

IJMC Scale Documentation samples

Introduction

This document contains two typical samples of excellent documentation. The first is from Vitaliy Robertus, Russia for his F-16A and is in the form of a set of boards. The second is from Frank Stein, Namibia for his Mirage III CZ and is in the form of a book. The IJMC wishes to thank both gentlemen for letting us copy their documentation for publication.

Although the two types of documentation are quite different in form, both are regarded as excellent documentation by the IJMC judges with a slight bias towards the easier to handle F-16A board type documentation.

Important: when putting together your documentation, please also refer to chapter 4.0.2 concerning scale documentation in the rulebook and please read the IJMC Scale Documentation tips document. Both documents are equally available for download on our website www.ijmc.net.

“Board” type documentation by Vitaliy Robertus, Russia for F-16A

Vitaliy has grouped all the documentation on six ea. boards of A2 size (landscape, 594 x 420 mm). He has numbered each board from 1 to 6. Each board corresponds to a judging stage, i.e. board one is scale accuracy photographs, board 2 is scale accuracy drawings, board 3 is colour etc.

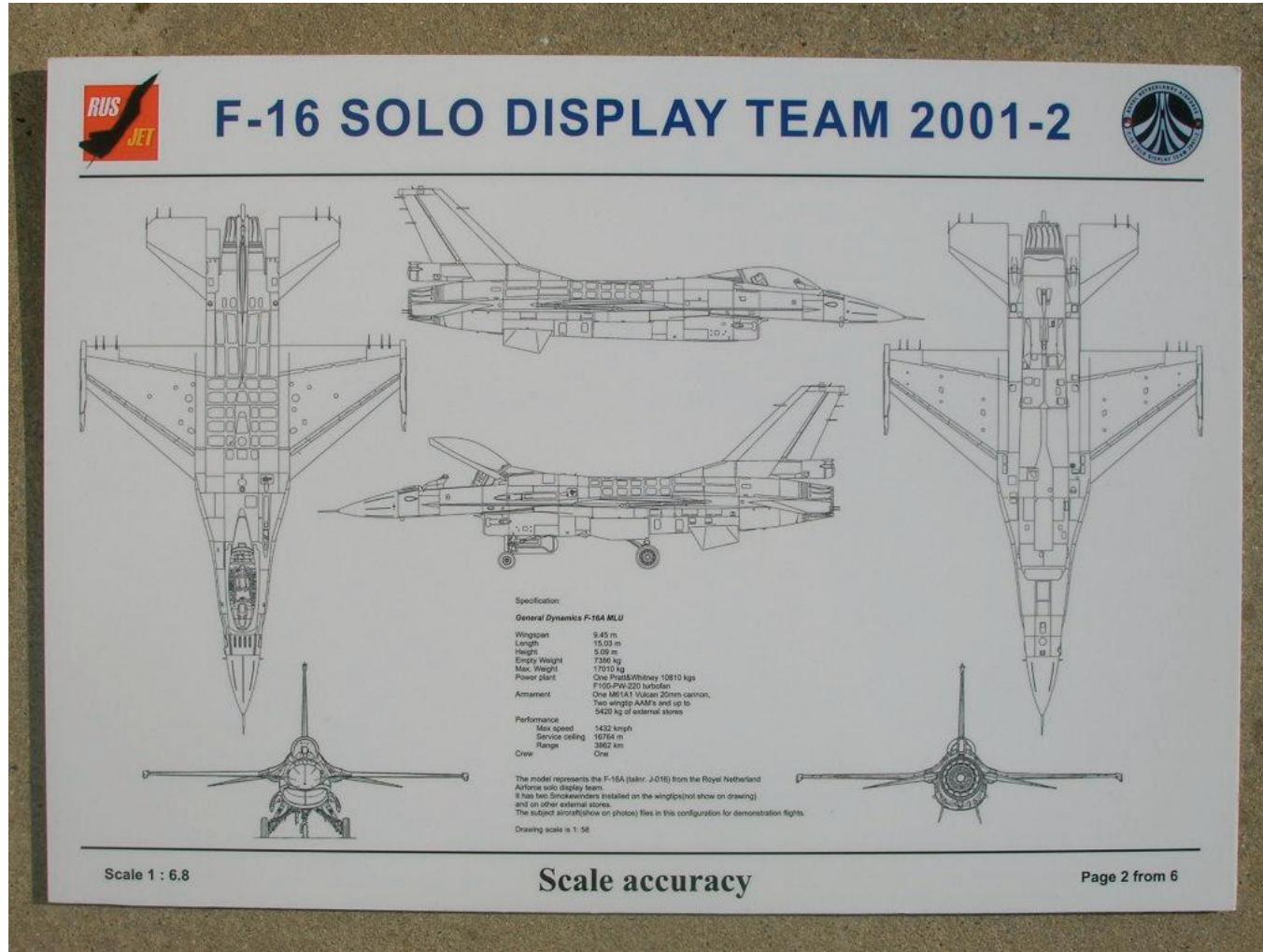
Vitaliy hands out three identical sets of these boards to the judges, so each judge has his own set of documentation. This means a total of 18 ea. boards have to be taken care of...

The first board shows all the photographs necessary for judging scale accuracy. He was extremely lucky to find photographs of the actual prototype in exactly the six positions to be judged.



