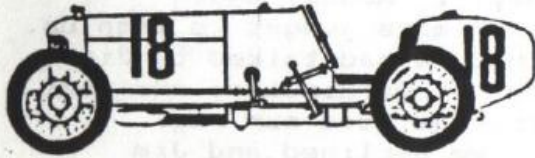


SAN JOSE SCALE MODELERS



SAN JOSE
CHAPTER

NOVEMBER 1986

Next Meeting: November 21, 1986
Time: 7:30 - Swap, Show & Gab
8:00 - Business

Location: Mercury Savings
19376 Stevens Creek Blvd.

OCTOBER MEETING MINUTES

This meeting was short and sweet, as the phrase goes. There was an announcement about the (now past) Airshow at Edwards AFB on November 9 with the T-Birds and exhibitions by experimental pilots (and I assume experimental aircraft).

As we approach Christmas for 1986 it is time for KIT DONATIONS FOR THE VETERANS ADMINISTRATION HOSPITAL. Bill Magnie is once again the coordinator and contact for this. Our club is still the only one doing something like this, so let's maintain our excellent reputation by digging into that closet, or your pocket book, and come up with some kits that we have changed our minds about and don't need now, or haunt Toys-R-Us or Kaybee Toy for bargains. Kits preferably are NON-Military

(space kits are okay) with the kits being complete and unstarted and also all glue and paints removed. Bring those kits to this meeting!

Barry Bauer did his Ed McMahon impression with a "HEEeeeerre's Rodney!". Rodney again confirmed his need for more judges to sign up. He also commented that he had talked to Jim Ireland, the new Reg. 9 coordinator, and that Jim had requested that we move our reg. contest to October. We declined and Jim agreed that we were too far along in commitments and publicity.

Returning to B.B., a "comment" was put forth by Barry that we may want to consider moving the elections of officers to a month that would coincide with our new February contest date and allow the change of officers to NOT occur right before the contest. A motion was made & seconded to move our election meeting to the March meeting of each year. The motion passed with only one dissenting vote (and it was not Bill Magnie!). So now, nominations will take place in the February meeting, elections in the March meeting, and the new officers take their posts in the April meeting each year (Tax Time!).

We had three new members at this meeting, David Sampson of Milpitas, Patrick Nichols of Sunnyvale and Charles Stephanian of Pacifica.

A reminder to all, the NOV. Meeting is the purported finale to the 1/144th F-14 contest, and the Quarterly contest is the December meeting. Grab that half-finished kit off the shelf, putty until you turn green, throw your acrylics to the wind (airbrush that is) and macro-effort your Microscale, but bring it in.

The relaxation and wrap-up was with a video presentation that Rodney photographed as the official photographer of the Nationals. Rodney did not do the editing, but the 40 minute tape proved very interesting.

MISCELLANEOUS DATA

The day after the last meeting, Rodney and I went up to Jim Ireland's home in Sacramento for a meeting of all the chapter contacts. As it turned out, we were one of only four clubs represented, however a good discussion was had by those attending and I came away feeling that we have very representation for our region from Jim Ireland.

A few notes from the discussion; Jim is going to have the new IPMS chapter in Fresno host a second region 9 contest in 1987, in October. Jim would like to have the regional contest be standardized in format and date so that it is predictable and planable for. He would like to see it in October each year to be sort a season wrap-up, the grand-finale of sorts. Jim would also like to a standardized judging format. Types were discussed with the interest centering on two types, either hybrid point system with an initial pass/fail criteria for basic modeling skills or graded system, rather than a competitive system, where you are scored against a criteria and compete to attain a high score.

While Rodney and I were in Sacramento, we also stopped at Riverside Hobby & Viking Hobby to drop off our contest literature. Well, we did also look at a few kits while we were there. Good thing Rodney has a station wagon, my looking got expensive.

While on the subject of Sacramento, the Silver Wings chapter contest has been changed from Dec. 6 to Dec. 13.

