

Maddog Monthly

The Official Newsletter of IPMS Boise July 2004



Photo: Ian Robertson

Greeting Maddogs, happy July! It's been an eventful month already. A number of us made it out to the Nampa airport this last weekend for the P-51 Fly-In. This was my first time at a Warhawk Museum fly-in. It was fantastic to see so many vintage war birds flying all at once. You could almost imagine the year was 1944.

On another subject, I'm sure we all breathed a sigh of relief that Steve Appleton and coworker made it through his plane crash of last week. It'll be interesting to see if his wife and the Board lets him continue his aerobatic flying.

Well, on a final note. Everyone please remember that this month is the Kurt Vandervoort Memorial Auto Contest. I hope everyone has at least one entry. I understand that the prize is quite nice this year.

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Check out our website at:

www.maddog.delta-v.org

Wayne's World

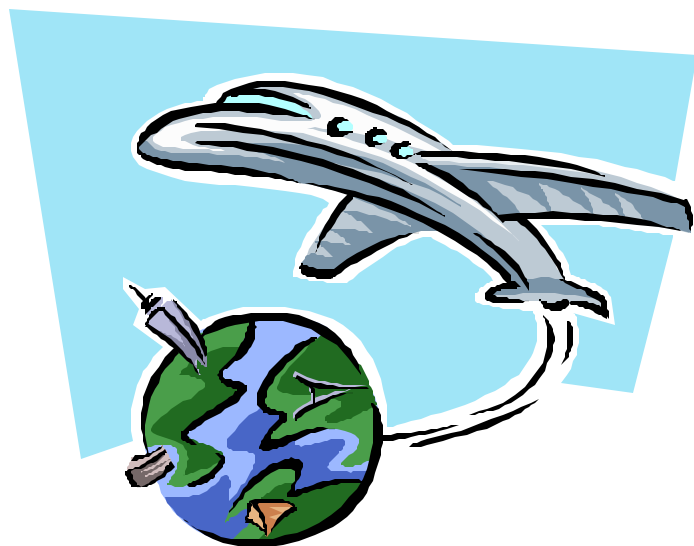
July 2004

As we come to this month's meeting, we all should be bringing our cars for the annual Curt Vandervoort Memorial Car Competition. I look forward to this event each year, now, with great excitement since we get to see some really great models of my favorite category - CARS!

I realize that the members of this club have a variety of model interests and that some will pass on entering a car model. This is fine, since we see some wonderful work throughout the year in all areas of creativity. One thing that does happen during this event is that everyone is involved in either showing or just voting for their favorite while we honor our past member, Curt, who loved and only built cars. This is really what the competition is all about. Some people come and go throughout our lives and leave their mark on us for whatever reasons. The thing I miss about Curt, is seeing his enthusiasm grow from meeting to meeting along with his improved skills in assembly. Since this club is built on having fun, I am pleased that so many of you will be showing cars and continuing the car building tradition of Curt.

Also, let's keep in mind our monthly "favorite" model contest, so those of you who have other types of entries, bring them along. Looking forward to a great time this Saturday, I am privileged to be your president with such a great membership.

Wayne Keith, President



COMMENT FROM THE TREASURY

Over the year and half since I took on the duty of treasurer it has become evident that the leadership team needs to make some changes to the way in which we manage the club. Try as I might I cannot make it to all the meetings. My co-board members can't either. There are times when only one of us is there. As some of you have told me there are problems with organization at our meetings when this type of situation arises.

Dues collection is the issue I would like to address here. I have found that if I am not at the meeting dues are either not collected or only partially collected. We are well off financially with a current account balance of \$351.67. Projected expenses include \$75.00 for national membership dues for the three board members that will need to renew, \$120.00 for newsletter printing, and \$50.00 for newsletter postage. Awards have been purchased for the rest of this year and well into the next. I do still need to print up the rest of the MD Choice awards but that will amount to less than \$20.00.

The members of the board have decided to make a significant change to the dues collection plan. Starting in January 2005 the pay per meeting option will be dropped. Because we are saving a substantial amount by emailing the newsletter to those members that chose this option we have also decided to reduce the dues amount to \$15.00 per year. Collecting in January will benefit the club by establishing a fixed budget at the start of the year. Reducing the amount just may bring back members that did not find value with the dues at the current rate.

Another significant change is the cancellation of the modeler reviewer program effective immediately. This program is costing the club \$210.00 a year. Participants in the program make up a small minority of the membership. There have been a few that have not returned the payment when they did not fulfill the program requirements. Moreover, the last few newsletters have had articles that were submitted voluntarily. This would be a good way to continue. See you at the meeting!