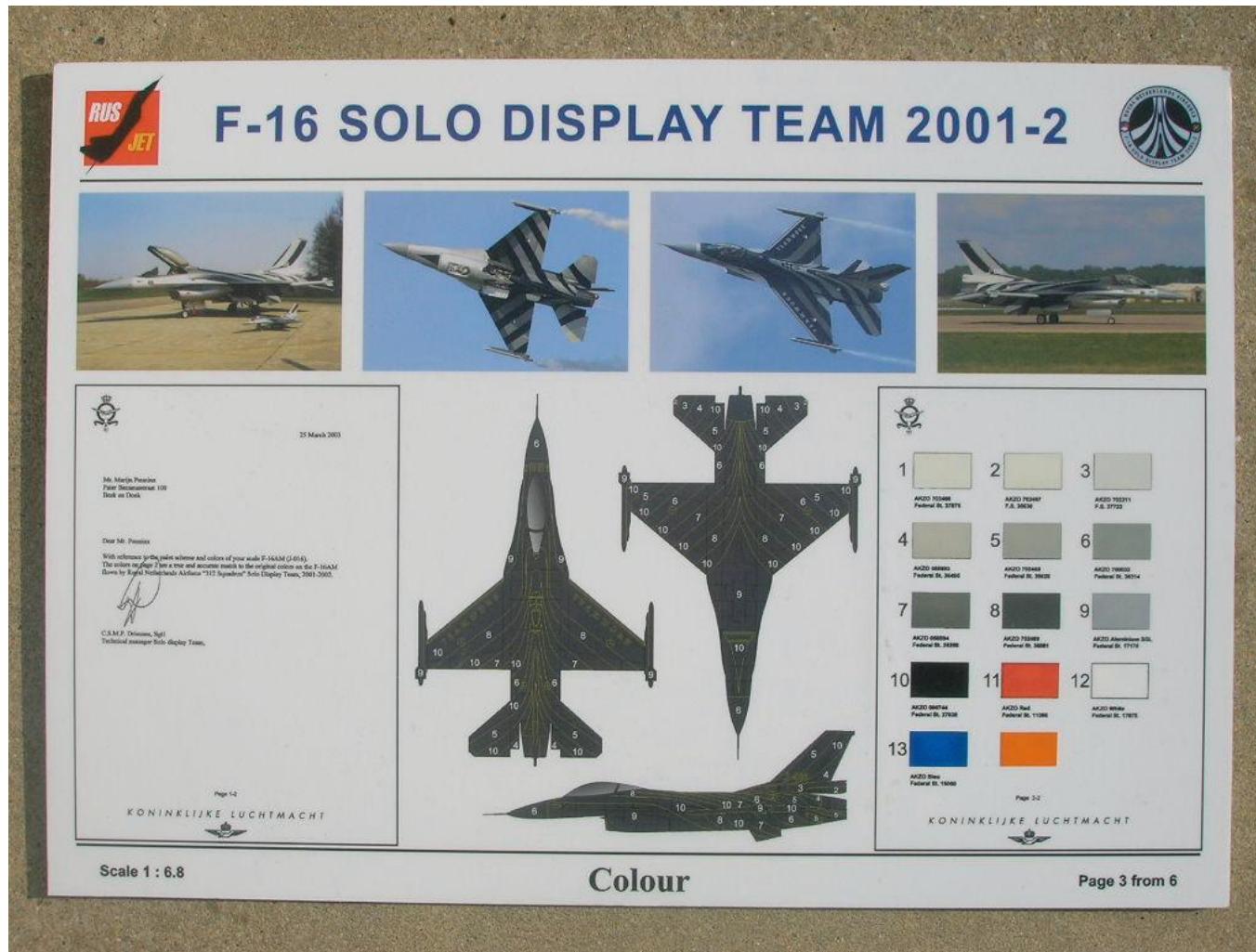
photographs of the prototype in the six judging positions

The second board shows the 3-view drawings (which are 6-view drawings in this case, *highly recommended!*). The scale is mentioned on the drawings.



6-view drawings to scale 1/58

The third board shows the colours with paint chips, a certificate from the Air Force, the painting diagram and general view photographs showing the colour scheme.



colour scheme with certificate to the left, colour chips to the right and additional photographs above

The fourth board shows detail photographs of the markings with a large locator photograph so the judges can easily see where each marking can be found on the model.