This issue of the IPMS Update contains all the Nationals coverage with listings of all the top placing models and photos of all winners.

Since our last meeting, I have stopped by and taken a look at the Milpitas Community Center and it is certainly very attractive! Very spacious, tall ceilings, large stage on one

side rather than at the end of the room, full-height glass windows on two sides facing a full-length lake with fountains. Should be a real quality atmosphere for our contest.

Valley Hobbies confirmed their intention to offer a 10% discount and it is likely from conversations that D&J will do the same.

RODNEY WOULD LIKE ALL MEMBERS WHO SIGNED UP FOR JUDGES AT THE REGIONAL TO PLEASE COME TO THE NOV. MEETING AS HE WISHES TO HAVE A DISCUSSION OVER JUDGING PROCEDURES.

JUDGING HANDBOOK

Continuation of August 1986 categories.

Automotive

Please note that although weathering is gaining more acceptance in the automotive ranks, especially with some trucks and certain types of racing cars (such as the Rally types), it is not the standard practice of our group. Most auto modelers build what is considered a "show" car of restored car, and as such, judges should not expect weathering, nor should a model be graded down for lack of it.

EXTERIOR

1. No mold lines or seams that should not be there but all door, hood, trunk and other visible lines present.
2. Are there any modifications to the body, do they look like modification or do they appear as if they were molded that way.
3. Exhaust pipes should be drilled out.
4. Valve stems on wheels?
5. How well in any clear part attached - any glue marks?
6. How are any lenses, such as side marker lights or tail lights represented? Hopefully by colored tint rather an opaque paint.

7. How well is chrome (if any) represented paint, aluminum or Bare-Metal foil?
8. Are tires lettered if appropriate?
9. Paint finish - no "orange peel", sags, fingerprints embossed in the finish. Usually, have a glossy finish.
10. Any decals? Is there a visible "halo" around the images? There should not be. Any generally, it is not necessary to have the body and decal have the same degree of gloss.

INTERIOR

1. Glue marks?
2. Any modifications? How well done?
3. Is the dash detailed? How well? Was an attempt made to represent the numbers, etc., on the gauges? It is neat? Even if the actual numbers are not there (seldom possible), can you still glance at it and get the feeling of the numbers being there?
4. Any door lock stems?
5. Any levers representing the seat adjuster, if this area is visible?
6. Has any attempt been made to paint the door handles and other details, if molded?
7. If painted, does it look right for either fabric (flat) or leather and vinyl (semi-gloss)?
8. Is the carpet in some way differentiated from the seats and door panels by either a different shade, color, texture, or is it gloss?

CHASSIS

1. Glue marks?
2. Any modifications? How well done?
3. Any detail added, such as brake lines, fuel lines from the gas tank to the fuel pump, and on some cars, parking brake lines, etc.
4. Is it detailed with paint - with different colors or degree of gloss for frame vs. floor, transmission, exhaust

pipes, mufflers and catalytic convertors? Remember, all running gear should be a flat black or dark gray to represent undercoating, although this is not done generally on the better cars.

5. If the above items were painted, is it well done or can you clearly see brush marks.

ENGINE & ENGINE COMPARTMENT

1. Any detail added - ignition wiring, electrical wiring such as wires to the head lights for the firewall, starter motor wired, battery wired, throttle linkage, water hoses (and do they have hose clamps represented) etc.?
2. Is the insulation on the underside of the hood represented either by paint or another material or both?
3. Painted? Well done? Are different items picked out with different colors and gloss?
4. Appropriate decals added to such items as the battery or air filter or oil filter?

WORKING PARTS

1. Are there working parts and were they added to the basic kit?
2. Do they operate realistically?
3. Do they look real when the mechanism is visible?
4. How well done?
5. Some areas that could have moving parts are hood, doors, trunk, T-Tops, gas filler cap door, sun visors, seat backs, steering, suspension, etc.
6. If opening doors, etc., is there any weather stripping added? Some mechanism for opening panels represented?

