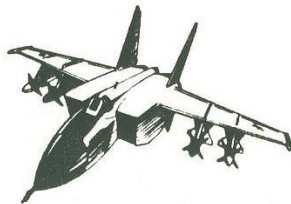


# SAN JOSE SCALE MODELERS



**San Jose  
Chapter IPMS**

AUGUST 1986

Next Meeting: August 15, Friday  
Time: 7:30 - Juniors Workshop  
: 8:00 - Business & Bull

Where: Mercury Savings  
19376 Stevens Creek Blvd.  
Cupertino

First of all I need help. Well I least I have been told that, but that is not what I am talking about. What I am leisurely getting to is that I want you to turn over your issue right now and check your mailing label. No, do not wait until you have read a few more pages, you might forget, or worse with my writing you might be asleep by then. Do it now and make sure that your address is correct AND check the date at the top right of your label. That date (such as MAR87) is the last month your present dues are paid through. If it is past due, renew! If you feel there is an error, please let me know at the next meeting or by writing me. Now that I have the double duty of secretary and treasurer (more on that later) I want to make sure I have all records up to date, and accurate.

## 1/144th F-14 CONTEST

That is right, it is supposed to be at this next meeting! I have not heard of anybody working on one yet, all I heard is nationals, nationals, nationals. So if you have forgotten, grab those Waldron pieces, Microscale decals (140-119 if you want the number, it makes VF-1 Wolf Pack, VF-2, VF-124 or NMC-Mugu), your super glue and your 10x magnifying glasses and get to work.

The kit depicts the same VF-2 #201 as the Microscale decal sheet, but the kit has a very sparse and coarse decal sheet if you compare it to the MS #140-119. According to Microscale, color on top is gloss gull gray except for control surfaces which are gloss white as is the underside. Squadron/Signal shows landing gear and gear bays as gloss white also with apparently all mating edges of gear doors in gloss red. Box art of the LS kit appears to be accurate, which shows the yellow tops to the rudders, which you will have to paint. Light your afterburners and get those tiny Tomcats done. First prize is something or other, ask Barry. I am only one person, I can not get ALL the details straight!

## DISPLAYS AT THIS MEETING

Rodney has requested that all IPMS/National models that won any awards be brought and displayed at this meeting, along with their awards. The member who built it is even invited to come along with his winning model, as we have good manners! If Ted Kaufman brings my model to the meeting (hint, hint), then mine will be there (is my modesty showing!? I haven't even seen what the plaque looks like yet!). Rodney has requested you keep other display models to a minimum, because, of course, our talented chapter will certainly use up a lot of space to display all those awards! No, you can't use lack of space

as a reason for not bringing your 1/144th F-14 to this meeting!

#### NATIONALS

Dahlia and I went to the IPMS/Nationals at Sacramento on Friday, Aug. 1 and saw a good number of our S.J. members there. Most categories were well represented, however a few that were not sure surprised me, such as only 2 entries in 1/144th or smaller airliners. Maybe a couple more popped up on Saturdays. I have heard numbers ranging from 1000 to 1200 total entries. Sorry guys, I did not count, you will just have to make do with a ball park figure.

I really enjoyed viewing all the models, with the limiting factors being my legs to walk all the tables, and my eyesight. I viewed so much detail that I got cross-eyed and found I needed some glasses, so Dahlia and I went to the bar to get some. I mean, really, a 1/600th scale Peterbilt tractor with 3-piece mirrors per side, or a 1/1200th scale fully rigged sailing ship!!!!!!

The huge diorama of village in WWII that adorned the cover and pages of Fine Scale Modeler recently was there. There was a scale (1/72nd!) dirigible there that must have been 6-7 feet long. I want to know how he got it there, I did not see any seam lines to break it down! The new 1/43 scale cars category had at least a dozen entries, but the title read resin/plastic so I guess they still did not allow white metal models. Maybe it had something to do with the IPMS rules about plastic content. What a shame if some of the new white metal kits of cars & aircraft are excluded. They allow metal figures though. Beats me. I hope to have some slides & prints back by meeting time. If they came out, I will bring them. Rodney will surely have more to say on his photographic work there. I thought the contest was a success for Sacto.

#### MOFFET AIR SHOW/DISPLAY

Another reminder. The Moffet Air Show is the 2 days after our meeting. That means make your plans to attend (you know, wash your best aircraft oriented T-shirt, buy your local Long's out of your favorite film, take along Kleenex to wipe your drooling and rent a monster telephoto lens - you don't have to use it but it impresses the hell out of the instamatic owners and lets you talk to a few owners and get closer to some of the planes because you look "professional".)

AND, And, and ...Our usual display will, as always, require organization, field directions and parking (got that Cliff?). Of importance is that we get the showcases out of my storage to go to the show. We can either do this after the meeting or wake up the roosters Saturday morning. It requires muscle (3-4 men) and transport. Either we can use two volunteer pick-ups or I can rent us a U-Haul for \$19.95 a day, plus \$6.00 insurance and regular gasoline. Be prepared if you can help.