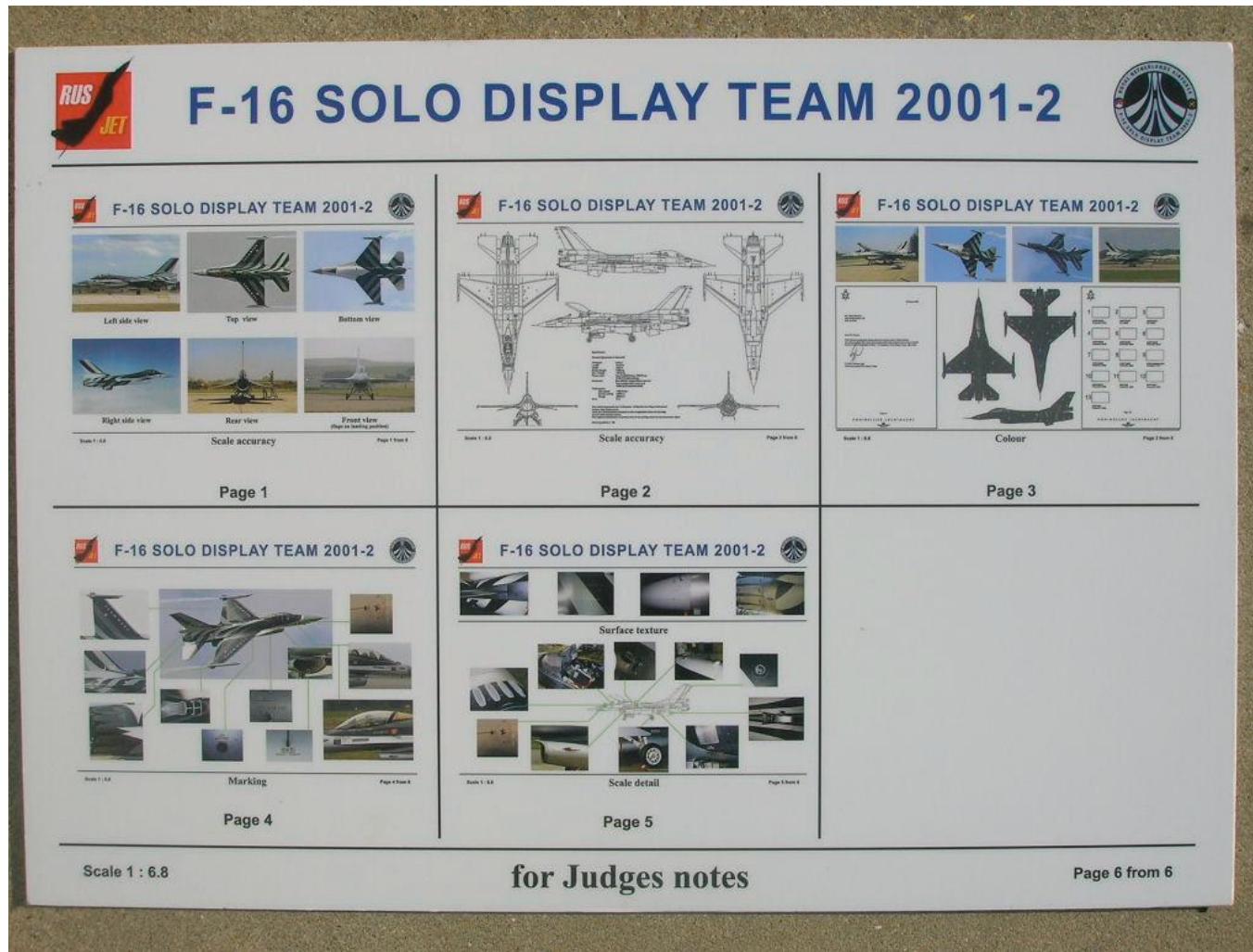
markings board with locator photograph in the middle

The fifth board combines surface texture and scale detail photographs. The latter is again with a locator drawing so the judges can easily see where each detail can be found on the model.



**surface texture photographs on top
scale details photographs below with locator diagram**

Finally, Vitaliy has added a sixth board showing reduced views of the five main boards. On this board, the judges can write down notes.



Note that all the photographs appearing on the above documentation are of the actual prototype which is the ideal situation.

“Book” type documentation by Frank Stein, Namibia for Mirage III CZ

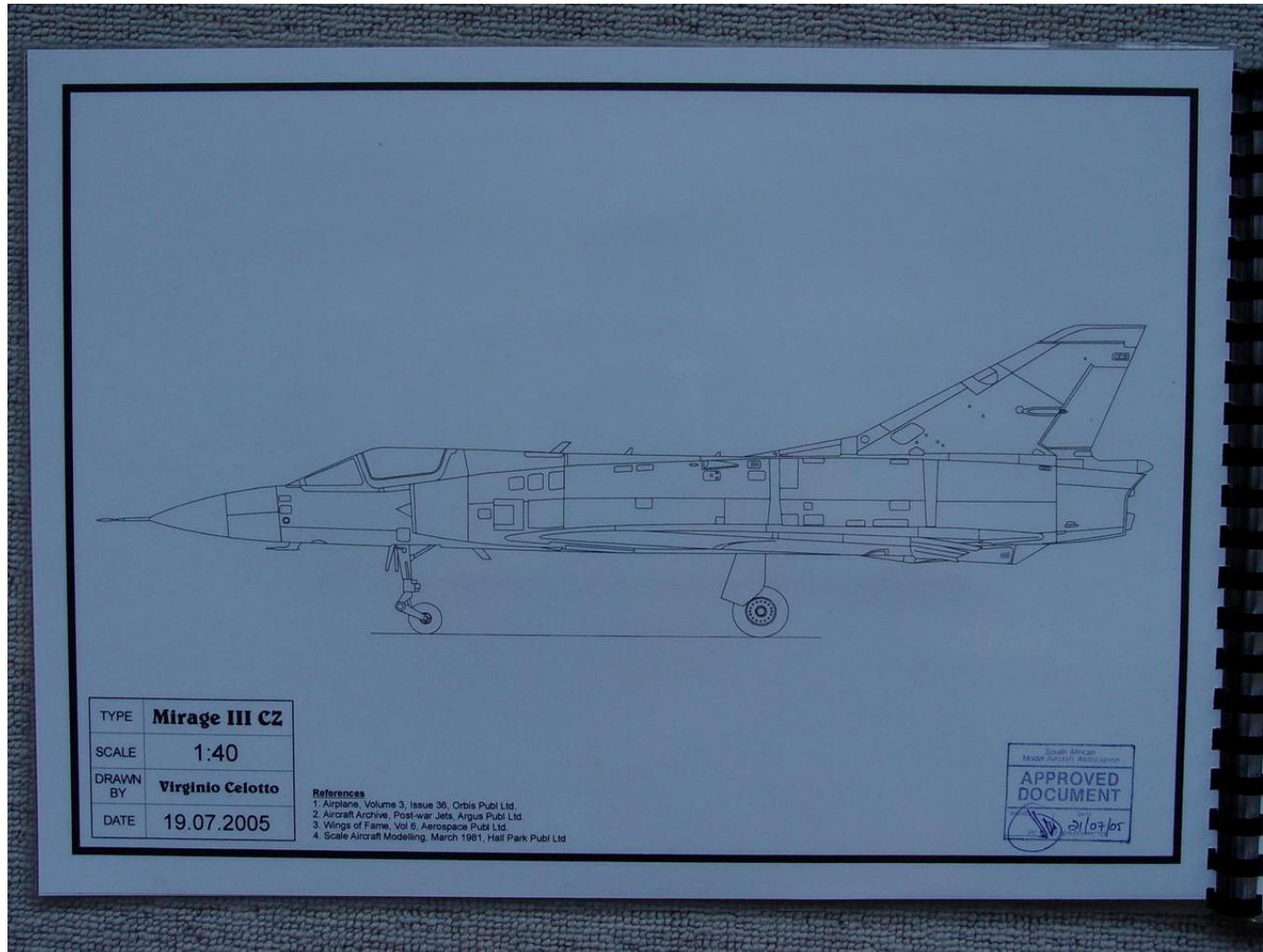
The book form is a little less handy for the judges because they need to browse back and forth but it is easier to handle overall (only three books to worry about). The size is A3 landscape (420 x 297 mm). When the book is opened, the total size is then 840 x 297 mm. Frank hands out three identical books to the judges, so each judge has his own set of documentation.