Focke-Wulf 190, Part 2

Hasegawa 1/32 Fw.190A -8

by Ian Robertson

Hot on the heels of their 1/32 Fw.190D-9, Hasegawa has released a completely new tool Fw.190A-8 "Butcher Bird". This kit shares many parts with the D-9, differing mainly in the fuselage halves, wheel wells, cowling, and engine details. The cockpit, wings, landing gear, and elevators are identical between kits. The kit provides only the flat style canopy, since this was standard for A-8s. However, some A-8s were retrofitted with a blown canopy, in which case you could always swap for the blown canopy from a D-9 kit.

The A-8 kit retails anywhere from \$35-46. For those interested, Eagle Editions produces four very nice sets of decals for the A-8 (16 schemes). Eagle Strike and Cutting Edge also have a number of decal options available. To date there are not many aftermarket accessories for the A-8, but you can bet companies like MDC, Moskit, Cutting Edge, Aires, Eduard, and Eagle Editions will have their share of "enhancements" soon. J. Rutman Products already has a number of resin "Rustatzen" (armament modifications) for the A-8 and D-9, as well as a conversion sets to create an F-8 from the A-8, and a D-11/12/13 from the D-9.

In August 2004, Hasegawa is releasing a 1/32 Fw.190A-5, and Revell has announced a 1/32 Fw.190F-8 as a future release. The Revell kit will undoubtedly be a reboxing of the Hasegawa A-8 with minor modifications unique to the F series.



Hasegawa is releasing a 1/32 Fw.190A-5 in August 2004. The kit will be very similar to the A-8, except for a different gun cowl and underwing panels, undercarriage doors, and repositioning of the pitot tube and centerline fuel tank. Luftwaffe aficionados will spot these differences, and a few more.

A word of caution - don't be fooled into purchasing the old-tool versions of the Fw.190A/F-8 shown below, unless the price is irresistible and accuracy is not a big concern. Like Hasegawa's early Dora release, these old Fw.190A/F kits have their shortcomings.



Hasegawa A-8



Hasegawa F-8 attacker



Monogram/Revell F-8

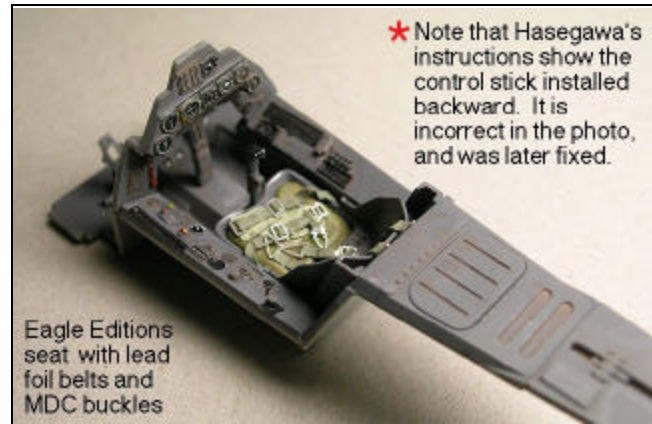
The Kit (and accessories)

As with Fw.190D-9 I reviewed last month, the A-8 kit contains several sprues of light gray styrene with crisp, finely engraved panel lines and superb surface detail. The clear parts are bagged separately. Decal options are provided for two aircraft, one of which is shown on the box art. The other option, "White 10" (9./JG 5, Norway 1945), is the subject of my model. I replaced the kit's seat with one from Eagle Editions, and I made my own seatbelts from lead foil with brass buckles by MDC. Out of necessity I replaced the mount for the spinner with a piece of brass rod because I dropped the cowl and broke the original plastic mount. Finally, I added a resin 300 liter drop tank from Eagle Editions. Although the kit's drop tank is more than adequate, it has an incorrect number of panel lines and lacks the welded seams that are apparent on the resin replacement.

Construction Notes

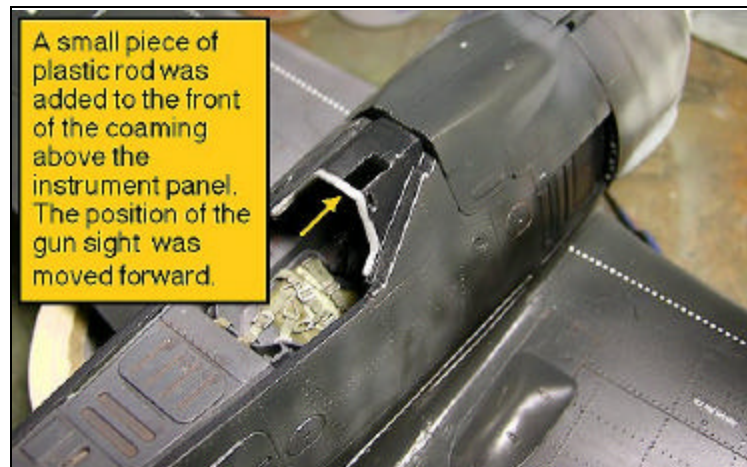
Last month I described the application of rivet detail on the Fw.190D-9. Suffice it to say I was insane enough to do it again on the A-8. While the process is tedious, the effect is worth the effort in my opinion. No doubt I won't be able to build another 1/32 Fw.190 without rivets.