SHIPS

BASIC CONSTRUCTION

1. Flash removed - try to preserve the original contour of the original parts, if not the detailing.
2. Seams filled?
3. Mold marks, sinks, and ejector pin marks eradicated.
4. Contour errors of the kit corrected;
A) Also, check the time frame of the ship you are modeling (i.e. the USS New Jersey looks much different in her dress as opposed to her 1945 appearance.)
5. Alignment of the parts;
A) Ship's superstructure (platform, cabins, funnels, etc.) should be properly aligned with vertical when viewed from the stem or stern.
B) Masts should also be parallel to the vertical axis of the ship when viewed from the stem or stern.
(1) Rake should be uniform (unless real vessel has them different).
(2) Rigging tension should not cause the masts and spars to bend. (This is a big fault found in most plastic ships.)

DETAILING

1. Make sure that all small parts are as close to scale as possible.
A) Make sure that all the detail you are adding was indeed on the ship at the time frame you are reproducing.
B) Thin down or scratch build your own masts and yards for scales (1/450 and down).
C) Rig all lines of the rigging with thread or sprue as close to scale as possible.
D) Thin down the bulwarks, splinter shields, etc., or replace with thin plastic card.
E) Discard molded railings and rigging. Replace by scratch built material.
2. Sand off the very small details on the deck, funnels, etc., and replace with

scratch built parts later on, unless you are a very good painter.

3. Drill out all gun barrels, vents, etc., that are possible to do.
4. Rig all sailing ships correctly as to era, and to the line used; also rig the lines correctly. (Example, a shroud should end on a deadeye or a metal truss rod - not on the gunwale of the ship.) (Example 2: Do not have metal chains for the anchor or halyards for a frigate from 1650!)
5. Are deadeyes upside down? Are rigging lines and blocks in proportion to each other?

PAINTING & FINISHING

1. Glue marks should be removed.
2. Paints should be a matt finish - do not use gloss paint unless you are going for a special effect. (For some reason it is world-wide custom for ship models in the smaller scales of less than 1/8" = 1' to be painted in matt colors by most serious builders.)
3. Due to the small scales generally used by ship modelers, "pure" colors are seldom used. (For instance, black should be tinted with white, white should be greyed out, etc.)
4. Paint should be even and smooth, exhibiting no brush marks or have an "orange peel" effect.
5. Color scheme should coincide with the time era you modeled the ship. (i.e., the USS New Jersey of 1968 will not be painted in measure 32/22D dazzle.)
6. Weathering should be kept to a minimum due to the small scales involved, and any used should be kept as close to scale as possible.

OTHER NOTES

1. In the smaller scales (1/500 to 1/700), it is better to cover the life boats with "canvas" rather than show the thwarts and other details - all of which are usually

way over scale and very difficult to make look correct.

2. Mooring lines properly "flaked" down on the deck will add realism, and help cover any errors or imperfections you may have. However, when mounting these coils, use as little glue as you can as excess glue will leave an unsightly shiny splotch.
3. Weathering - even coming straight out of dry dock, a ship will already show some signs of weathering. Rust will show at anchor hawse pipes, as well the bow and stern. Salt buildup on the hull will have a whitening effect.

FIGURES

BASIC CONSTRUCTION

1. Flash removed. This is especially difficult job to accomplish due to the minuteness, and the amount of detail on some figures.
2. Seams filled.
3. Mold marks and sinks filled or eliminated.
4. Proper alignment of parts;
 - A) Bayonets and sword/saber blades should be straight or curved (depending on the type of weapon), not shaped like pretzels
 - B) Shoulders and other jointed portions of the body should have a smooth contour to them so as to avoid a disjointed appearance. This also applies to any animation of the figure that is either provided for in the basic kit or attempted by the modeler as a conversion.