For scale accuracy documentation, Frank has chosen to show each of the 3-views separately. The cover shows a photograph of the actual prototype and the name of the competitor, country, aircraft type and serial number and finally the scale to which the model is built.



cover

When you open the book, you get the drawing on the left hand side with the corresponding photograph on the right hand side. The first pair of pages show the side view drawing and photograph, the second pair the front view, the third pair the top view and the fourth pair the bottom view with an additional low angle shot of the front view.



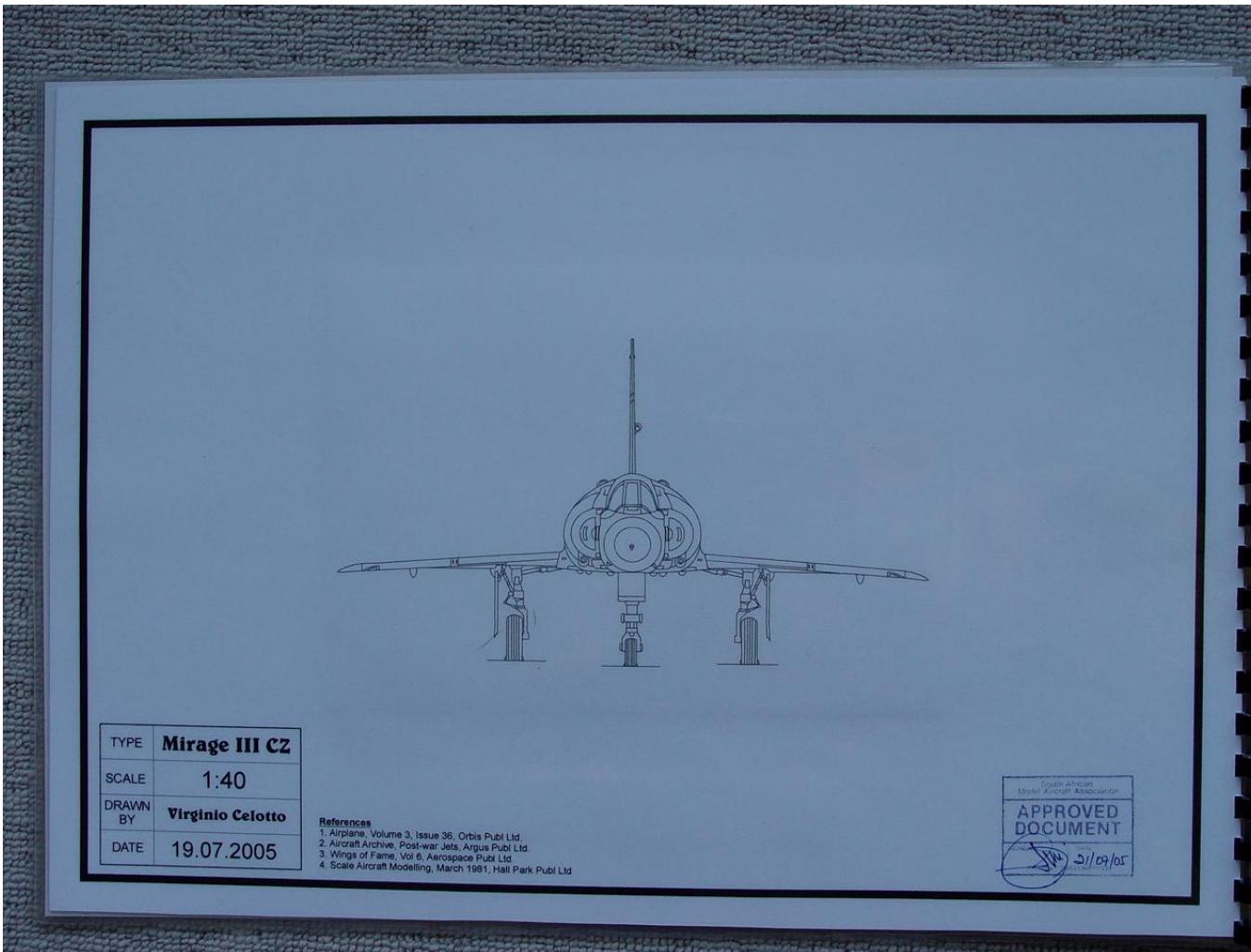
Scale Accuracy



Original left side view of actual subject aircraft (present paint scheme).

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... and side view photograph on the right



front view drawing on the left...

