from around the world. I'll be putting together another summary of specifically Internet-related modelling sites in a future issue of the newsletter.

In the meantime, if you don't mind another related pasttime getting in the way of actually sticking bits of plastic together, you could do worse than check out the information available on an online service like AOL. Feel free to contact me at screen name A172NDGUY.

Kevin Callahan

Filling out this issue are two things I did *not* receive via e-mail: Bob LaBouy's article on naval aviator survival gear, and the flier for this month's IPMS-Portland Fall Invitational. There is also a flier for the IPMS-Vancouver Fall Show on October 7. The Fall Show sort of unofficially heralds the beginning of the fall modelling season, and is always good for a bit of inspiration. Try to make it if you can. (The 1995 flier does not list the regular contest categories, though it does show their special awards).

One last item. I've really fallen for the four new Special Hobby (MPM) short-run kits of late war Luftwaffe projects. Never a purist on the "if it didn't fly they shouldn't make a model of it" argument, I think these kits give us an interesting view of just where the Luftwaffe was heading. As I was looking over the Blohm & Voss BV-215 kit,

another IPMS-er walked over and grumbled about the box art, which shows the BV-215 diving in front of a burning

Mosquito (!). My response: what would you expect the box art to be -- three Nazis sitting around a drawing board

chuckling and saying "Ja, dat's a good vun".....

Naval pilot survival gear

BY BOB LaBOUY

So what's this about and who cares? Allow me to explain. Some time ago I began to paint a Series 77 miniature lead figure illustrating the "typical" Naval Aviator in flight gear. It's a beautiful figure in many respects, done in a large scale and containing a great deal of detail. My initial problems and questions involved asking myself what is that, what color is it, and what does it do? This is the aspect of modelling which causes me my greatest difficulty and is also probably one of the most rewarding aspects of the hobby.

I started digging out the photo references I had and then tried to remember all of the appropriate colors. As in too many instances, one quest for information led to another and on to an additional tidbit. About the same time, I began to "restore" an ejection seat I had obtained. The same thing happened. I never seemed to have quite enough information. As a result I have come upon and documented quite a bit of information about the modern Naval Aviator, his equipment, and its use. Most of this information is useful in building modern naval aircraft models and/or figures. Like many other aspects of what many of us build, we see photos or the real thing quite often, and just don't have enough real knowledge to understand what we are looking at or modelling. I began by just looking at the basic Naval Aviator and his personal equipment, and would like to

share some of what I learned with you.

The Naval Aviator. As you can see from the basic Naval Aviator photo here (see figure 1), there is quite a bit of personal equipment shown. The references to painting miniatures that I have just calls things by general names (ie, short strap,

