

*IPMS FAME CITIES
NEWSLETTER*

AKRON/CANTON, OHIO

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Next meeting July 27

Green Public Library

Thanks to everyone for the positive responses I have received on the newsletter. I am glad you like it so far. I would like some feedback, though. This month's edition has slightly larger text and larger pictures than previously. Is this an improvement? We can do just about anything in the way of formatting that the membership prefers, but you need to let me know.

I also appreciate the contributions I have received so far, some of which appear later in this issue. I would like to accrue a backlog of articles to draw on in the months ahead, and this is a good start. Once again, though, I urge all of you out there to consider writing something up and sending it in. Again, we can provide editorial and/or photographic assistance, just ask.

June Contest

'C' Planes



Ed Kinney's First Place Canadair Sabre
(Hasegawa 1/48 scale)



Ed accepts his award as sponsor John
Noack looks on



F-4U-1 Corsair by Jerry Royer
(Tamiya 1/48 scale)



Bob Ulrich's P-40E
(Hasegawa 1/48 scale)

Scale Scriblings

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Jack Norton returns!



FW-190 by Mike Meredith



John Keller's JU-52



Tamiya P-47D by your editor

June was a contest month for Fame Cities, so the models were split between those eligible for the contest and those not (see page one for the contest models). Also, it's a summer month and the number of models dropped a bit. But what we had was nice! In addition to the kits shown above, Steve Dottavio brought a big Trumpeter Hind, which is covered extensively on page 3 as our Model of the Month.

We had no demo scheduled for June, so after the contest we had our usual free form discussion and detailed viewing of models. A number of future demos were scheduled during the meeting. The Region 4 convention and contest was also discussed. The Fame Cities boys made a good showing in Louisville, despite an adventurous trip to Kentucky that featured an altercation with a trucker and a display by Steve of some hitherto unseen assets (that word was chosen carefully).

In other news, Steve Brooks on his own initiative has taken over our moribund website and I can report it is up and running and the future looks good. A viable website along with a newsletter are solid steps forward in our growth as a chapter. Thanks, Steve!



Ed Kinney's 1/72 Hasegawa B-25

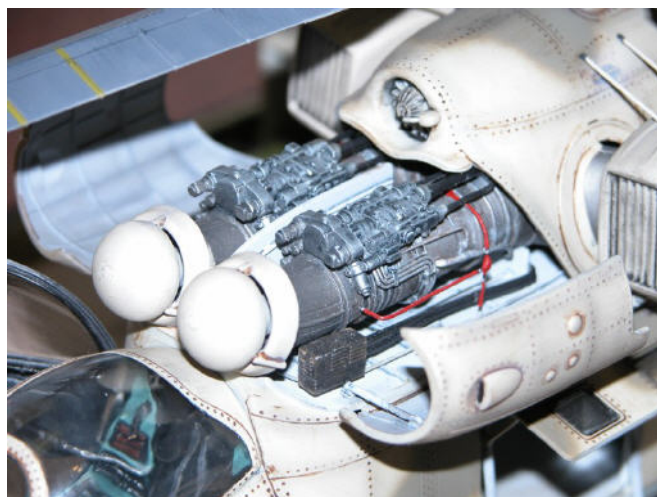
Model of the Month

Steve Dottavio's 1/35 Trumpeter Hind



Steve built this stunning Hind from the Trumpeter 1/35 scale kit, with a lot of additions. He added padding and plumbing to the gunners station, and also padding and interior details such as the first aid kit to the rear cockpit. In the cargo area Steve added ribs and plumbing from styrene stock and wire, as well as interior cabin lights. He detailed the engines and rotors (check out the photos). For exterior detailing Steve also used some photoetch from the Polish firm Part (editor's note: Part makes an extensive line of pretty nice photoetch products. They are not as well known as Eduard, but you should take a look at their line.) All gun barrels were drilled out and ammunition supplies added and detailed.

The Hind was painted with Testor's Model Master enamels, some Pactra and Floquil enamels, and the metal areas were done with Brush-N-Leaf. Steve weathered his chopper with washes and pastels.



The Basics

A guide to the essential fundamentals of modeling

Some hints and tips for building a successful model:

By John Noack

SAFETY FIRST...many of the products and tools we use as modelers can be dangerous if not treated with respect. In addition to sharp knives and cutters, many of the paints and cements used in building models can be dangerous. ALWAYS read the labels, and ALWAYS use protective equipment around tools, paint, and glue products.

Read the instructions first! There is nothing more frustrating than discovering that in your haste to assemble a model, you have skipped a step that you cannot go back and do. For example, forgetting to paint a part that you cannot get to in a later step – or leaving a part out of an area you can't get back into. As you gain more experience as a modeler, you may choose to use your own building process, and refer to the instructions less often....but when you are a beginning modeler, read and follow the directions.

When you reach the point of removing parts of the model from the "tree", do not twist or bend the parts to remove them. Cut them off the tree, as close to the part as possible, using nippers or a hobby knife. Small parts tend to go flying off on their own when removed. You can stick a piece of tape to the part to prevent this, or cut inside a tray. Model parts and carpets seem to like each other, most modelers insist that there is a parts-eating monster under their workbench!