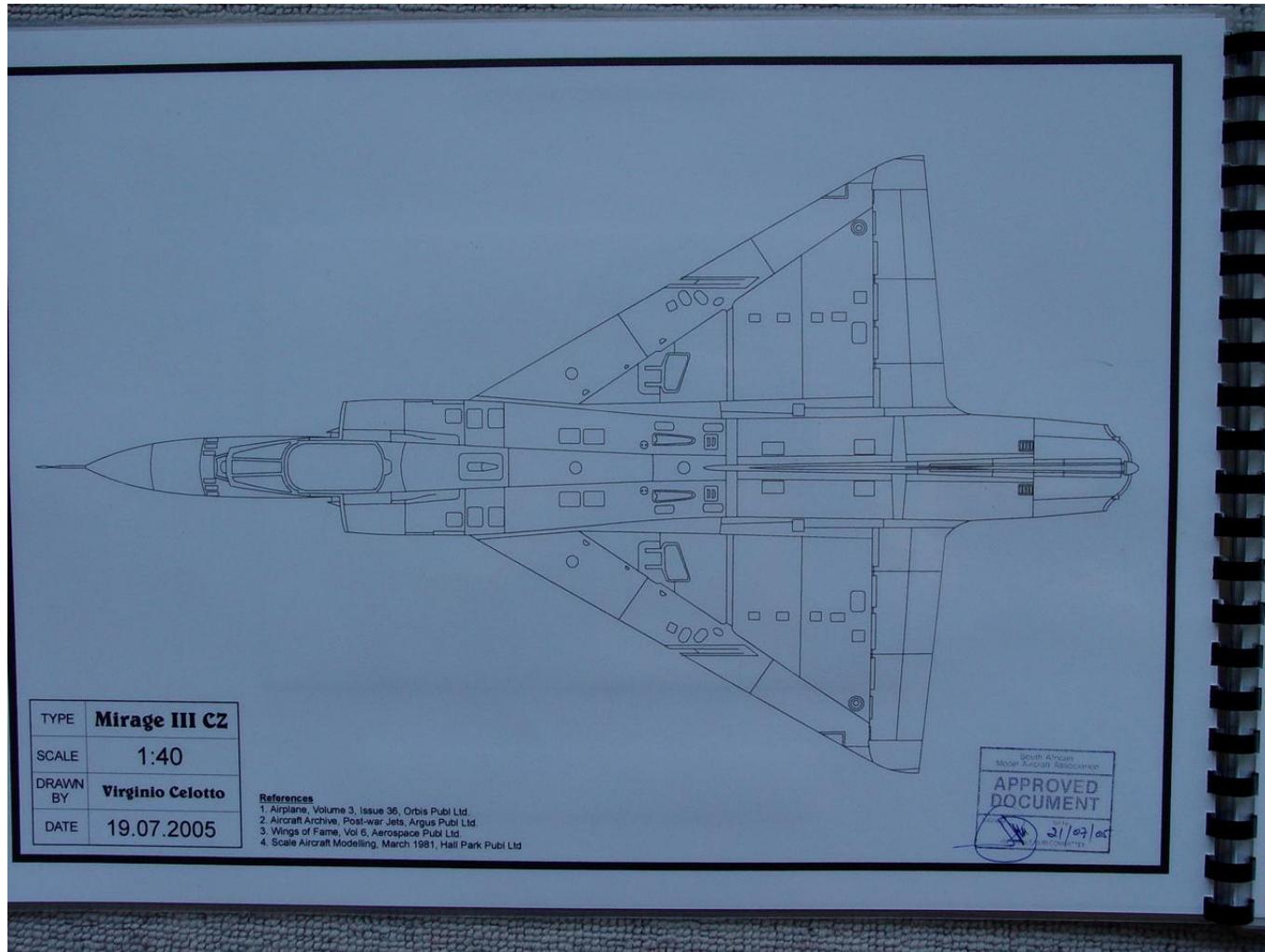
Scale Accuracy



Original front view of actual subject aircraft (present paint scheme).

[3]