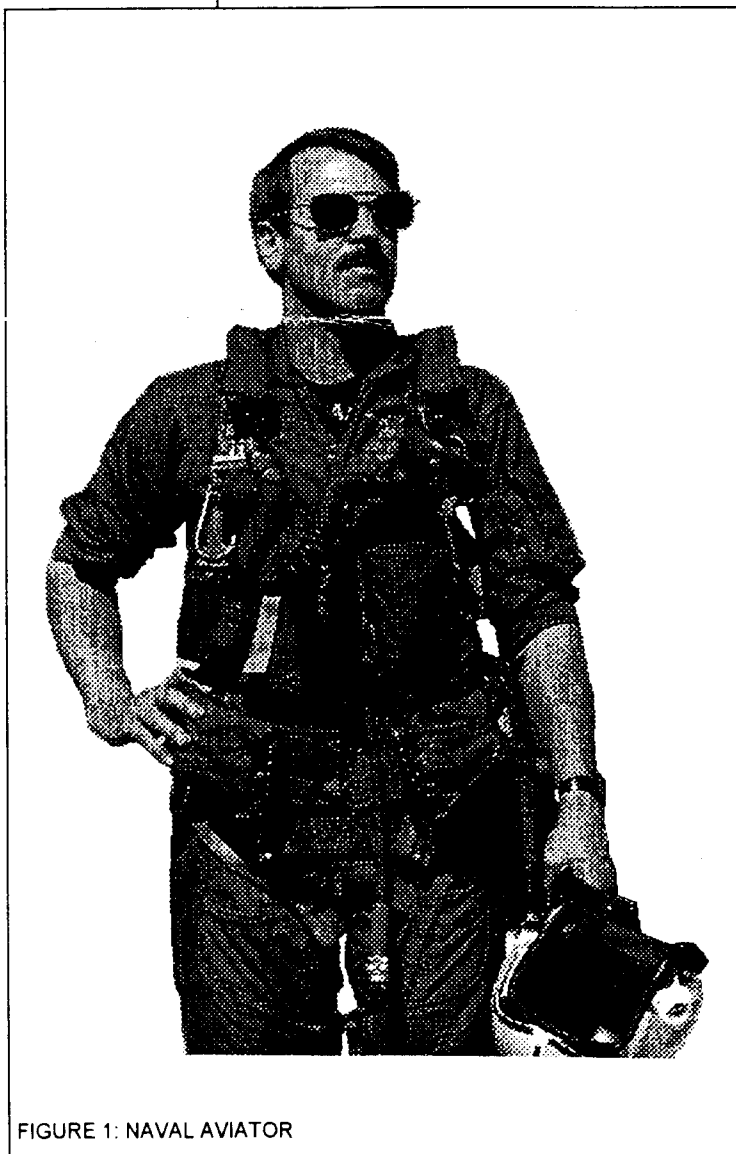


FIGURE 1: NAVAL AVIATOR

gear bag, etc). That didn't satisfy my native curiosity (or nosiness, which is probably closer to the truth). Hence this article.

What is all that "stuff"? The various pieces of personal equipment illustrated in this photo, and

government documents and, while some have been edited, the artwork is as good as I could provide. Should there be a cry from the Chapter, I would be only too pleased to bring in most of this equipment for you to actually see the "real thing". Again, let me know.