And lest we not forget, this club voted to do the display of naval aircraft, but it will not be much of a display with only 7 models. Point made.

#### TOM'S MODELWORKS

Tom Harrison had his catalog done in time for the Nationals. Many neat items including the listing of Tom's first three kits, Aeroclub kits and lots of detail items. I have bought two of the Aeroclub kits, the Pitts S-1D in 1/32 and the DH Chipmunk in 1/48, which include cast metal Aeroclub detailing parts. Although I have not worked on either, they look very nice. Ask Tom about his catalog and new products.

## VISUALS THIS MEETING

I was asked to bring my screen to the next meeting. I did not catch what was going to be shown on it or by whom, but expect to have something more interesting to look at than Barry's face during the course of the evening.

## JULY MINUTES

Tic Toc, Tic Toc, Tic Toc, Tic Toc.....  
sorry, bad joke. Seriously, or at least as serious as I'll ever get, the last meeting went off very smoothly.

The Juniors, which may have been only 1, had there class at the back. First point of comment was about the Moffett Air Show which again, starts the day after the August meeting and goes for two days. The Italian aerobatic team will be there, making only one of three U.S. appearances. Talking to someone who has seen them, I was told they are more dramatic than the Blue Angels, both in daredevil maneuvers and the use of 12 aircraft. Discussion followed briefly on times and requirements for display crews. Final details at the August meeting.

Carl Smoot called for a contest committee meeting to discuss advertising, although no date was set. Speaking of our upcoming regional contest, I need to have the donations from committee members as offered earlier, for out deposit is due in September for the Milpitas Community Center.

Rodney reviewed a few final details about the Nationals. He also reiterated his request for volunteer judges for the regional in Feb. '87 as he feels he needs 49 of them.

Dave Cooper has taken a new job which requires his relocation to Santa Rosa. As such, he did not feel he could continue to be an effective and available treasurer. I have volunteered

to finish out the year as treasurer too. Glutton for punishment you know. I did not want build any models anyway. Come on, let's here that pity.

Barry repeated the reminder about the 1/144th F-14 contest and offered to sell any late but hardy souls a kit for the 1/144th scale sum of One Dollar. Imagine what you would have had to pay if the Defense Dept. had bought it for you!

Barry also offered the complete, unedited & uncensored version of the list of 1/72 Navy aircraft. He reminded the members of the commitment to their offer to create a permanent display for Moffett NAS and presented the list so that the members could choose from the many aircraft still available.

The raffle was held and See Young held the magic number.

## JUDGING HANDBOOK

Matt Matsushita came up with an interesting find, a copy of the Judges Handbook Mk1 Mod 0, dated July 13 1986. I agreed with Matt that this would be useful and interesting to our members and would be useful for educating all those who will be judges for our Regional.

I will run sections of the handbook, in this and following issues, so her goes.....

The purpose of this publication is to formalize some of the major facets of judging the IPMS National Contest. It should be used as a guide by the newer members of the judging corps and as a refresher for the old heads. It is NOT exhaustive, but is a good place to start so we are all working from the same baseline. You will find two parts to the guide: first, basic philosophy of judging, then a guide on what to look for. The "what

to look for" part came from update articles and a guide to entrants prepared by Region V and while it is prepared for the entrant it serves admirably as a checklist for the judge. The aim of this whole exercise is to make information related to judging readily available for reference and most important, to increase consistency and uniformity from year to year. Obviously it is impractical to revise this booklet on an annual basis but the intention is to revise it as needed, so if you have specific suggestions, please put them in writing and they will be retained for inclusion in future revisions.

### Aircraft

#### Basic Construction

1. Flash removed.
2. Mold marks, sinks, copyright marks, ejector pin marks should be eradicated.
3. Seams filled.
4. Contour errors should be corrected.
5. Detailing which was removed while accomplishing the first two items should be restored to the maximum extent possible.
6. Wings - have the same dihedral (anhedral) both sides.
7. Top view - wings and stabilizers line up correctly with the center line.
8. Fin/rudders - in twin combinations are aligned with each other when viewed from the front and side, and angles with relation to the stabilizer are the same.
9. Engine pods or cowling are lined up correctly when viewed from the top, side and front.
10. Landing gear - properly aligned when viewed from the bottom, sides and front. Also, main gear should be aligned with each other when viewed from all three positions.
11. Canopies and other clear areas:
  - a. White areas caused by overuse of styrene glue is to be avoided.

- b. Gaps between the canopy or other clear parts should be eliminated unless the real aircraft would still show them in your scale.
- c. Scratches in the clear areas should be polished out.