... and front view photograph on the right

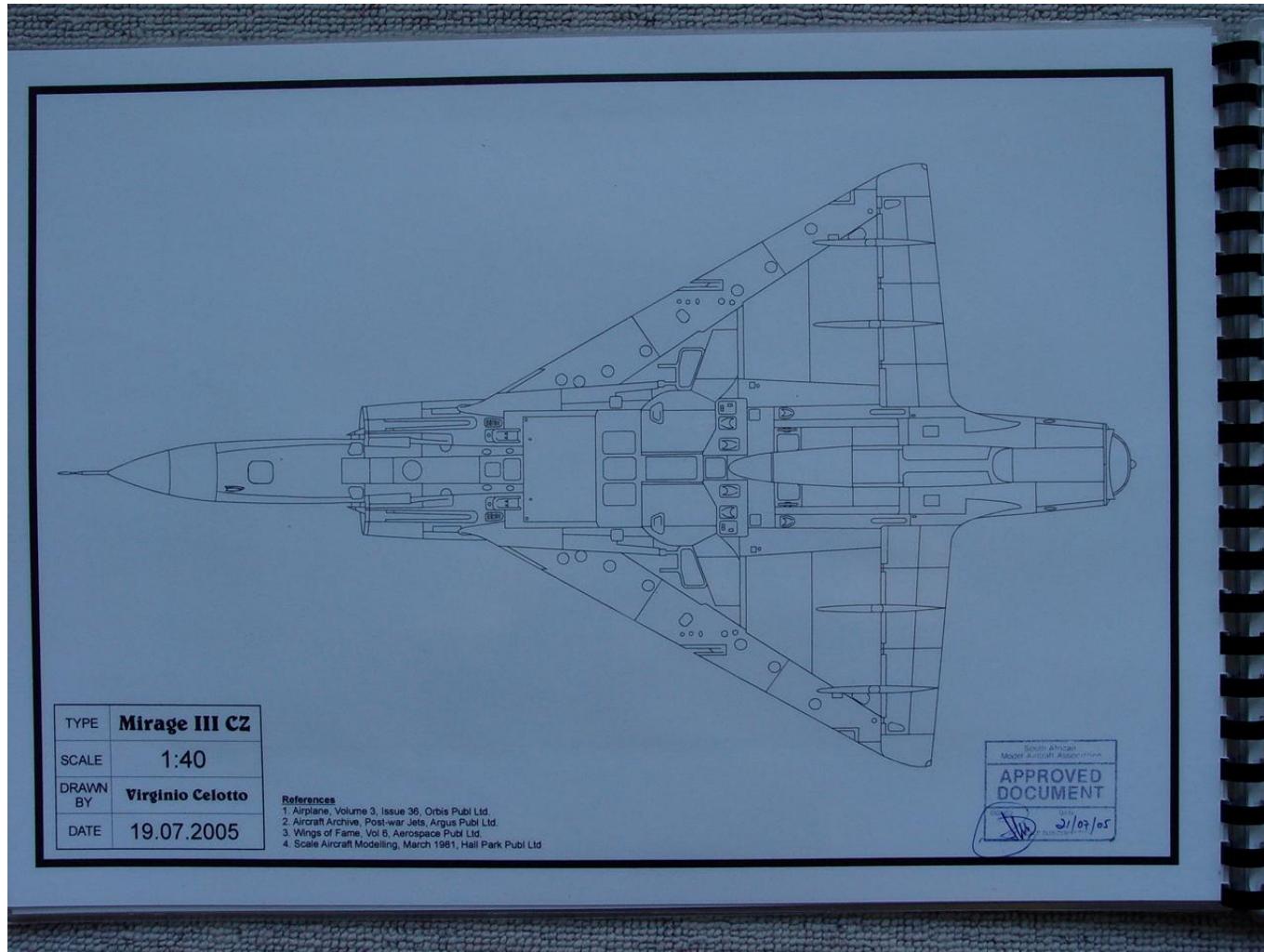


top view drawing on the left...



... and top view photograph on the right

Frank added a note here about the aircraft being the actual prototype in its old paint scheme

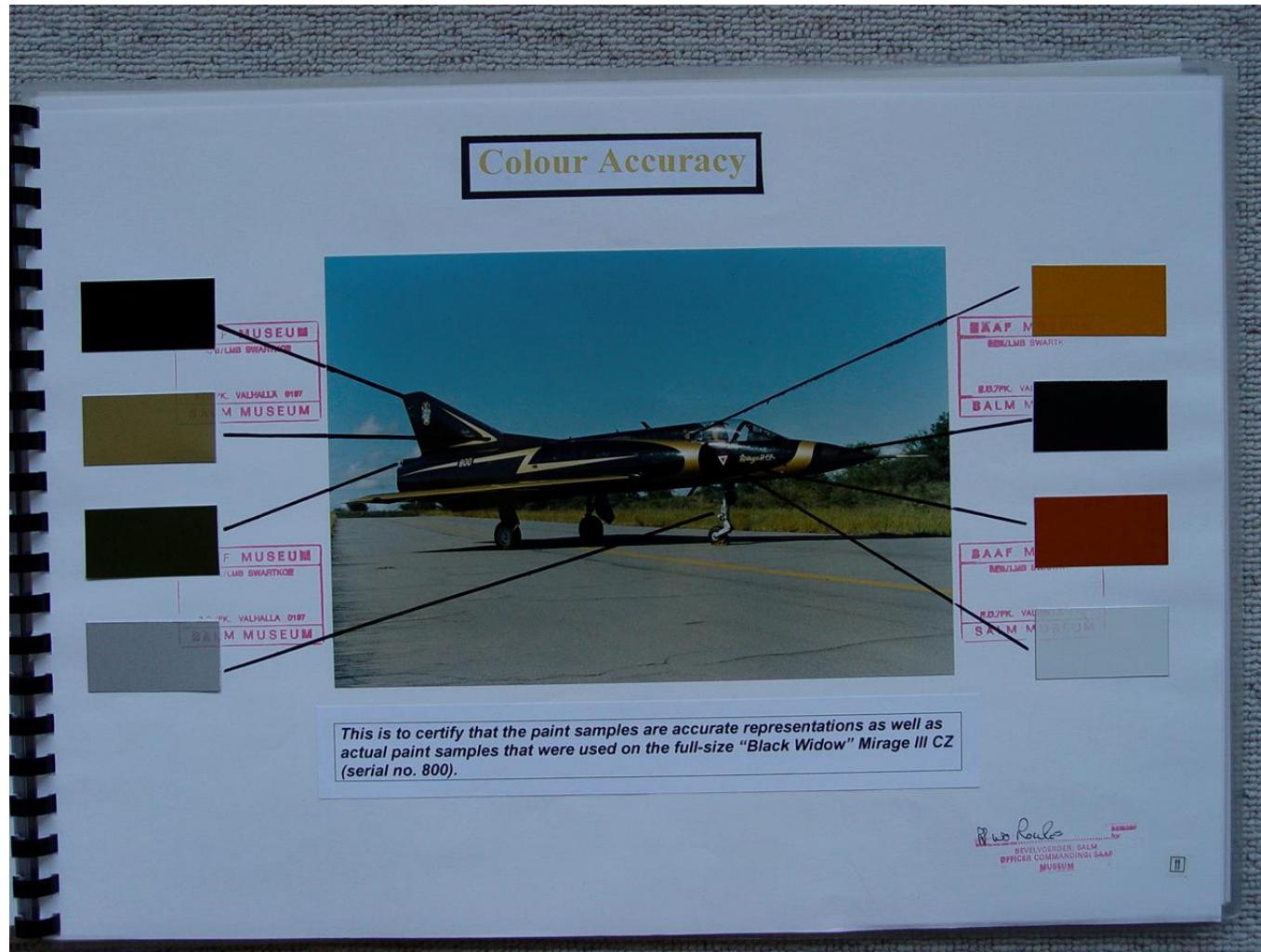


bottom view drawing on the left...