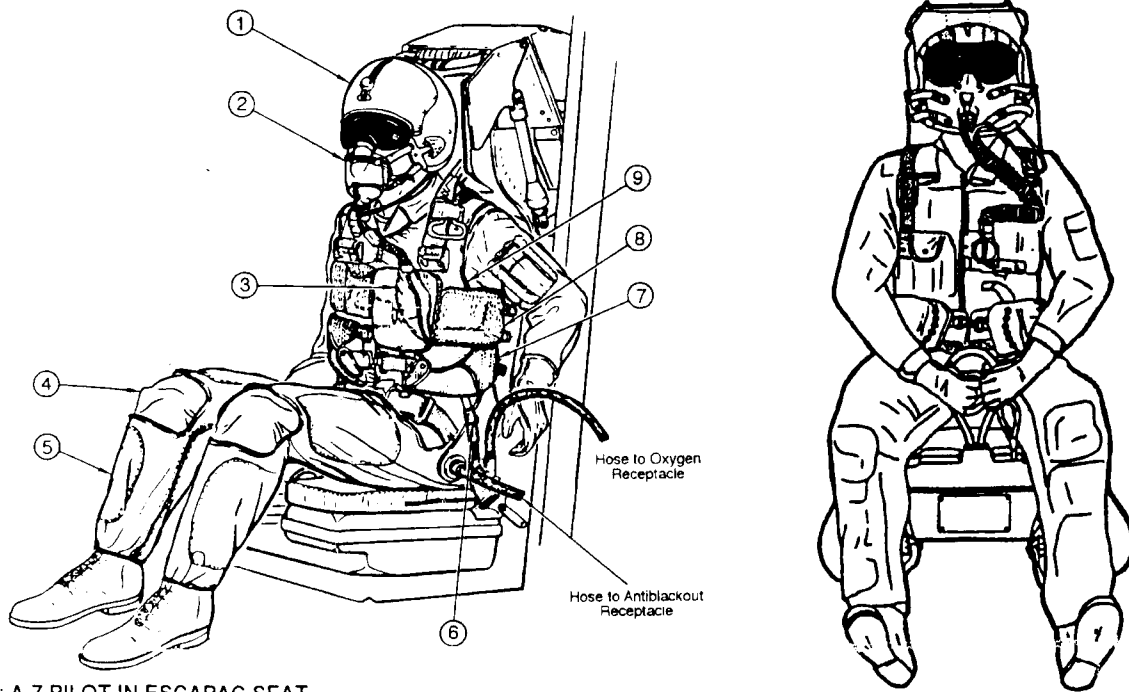


FIGURE 2: A-7 PILOT IN ESCAPAC SEAT

normally worn by the modern military Naval Aviator, is all geared toward one goal: enabling the pilot (or others in the modern combat aircraft) to be able to perform their flight duties and survive a potential ejection from their aircraft.

This information is to some degree applicable to the other uniformed military services. However, it is basically oriented to the Naval Aviator. If you are portraying an Air Force or Army pilot, you should be aware that there are likely to be some significant differences. I also refer to this aviator as a "him" only as a language reference. All of this information is applicable to female aviators as well (as far as I know).

Where do we start? As you can see from photos of the Naval Aviator or in drawings of him in the aircraft, he has a reasonably complex suite of personal equipment attached to him. These items (aside from his basic flight suit and boots, which I won't discuss in any detail in this article) consist of the following primary pieces of equipment, which I will attempt to describe for you. I should also warn you that I have borrowed liberally from various

Basic personal survival equipment worn by the pilot or other related personnel can be seen in figure 2 and includes: (1): helmet, (2): oxygen mask, (3): oxygen regulator, (4): flight suit, (5) anti-G garment or suit, (6) oxygen connector to ejection seat pan (and aircraft), (7): inflatable life vest, (8): survival vest, and (9): torso harness. While the drawing is small, you can get some idea of the location of this equipment in the illustration (shown in the A-7 Corsair's handy, rocket-assisted ESCAPAC I-G2 seat).

SV-2B Survival Vest. I begin this discussion with the basic survival vest because there is so much there and I found that most folks did not have much firsthand information about them or what they contain.

The SV-2B survival vest (see figure 3) provides maximum useful storage for survival equipment, consistent with bulk and weight. In addition, the survival vest provides for integration of a life preserver (through the use of clips which connect the two items), anti-G coveralls, and the chest-

mounted oxygen regulator. It does not interfere with use of either the regular or integrated-type parachute harness. The SV-2B vest is the latest authorized configuration for this series of survival vest and is common to Navy, Marine, and Coast Guard pilots and crew members.

The SV-2B survival vest is constructed basically of nylon cloth. An adjustable harness, leg straps, and an entrance slide fastener provide a means of fitting and securing the vest to the aircrew member. Elastic straps on the rear allow greater

range. To fit an SV-2B properly, have the aircrew member wear all his normal flight gear, including the MA-2 torso harness, if used. Put the SV-2B vest on as if it were a jacket. Pass the leg straps through the crotch and attach the snap hooks. Adjust the leg and shoulder straps so that they are snug and the bottom of the vest is just above the hips.

Most of the common contents for the SV-2B survival vest are illustrated in figure 3. There is also some "personalization" in what the pilot