#### Details

1. Thick parts should be thinned down to scale.
  - a. Trailing edges of older kits usually require this step.
  - b. Rocket and bomb fins usually should be replaced by thin plastic card.
2. Wheel wells should be scratch built if no kit detail is given: never leave a big hole through which a judge can see the rest of the aircraft interior unless the real thing was built that way.
3. Intakes should be blocked off if you can see into the aircraft through them.
4. Guns and exhaust stacks, intakes, vents, etc., should all be drilled out if possible.
5. Details added to the model should be in scale or as close to scale as possible.
6. External stores displayed on the model should have undergone the same care of construction as the basic kit, otherwise leave them off. Also, use photos or other references for locating the stores on the model as most manufacturers just include a potpourri of weapons/tanks which may not be accurate as far as type or loading. For instance, napalm bombs would not be mixed with low drag HE bombs.

#### Painting and Finishing

1. Remove all glue marks and sinks.
2. Colors-Judges don't carry color charts with them so you only have to be close as even present day aircraft will vary in color from batch to batch. If you do have a model with a peculiar color, give some type of documentation on your entry sheet.

3. Paint good, straight, crisp lines on the clear parts, as wavy lines will detract from the model.
4. Paint should be even and smooth, unless you have prototypical evidence to the contrary.
  - a. You should exhibit no brush marks.
  - b. You should not have an "orange peel" or "eggshell" effect.
  - c. Fingerprints imprinted in the paint, or of a different color are automatic disqualifiers.
5. Paint edges that are supposed to be sharp should be sharp (i.e., should not have the typical ragged masking tape edge).
6. Weathering should show concern for scale (i.e., size of chipped areas); concern for the terrain and weather factors the real aircraft was in, and consistency (i.e., a "vet" of 100 missions WILL NOT have a factory-fresh cockpit interior!)
7. Decals.
  - a. Align properly, unless you have evidence to the contrary. (I remember a model of an A-10 with the national insignia upside down, but the entrant included a photo of the real bird showing the defect!)
  - b. Decal film should not be readily apparent, there should be no silvering nor bubbling.

#### Other Notes

1. Look at your model under a strong light from time to time as you build it, as a lot of judges carry powerful flashlights around that are just great for showing up seams that are poorly finished, unsanded ridges, poor interiors and/or worse yet, unfinished interior areas that can easily be seen from the outside. When using a strong light, shine it across the seam at an angle, as this will most readily show uneven ridges at the seamlines, and also other scratches.
2. In order to judge off ties, judges will pick up models to look at the undersides. One model when viewed this way went from a

possible first to last, as the modeler did not bother to fill in the bottom fuselage seams not the gaps between the wings and fuselage. (A personal viewpoint, models permanently affixed to a base will in from very close scrutiny, unless there is an obvious reason for the modeler doing this, as most judges will believe the modeler is trying to hide something. This warning is mostly directed at aircraft and car modelers.)

#### Armor

##### Basic Construction

1. Sinks, mold marks, ejector pins marks removed.
2. Seams filled where applicable.
3. Alignment and fit correct.
4. Glue marks eliminated.
5. Gaps on tanks located around the hull between the idler and bogie wheels closed.
6. Contours should be checked for accuracy. If found wrong, correct them by filling, or filing, or scratching new parts.

##### Detailing

1. Parts that are unrealistic looking, inaccurate, or coarse should be modified or replaced.
2. Weld marks should be simulated where applicable.
3. Add extra parts if practical, but be sure you have good references to justify the details.
  - a. Add tarps, bedrolls, chains, fuel cans, etc.
  - b. Add, if possible (especially on conversion or scratch built models), the small detail parts (rivets, nuts and bolts, etc.) that a kit manufacturer usually provides, but which most modelers will not replace or duplicate.
4. If possible make the real item if the kit only simulates it, most especially, replace molded screening with real screen.

5. On tracked vehicles, simulate the sag of the track between the idler wheels that the track on real vehicles would demonstrate.

#### Painting and Weathering

1. Color nit-picking is not a sign of a good judge as most persons knowledgeable in this field know that most prototypical sources for color are unreliable and that real colors quickly change out in the field due to exposure to the elements, poor application, maintenance, etc.
2. Weathering should be proper for the model and not overdone. It is best to work from references.

#### Space and Science Fiction

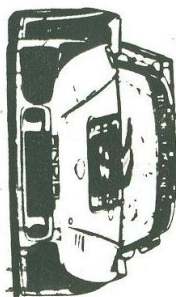
##### Basic Construction

1. All flash, mold marks, copyright marks and ejector pin marks removed.
2. Seams filled.
3. Fins, wings, etc., properly aligned from all viewing angles.
4. Any details removed in steps one and two should be replaced.
5. Vents, scoops and other openings should be opened up.
6. No glue marks
7. Overscale parts should be replaced if possible.

##### Painting and Finishing

1. Models of actual space vehicles painted in proper colors and patterns.
2. Smooth and even paint or finish with clean, crisp color boundaries.
3. No brush marks or "orange peel".
4. No fingerprints.
5. Any decals must be smooth with no bubbles or silvering.
6. Weathering (if any) in scale and consistent with the prototypical situation.

.....TO FOLLOW IN ANOTHER ISSUE; Automotive, Ships, Dioramas & Figures.



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