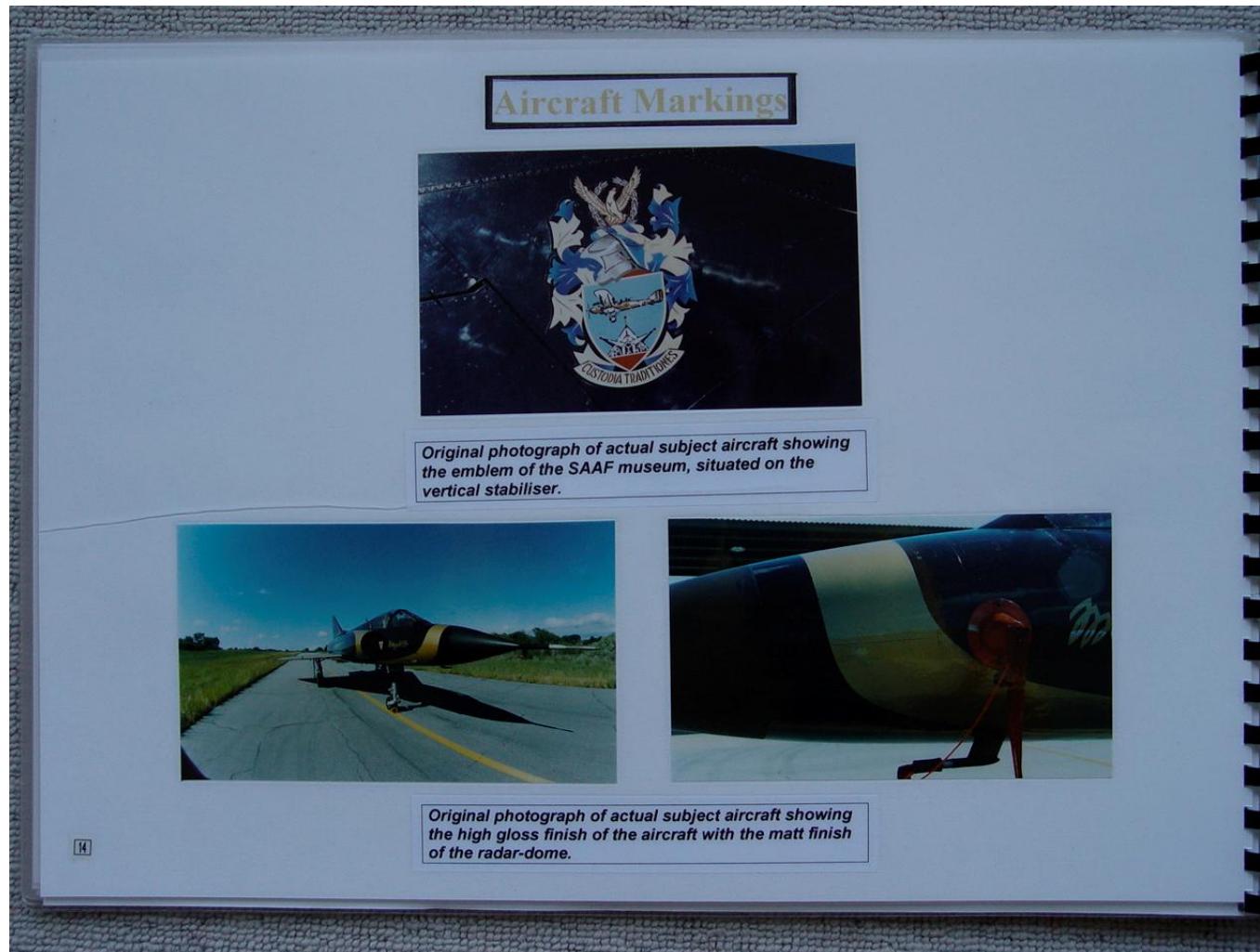
**... and bottom view photograph on the right
also added is another front view photograph from a low angle this time**

The next page shows the colour documentation consisting of authenticated paint chips and a central photograph indicating where each colour is applicable.



colour scheme photograph serving as locator for the different colours chips
note that all colour chips are authenticated and stamped

Next are five pages with detailed photographs of markings, distributed over the left and right pages. Notice how Frank states the source of each photograph.



first page of the markings section

Aircraft Markings



Original photograph of actual subject aircraft's "Mirage III CZ" markings on the forward right side of fuselage (present paint scheme).



Original photograph of actual subject aircraft (present paint scheme) of the tail number "800" taken from the right rear of fuselage.



Original photograph of actual aircraft's nickname "Black Widow" on the left side of vertical stabilizer (present paint scheme).

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second page of the markings section

Aircraft Markings



Original photograph of actual subject aircraft's crew names situated on the left side of canopy frame (present paint scheme).



Original photograph of actual subject aircraft's (present paint scheme) of forward nose gear door displaying the paint sponsor and spray painter.

Original photograph of actual subject aircraft showing inspection cover of the location for positioning ground lifting equipment.