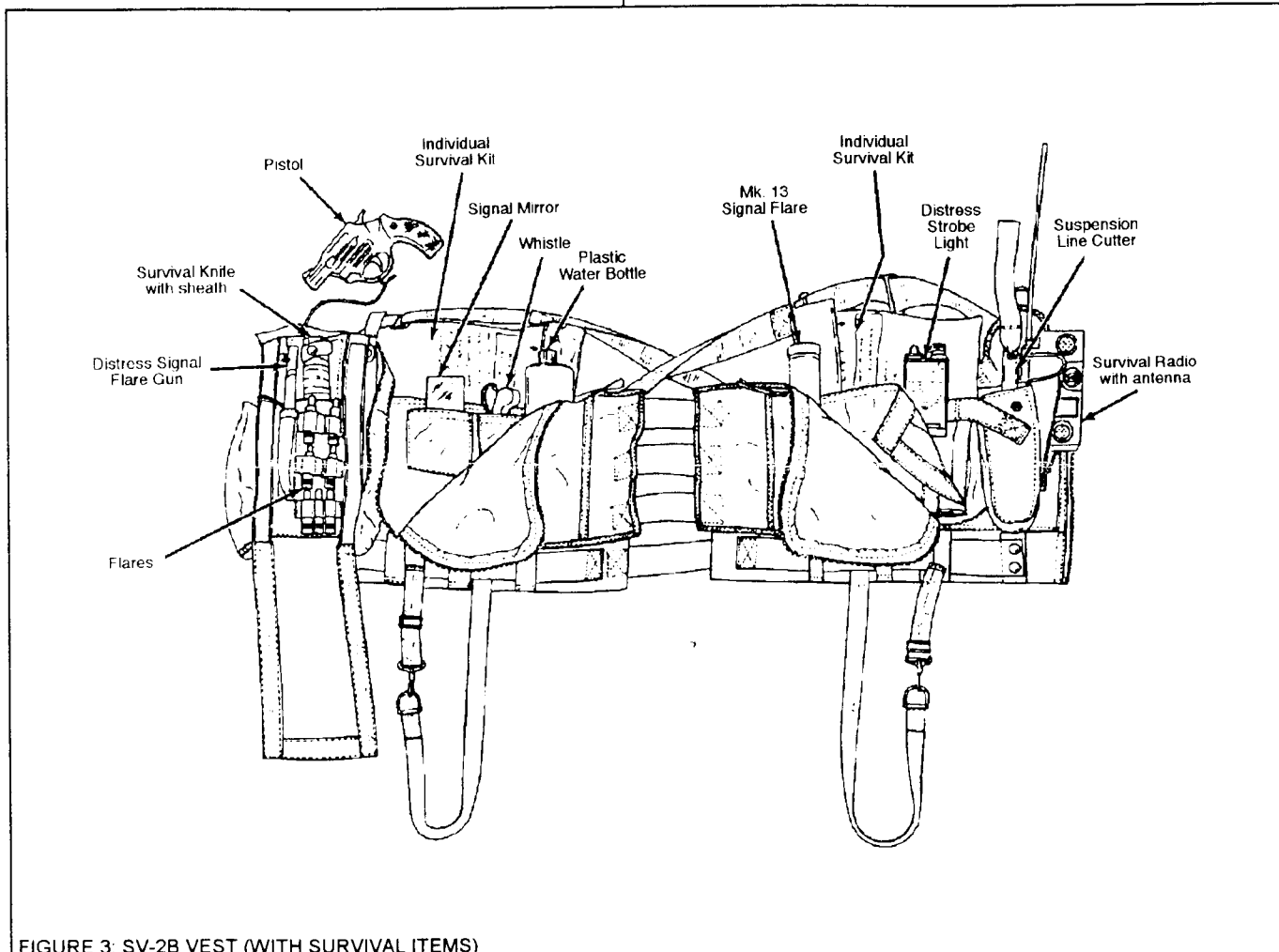


FIGURE 3: SV-2B VEST (WITH SURVIVAL ITEMS)

comfort and mobility of the wearer. Pockets are provided for stowage of survival items. When required, the chest-mounted oxygen regulator is located inside a pocket secured to the vest by means of a hook and pile tape (or Velcro, as us desk jockeys know it).

The basic SV-2B survival vest is designed to fit all chest sizes. By changing the elastic straps on the rear, the vest may be adapted to a wider size

actually carries in the vest.

Summary. To provide some further insight into this "latest addition", I now acquired several manuals, including those related to survival gear, the A-7, the ESCAPAC ejection seat, and several other related pieces of equipment. All to build a model or figure! Once you become addicted (and that's what it really is, right?) to collecting any facet of modelling information or aeronautica, it

becomes a quest of sorts. I expect many of you will understand and hopefully have some pity for me.