Construction began with the cockpit. A word of warning about Hasegawa's instructions - they show the control stick installed backward! Being an avid follower of instructions, I installed the piece incorrectly. Luckily, I was able to yank the sucker out and turn it around before anyone other than Kent noticed. Then again, no one other than Kent would have noticed. Hmmm.....touché.



The cockpit was painted RLM66 using Polly Scale acrylic. A wash of reddish-brown enamel was used to bring out details in the cockpit, and SnJ polishing powder was used sparingly to simulate worn surfaces on the floor panels. The dials on the instrument panel were added individually by punching them out from the kit's decal sheet with a Waldron punch and die set.

Note that the position of the gun sight is incorrect on both the Fw.190A-8 and D-9 kits because it interrupts the padding that extends across the front of the coaming (hood) above the instrument panel. Therefore, I repositioned the gun sight further forward and added a strip of styrene rod to fill the gap in the padding (yellow arrow).



As with the Fw.190D-9, the wing-fuselage joint on the A-8 is a bit tricky because there is little room to maneuver. Dry-fit these parts carefully to ensure proper alignment.

Painting and Decals

All painting was done using Polly Scale acrylics. I began by preshading the panel lines in black. I then sprayed the fuselage band and lower cowl and masked these areas until all other painting was complete. The aircraft is painted in a standard Luftwaffe scheme of RLM74 (dark gray), RLM 75 (gray-violet) over RLM 76 (light blue-gray). Special attention was given to creating the fine vertical squiggles on the fuselage sides and the mottles on the tail, consistent with a photograph and color profile in Sundin and Bergstrom's book "More Luftwaffe Fighter Aircraft In Profile". The spinner was painted black, and the propeller blades were painted RLM 70 (black-green). Wheel wells and the inside of gear doors were painted RLM 02 (gray).

Exhaust stains were sprayed using heavily thinned black paint. The stains on the drop tank were achieved by spraying the same mixture of black paint from up close above the tank, allowing it to be blown over the sides and into the surface contours.

Once the paint was thoroughly dry, I sprayed a thin coat of Future floor wax over the model to give it a glossy finish in preparation for decals. Most of the decals I used were from the kit, although the stencils and swastikas were from Eagle Editions. Contrary to previous experiences, I had no difficulty with the Hasegawa decals silvering or wrinkling. I used Solvaset to help snuggle the decals into the panel lines and rivets. Once the decals had dried I applied a second coat of Future, followed a day later by a 50/50 mixture of Polly Scale clear satin and clear flat.

Miscellaneous Details

- treads added to tires; brake lines made from wire and flexible rubber
- bare metal foil on oleos

- antenna wire made from stretched sprue
- elevators repositioned



"Economy" in modeling

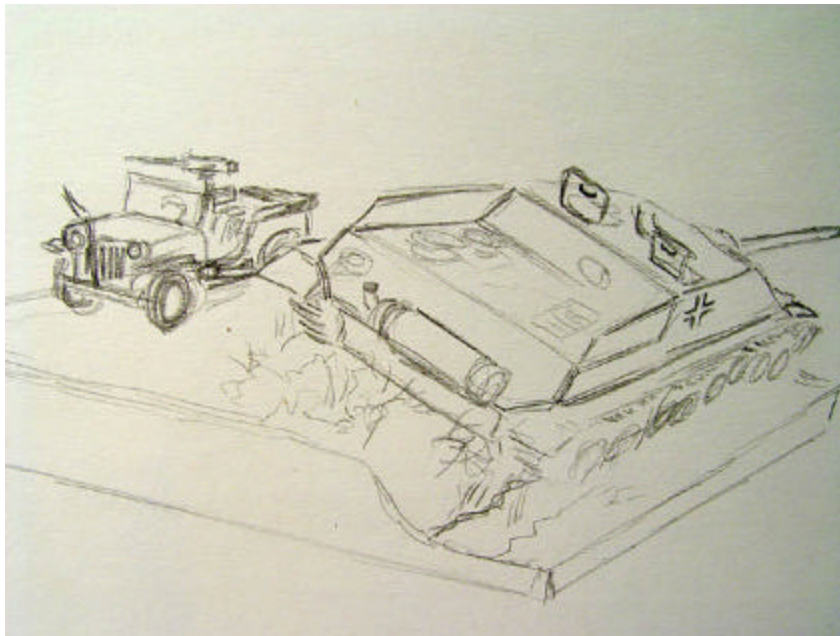
by Brian Geiger

"I've got to try that!" I exclaimed after reading a build article by some world-class modeler. Can you remember the excitement you felt when you stumbled across that new technique that would surely make next model look like the pro's? Each new innovation could be the final missing ingredient of a perfect recipe. But who makes the call when the added steps become like too many preservatives and food additives? That is to say, they are ingredients that are present but don't really add to the final taste. After years of looking for steps to improve my models, I find that my pace of finishing models has slowed dramatically. Successive projects usually turn out better looking but why doesn't the process get faster each time? If you're like me, it may be time to evaluate your flow and see if you're really seeing results from your efforts. There may be steps you can eliminate altogether. I refer to this as 'economy' in modeling.