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third page of the markings section

Aircraft Markings



Original photograph of actual subject aircraft decal to denote ejection seat activated by explosives (present paint scheme).



Original photograph of actual subject aircraft showing the rescue canopy release (present paint scheme).



Original photograph of actual subject aircraft showing the emblem of the SAAF museum, situated on the vertical stabiliser.

fourth page of the markings section

Aircraft Markings



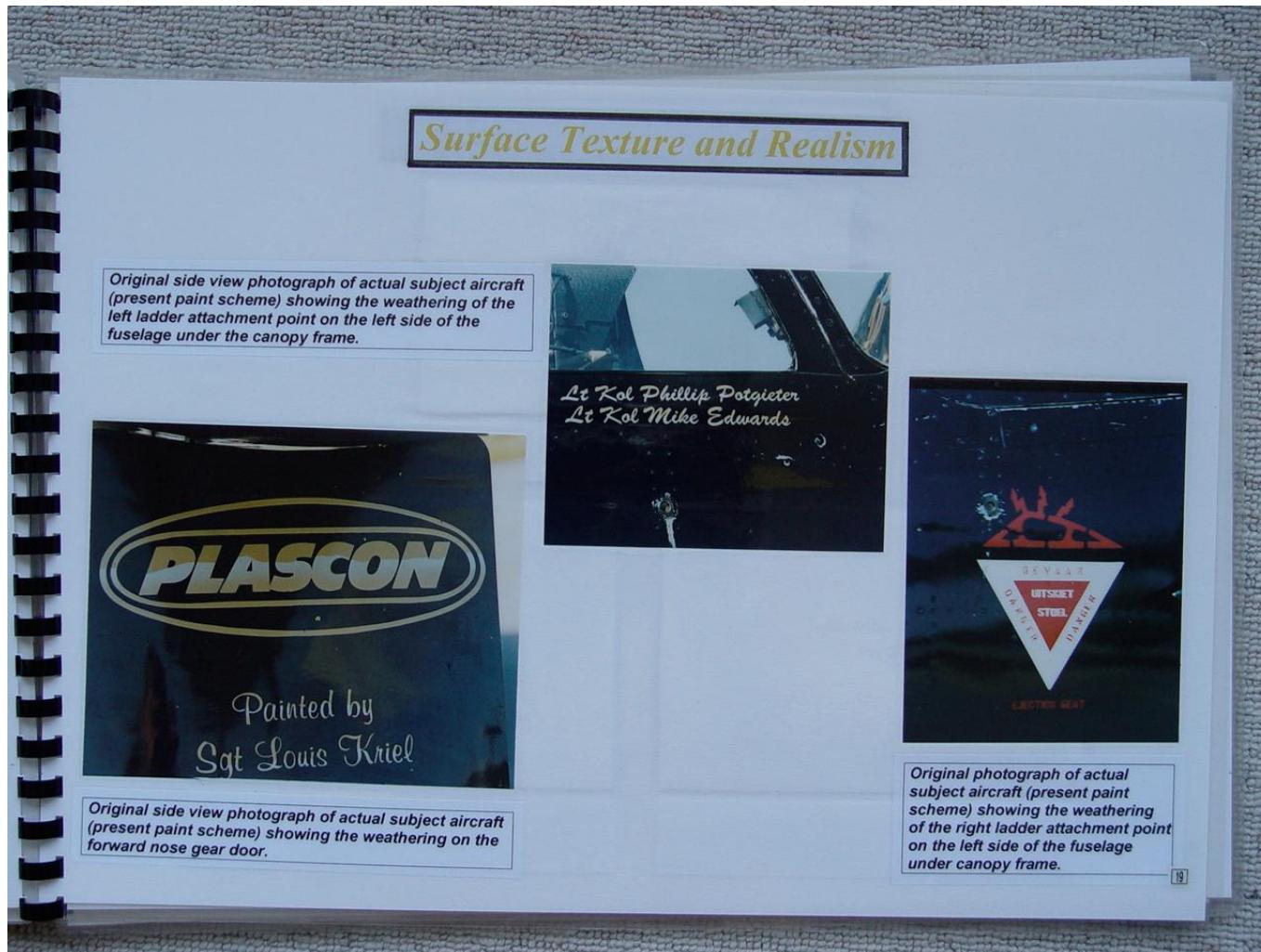
Bottom view of actual subject aircraft (present paint scheme) showing the gold stripes on nose and fuselage as well as the gold elevons. Photograph courtesy of Hoedspruit Air Force Base.



Original side view photograph of actual subject aircraft (present paint scheme) showing the gold stripes on nose, fuselage, wings and tail.

fifth and final page of the markings section

The next three pages show surface texture and scale detail photographs, again stating the source of the photographs and indicating the position on the prototype.



first page of the surface texture section

Surface Texture and Realism



Original photograph of actual subject aircraft showing canopy frame weathering (present paint scheme).



Original photograph of actual subject aircraft (present paint scheme) showing the weathering on the left navigation light and its rivets.



Original photograph of actual subject aircraft (present paint scheme) showing the opening above the TAT probe on the left side of forward fuselage.

Surface Texture and Realism



Original photograph of actual subject aircraft showing cooling air scoop on top of fuselage (present paint scheme).



Original photograph of actual subject aircraft showing the weathering on the rudder and tail area as well as the tailcone and air grille (present paint scheme).



Original photograph of actual subject aircraft showing bleed air vent on right side of fuselage (present paint scheme).

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second page of the surface texture section with some scale details as well

Conclusion

We hope this document is helpful to you when putting together your documentation. The IJMC wishes you a lot of succes at the next competition!

Document compiled 19 april 2007 by Philip Avonds, IJMC Technical Advisor