While this is about all for this installment, I will wait to see if there is any further interest in this type of information. If you are interested, I can continue, with data about the use and operation of ejection seats (at least those I have researched)

**IPMS - SEATTLE
NEWSLETTER**

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and the related survival equipment. I don't claim to be any type of expert, but have done some homework, am pleased to share it, and thought you might be interested. Just give me a call (232-7784) or drop a line to the newsletter. Hope to hear from some of you soon. Thanks for listening (or reading).

1995 Region VII Fall Invitational

September 2, 1995
Holiday Inn, Airport Portland, OR
8:30 - 5:00
8:30 - 1:00 registration



- * Gold, Silver, Bronze Awards *
- * People's Choice & Judges Grand Award *
- * Exclusive "Roy Grinnell" Art Print Grand Raffle Prize *
- * Giant Kit Raffle *
- * Vendor Tables * * 7000 Sq Ft. Hall *
- * IPMS & SABA Discounts *

Contact O.H.M.S./Portland
Joe Zappa
960 SE Highway 101
Lincoln City, OR 97367
503/994-2546

1995 Region VII Fall Invitational

September 2, 1995
Holiday Inn, Airport, Portland, OR.
8439 N.E. Columbia Blvd., Portland OR 97220

The following list provides a breakdown of categories and Special Awards for the show/contest on Sept. 2, 1995

- Categories
- AIRCRAFT
 - ARMOR / MIL. VEH.
 - AUTOMOTIVE
 - DIORAMA
 - FIGURES
 - JUNIORS
 - SPACE / SCI-FI
 - SHIPS
 - COLLECTIONS
 - MISCELLANEOUS
 - MASTERS ** (see note)

PLEASE REMEMBER THAT ENTRIES ARE JUDGED ON THE INDIVIDUAL MERIT OF THE PIECE, AND AWARDS PRESENTED ACCORDINGLY. ENTRIES DO NOT COMPETE AGAINST EACH OTHER, THEREFORE TYPE, SIZE OR SCALE DOESN'T REALLY MATTER.

GOLD, SILVER, & BRONZE AWARDS will be presented to those entries deemed worthy by the respective judging of the judges staff. The Awards ceremony will commence at approximately 3:00 p.m. and conclude at 4:30 p.m.

"BEST OF" AWARDS will be presented to all of the above listed categories. In addition, the following awards will also be presented:

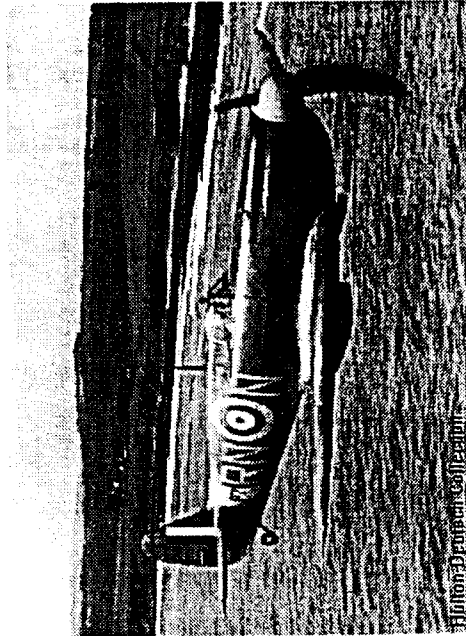
"JUDGES GRAND AWARD - BEST OF SHOW"
&
"PEOPLES CHOICE"

NOTE ** The "Masters" category is open to any entry that has placed FIRST at a Regional event or higher. This category will be subject to a higher level of standards for judging and entry into this category is totally voluntary. We hope to see some of the past contest Best Of Show winners and those that have placed at the National level present for the enjoyment of all the attendees at the show.