Modeling magazines from the seventies are filled with the tired and true finishing formula, "a dark wash, followed by light drybrushing". Oh, to return to those days of simplicity. Modelers have since discovered pastel chalks, exotic weathering powders, artist oils, pre-shading, post-shading, semi-post-preshading, filters, pin washes, new rust products, cast texture products, masking with salt to create paint chips, etc... I'm all for trying new techniques and, to their credit, contemporary modelers are reaching new levels of realism that make many of those kits from the seventies look like toys. But is there a happy medium? I believe there is.

In the art of line drawing they call "economy" the ability to tell so much with so few lines. The artist Randolph Caldecott described this method of drawing and illustrating as "the art of leaving out as a science. The less lines," he said, "the less error committed."

Look at the amount of detail that is seemingly present in Franck Edet's planning sketch of his next diorama. Now look closer and examine the number of lines. He has achieved the illusion of detail without actually drawing much detail at all. Isn't modeling really a 3D illusion?



Look at these two examples. I went through the following steps to build Tamiya's M1 Stuart.



1 primer, **2** preshade, **3** base coat, **4** lightened base color for fade/dust effect, **5** decals
6 weathering with enamel washes, **7** light dry brushing, **8** dull coat & weather with pastel chalks.

Looking back, I find a couple steps that worked against each other. The preshading was fairly subtle under the dark OD base coat alone. When I sprayed the faded base color, it virtually erased the preshading. If the preshading had been stark and exaggerated, the light over spray might have evened things out nicely. Perhaps I should have hit only parts of panels. As it turned out, the faded paint did more to revert the model back to monochrome.

Next, we have Dragon's Panther G.



I experimented with adding different colored streaks in the preshading in an attempt to make more depth and variation, **2**. However, after adding the dark colored camo colors, the effect was long gone.

The next struggle involved artist oils. I employed several light "filters" to mute the dark colors, **6**. A filter is similar to a wash except it utilizes even less paint. It is applied uniformly with less thinner so that it coats the entire surface, rather than pooling on edges and crevices. Oils are wonderful for feathering and have long drying times. The problem I found is that each subsequent application had the ability to alter, cover up, or even undo a nice effect I had previously achieved. This made for a lot of work and rework. I altered using light and dark colors with SEVERAL applications. After covering up more preshading and streaks, I ended up with my dunkelgelb being tinted too dark. Bogus!!

Don't get me wrong here. I'm not suggesting that you beat yourself up after each project. By all means try new techniques but keep track of what really pays. Take inventory and make adjustments next time.

Here are a few things to keep in mind:

Shep Payne gave us the golden modeling rule, "If it's not visible, don't waste your time on it." This rings true for areas like dark small cockpits, wheels shrouded by skirt armor, and anything under a tarp.

Take note of how different techniques interact with others. For example, I've achieved intricate splatters on wheels using oil paints, only to kiss them goodbye while applying pastel chalks. Remember that chalks will virtually disappear when over sprayed with a clear coat.

Know when to quit. If you've got a nice effect going, don't mess it up by going beyond what is needed.

Give & take: If it's not a bare metal finish, don't waste time sanding and polishing the plastic smooth. Let a primer coat do the work for you and move on. If you've done heavy preshading on a model with a light color finish, you don't need to add as much with artist oil washes. Conversely, preshading will not show up much on dark colored subjects so blow through the preshade and spend more time with the oil wash & streaks. If you plan on depicting a subject in wet mud, don't waste time prettying areas that will ultimately be covered.

Build with purpose - Know, from the onset, whether your project is just for fun or whether it will make the Nationals. Both approaches have their rewards and challenges but try not to jump the track mid stream.

I envision a day when I will have an assortment of modeling recipes ready for quick recall with virtually no wasted steps. That's when I'll be bringing new projects to the club meetings on a monthly basis and my stack of unbuilt models will actually shrink faster than it grows. I'll let you know when that day arrives, if any of us are still alive.

Name: _____
Manufacture of Kit _____
Scale _____
What is your model _____

Additional Comments _____

Fill out this form and give it to
Bill Speece.

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