DETAILING

1. Small detail should be added to the kit, as in most cases (Historex excluded) the detail is too heavy and therefore out of scale.
 - A) Scrape away molded straps when at all possible and replace them with sheet-lead or plastic, depending on which you prefer
 - B) Chevrons, epaulets, shoulder boards,

had cords, shoulder cords, and medals should be added if at all possible.

2. Drill out gun barrels and the mouths of your figures as paint is ineffective.
3. Add texture to hair. On horses, try using artist's crepe hair or nylon for manes and tails.

PAINTING & FINISHING

1. Be sure glue does not show.
2. Paint should be even & smooth;
 - A) Paints should be matt, except for special effects, but not overdone.
 - B) Whatever the paint, be sure no harsh lines are created when shading.
 - C) When weathering is to be depicted, follow the rule "A little is plenty".
3. Make sure the uniform represented is correct for the time period, especially in eras of constant change.

DIORAMAS

Elements must interact in a story line. Each element must follow the story line in construction, detailing, accuracy and finish.

STORY LINE: Must duplicate a photograph, or tell of a historical moment or clearly state (visually) a statement, usually humorous. Story line should be half the total score.

ELEMENTS: Whether vehicles, figures, and/or building & terrain are depicted each element must blend with the other in a manner appropriate to the story line. This is through texture, contrast, detailing and construction. No element should appear more correct or detailed than another.

CHARACTER: An elusive quality, but probably the most noticeable. If a scene represents action, does it actually appear frozen at that moment, or even still moving? Does the scene make a readily noticeable and understandable statement, otherwise the story line is diluted? Are the images in balance?

Russell Barber,
Rex Barden, 40
Jim Basinski, 4
Barry Bauer, 41
James Begay, 35
Berry D. Brown,
Rod Broyles, 50
Mike Burton, 71
C.E. Carlton, 829
David Cooper, 213
Tim Curtis, 5264
Ron Davies, 2329
Jack Eagan III, 2
Braulio Escoto, 1
William Ferrante,
Don Felton, 6781
William Fenerin,
Fess Fessenden, 1
Chuck Foster, 18
Daniel Galgani, 1
Andrew Garcia, 10
Daniel Garrett, 5
Bob Glove, 1472 5
Del Glundach, 311
Larry Gross, 15545 Uv.
Greg Guild, 7026 Via
Carl Hanes, 5109 Sunn
Dave Hansen, 777 San
Bill Harris, 643 Kodie
Thomas C. Harrison, 1
Gary Hethcoat, 1559 W
Doss Hutchinson, 726
Byran Hynes, 300 Belm
Mike & Jennifer Jones
Ted Kaufman,
John Knopp, 1
Cliff Kranz,
Brian Leong-Beyer, 146
Ray Levey-Salleguillos,
Roger Litka,
Don Long, 491
Bill Magnie.

Matt Matsushita,
Leonard Matula,
Eric McClure, 38
Kent McClure, 15
Bert McDowell, 5
Chuck Medeiros,
Mike Meek, 526 F
Norm Mocabee, 21
Glen Montgomery,
Stan Muniz, 5378 Borne
David Newman, 6129 Pom
Patrick Nichols, 875 F
William J. O'Brien, Sr
William John O'Brien,
Paul Olive, 794 Cc
Ron Pinson, 1807 I
Richard Reid, 1881
Javier H. Romero,
David Sampson, P.1
Reynaldo Schold,
John Sciacero, 841
Jay Sherlock, 467.
Jon Shumaker, 2109 Bro
Carl Smoot, 129 West I
Richard Stadnisky, 131
Charles T. Stephanian,
Doug Stuart, 3264
Doug Summers, 4351
Larry Taylor, 1221
Cliff Thomson, 41
Bob Turner, 1719 Y
Ron Van Der Grift,
Randy Vandraiss,
Steve Vaughn, 28
Paul Ward, 980-31
Tim White, 1148 I
Rodney Williams,
Alan Wolcott, 10
Dahlia Wolcott, 1
Robert Woodworth
Fred Yokel, 400 I
See Young, 6427 I

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