* MASTERS ENTRIES NOT ELIGIBLE FOR "BEST OF SHOW" OR "PEOPLES CHOICE" AWARDS

IPMS VANCOUVER
PRESENTS

THE 25TH ANNUAL FALL SHOW '95



MODEL SHOW AND CONTEST

WITH VENDORS AREA

LOCATION AND DATE:
CLARION HOTEL VILLA (Formerly The Burnaby Villa Hotel)
4331 DOMINION, BURNABY, BC (Same place as last year)
SATURDAY OCTOBER 7, 1995
9:00 AM TO 4:30 PM

FOR MORE INFORMATION CONTACT WAYNE (514-8081) OR GERRY (826-1928)
FOR INFORMATION ON VENDORS TABLES CONTACT WAYNE (514-8081)

IPMS Vancouver 1995 Fall Show

Trophy Categories

1. Best of show Senior
2. Best of show Junior (16 years and under)
3. Modeller's Choice
4. Masters Award
5. Best use of an Air Brush
6. Best Canadian subject
7. Best Naval
8. Best Armour
9. Best Aircraft
10. Best Science Fiction
11. Best Diorama
12. Best 1940's Chevy
13. Vietnam: 1945 - 1975
14. Best Competition Car
15. Pacific War
16. Fall of the Third Reich
17. Best DMIL Armour
18. Best Hasegawa, DMIL, Fujimi Aircraft
19. Junior 4-Pack (16 years and under)
- Best Aircraft
- Best Armour
- Best Civilian Vehicle
- Best Figure
20. To Be Announced

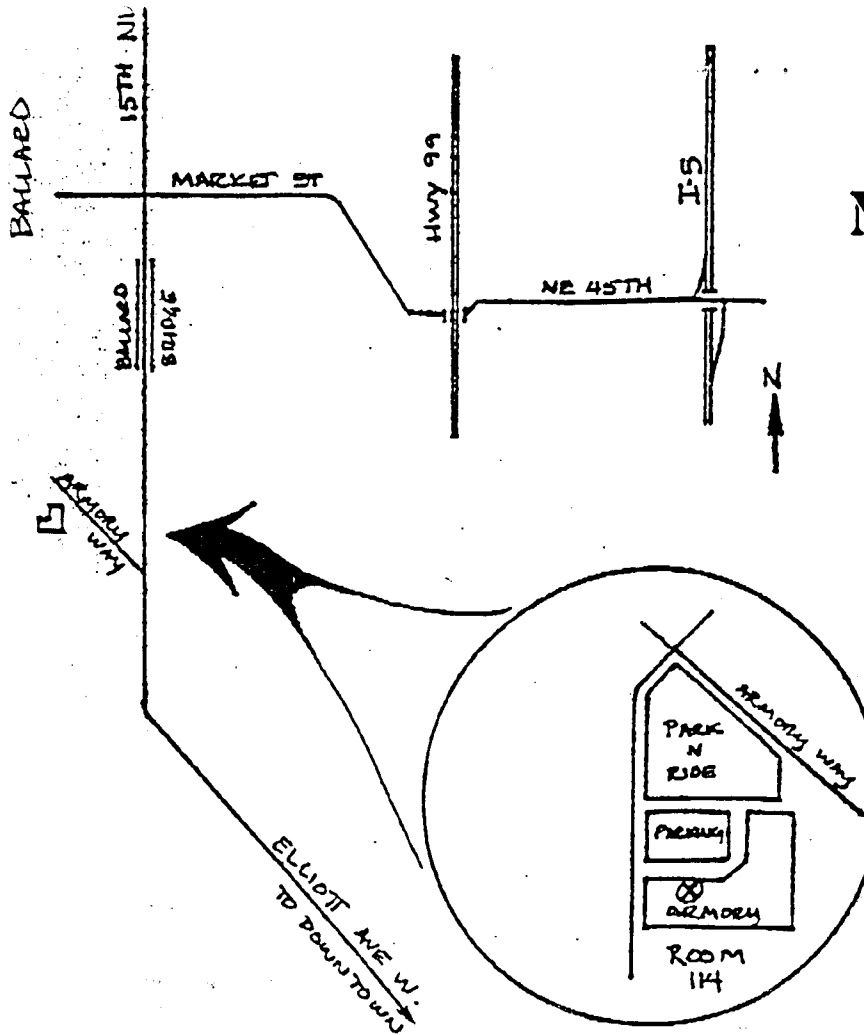
Trophy Definitions:

1. **Modeller's Choice** will be decided by ballot of all the contestants.
2. **Masters Award** includes models which have won at any previous Regional, National, or IPMS Vancouver Show.
3. **Vietnam: 1945 - 1975** Covers the French and American periods of the war and the fall of South Vietnam.
4. **Pacific War** From Pearl Harbour attack to the surrender on the USS Missouri. Includes Burma and China Theatres.
5. **Junior 4-Pack:** A trophy to a junior modeller in the various categories. Separate from Best of Show Junior.
6. **Fall of the Third Reich:** After D-Day to the surrender of Germany. European Theatre.
7. **NB Note:** Trophy categories could be added depending on sponsor requests.

Ribbon Categories

- Aircraft**
101. Out of the box all scales
 102. Biplanes all scales
 103. Single engine prop 72nd or less
 104. Single engine prop 48th
 105. Single & multi-engine prop 32nd & larger
 106. Twin & multi-engine prop 72nd & smaller
 107. Twin & multi-engine prop 48th
 108. Single engine jet 72nd
 109. Single engine jet 48th
 110. Twin engine jet 72nd & smaller
 111. Twin engine jet 48th
 112. Single and twin engine jet 32nd & larger
 113. Military multi-engine jet 3 or more engines all scales
 114. Civilian airliners all scales
 115. Civilian sport and racing aircraft all scales and all types
 116. Vacuum & scratch-built all scales all types
 117. Helicopters and rotary winged aircraft all scales
- Armour**
201. Out of the box all scales and types
 202. Closed top AFV 48th & larger
 203. Closed top AFV 72nd & smaller
 204. Open top AFV & artillery 48th & larger
 205. Open top AFV & artillery 72nd & smaller
 206. Armour conversions all scales
 207. Scratch-built armour models all scales
 208. Soft skinned vehicles, trucks, bikes etc. 48th & larger
 209. Soft skinned vehicles, trucks, bikes etc. 72nd and smaller
- Automobiles**
301. Out of the box all types & scales
 302. Factory stock all eras 24th & smaller
 303. Factory stock all eras 20th & larger
 304. Racing & competition vehicle 24th & smaller
 305. Racing & competition vehicles 20th & larger
 306. Hot rods pre-1940's all scales
 307. Custom rods 1941 to 1960 all scales
 308. Pro-street rods 1961 to present all scales
 309. Show rods all years all scales
 310. Street machines all years all scales
 311. Trucks all scales
 312. Motorcycles all scales

- Figures**
401. Military, mounted all scales
 402. Military, on foot 35th & smaller
 403. Military, on foot 34th & larger
 404. Non-military, fantasy 80mm & smaller
 405. Non-military, fantasy 81mm & larger
- Space & Science Fiction**
501. Models of factual vehicles all scales
 502. Models of fictional vehicles incl. fantasy all scales
- Ship**
601. Sail Powered all scales
 602. Engine powered 600th & larger
 603. Engine powered 700th and smaller
- Diorama**
701. Aircraft all scales
 702. Armour all scales
 703. Automobiles all scales
 704. Ships all scales
 705. Figures, military, all scales
 706. Figures, non-military, fantasy, all scales
 707. Space & fantasy all scales
- "What-If"**
801. Aircraft all scales
 802. Armour all scales
 803. Automobiles all scales
 804. Ships all scales
- Miscellaneous**
901. Collections, all types all scales
 902. Railroad subjects all scales
- Junior**
- J1. Prop driven aircraft all scales
 - J2. Jet powered aircraft all scales
 - J3. Closed top armoured vehicles all scales
 - J4. Open top armoured vehicles all scales
 - J5. Cars & trucks all scales & types
 - J6. Ships all scales & types
 - J7. Figures all scales & types
 - J8. Space & Science Fiction models
 - J9. Dioramas all scales & types
 - J10. Miscellaneous Models



NEXT MEETING!!

SATURDAY, SEPT 9 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 in the Metro Park and Ride lot.



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NEXT MEETING: Saturday, September 9 at 10.00am

William Holowchuk
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 Snohomish, WA 98290