After you cut the part(s) you need from the tree, you may need to remove the small stub at the attachment point. This can be done with a file, a sanding stick, sandpaper, or using a knife – very carefully. Advanced modelers also remove "mold lines" – the thin raised areas on the part where the two halves of the metal mold come together when the hot plastic is forced into the mold to actually make the kit. This can be done with any of the above tools. As a beginner, you may not want to worry about this process, but as your skills develop, you will learn to recognize and remove these lines.

ALWAYS TEST FIT the parts you are gluing together BEFORE applying glue. As modelers, we strive to eliminate the "toy" appearance of our finished models. One way we do this is to minimize any gaps at the joints. Test fitting two or more parts together (just holding them together by hand, or using a rubber band or clothespin) will show you if or where any fit problems occur. These can often be reduced or removed by careful sanding or scraping of the area to improve the fit.

Advanced modelers use fillers to further improve these areas. Different types of filler materials such as putty, epoxy, "crazy" glues, and even white glue can be used for this purpose. A list of sources for information on advancing your modeling skills is attached to the back of this note.

USING CEMENTS: Please be VERY careful when using any type of modeling glue. There are two reasons for this. One, many cements contain harmful chemicals that should never be smelled, ingested, or spilled on your skin (where they can be absorbed). To prevent this, always use the minimum amount of cement (which actually results in a better glue seam anyway), and wear protective gear such as latex gloves and eye protection if possible. Some people have an allergic reaction to modeling supplies; if you experience a rash, dizziness, or any other unusual symptoms, STOP!

Many glues and paints are also highly flammable, and you should never model near an open flame, such as a stove, fireplace, kerosene or gas space heater, or even someone smoking a cigarette.

The other reason to be careful is to reduce the possibility of dripping glue somewhere you don't want it on the model. For this reason, it's often a good idea to put a small dab of glue on a piece of aluminum foil, and use a toothpick to transfer just the amount you need to the parts. If you do get glue where you don't want it, it's actually better to let it dry and then remove it (by sanding or scraping it off) than to smear it across the model.

Glues work best on plastic models when a small amount is placed on each part to be joined. This allows the cement to fill the seam evenly and fully.

If a little excess cement squeezes out while the parts are being joined, let it dry in place, and use your sanding stick or hobby knife to scrape it off after it dries.

Some parts will need to be held together while they are drying. There are a number of common household materials that help with this. You can use clothespins, rubber bands, and masking tape to hold parts together while drying. Try to avoid putting the tape, clothespin, or rubber band directly on the glue line, because the cement may attack it – or glue it to your model! Sometimes, a little piece of wax paper between the model and the clamp will prevent this.

CLEAR PARTS can be damaged or "fogged" by regular model cements. If you are attaching a windshield or canopy, or headlights, you may want to use everyday white glue (such as Elmers). While not as strong as regular model glues, white glue dries clear, will not attack the finish or plastic, and can be wiped up easily with a damp Q-tip or paper towel. Many modelers use white glue to attach the smaller parts on their finished model without risking the "dreaded glue spill". Don't try to use white glue for building the major parts of your plastic model; it's not strong enough. But for little parts like canopies, bombs and rockets, and trim pieces, it may work fine for you. It can even be diluted with water and brushed on with a small paintbrush to fill small gaps, cracks, and uneven joints, as mentioned above.

The Basics

PAINTING YOUR MODEL:

There are many different ways to paint your model. Some kits contain different colors of plastic, which can be assembled into an attractive model without any further painting. As you become a more advanced modeler, you will probably want to add different finishes.

There are two major types of paints in use today for plastic modeling. The most common is enamel or lacquer, which is solvent based and actually dissolves a tiny layer of the plastic, providing an excellent grip. While enamel and lacquer finishes are very durable, they are tricky to apply, and use of a spray booth to eliminate the harmful fumes from their solvents is necessary. (NEVER use these types of paint in an enclosed area without some sort of ventilation, and NEVER use them near a flame).

These paints are available in spray cans as well as in bottles. Beginning modelers will often use bottle paint and a brush to finish their kits. A lot of practice is required to prevent brush marks from ending up in the finish. One way to minimize this is to thin the bottled paint with the appropriate thinner. Mineral (white) spirits, turpentine, lacquer thinner, and other readily available solvents can be found in the hobby shop, or at the paint department of a department store. Read the label of the paint you plan to use to make sure that you buy the correct thinner for it.

A newcomer on the model paint scene is acrylic paint. Acrylics are usually water based, can be thinned with water, and can often be cleaned up with warm water and soap. When brushed on, they often result in a much smoother appearance.

The only down side to acrylics is that they don't "grip" as hard as enamels and lacquers; care must be taken when handling the finished part. A protective overcoat of clear spray is a good idea. These are available in gloss or flat finish, and as lacquers, enamels, or acrylics. Again, check your hobby shop or paint department.

Many modelers use spray paint to finish their kits. A very attractive finish can be obtained from a spray can, but, like all other aspects of modeling, you need to practice. Here are some hints:

-Shake, shake, shake....it takes a good 30 seconds of shaking to mix the paint ingredients and build up the pressure in the can.

-Try warming the spray can in a pan of warm (not HOT) water....this will improve the coverage.

-When painting your model, make sure to blow off or wash off any dust. Place the model on a sheet of newspaper, with the surface to be painted facing up. Begin the spraying OFF the model, and make a pass directly across the surface, about 12 inches away. Continue completely OFF the model before you stop spraying. This ensures that a uniform coat of paint is applied.

-LESS IS BETTER. Several thin coats of paint will result in a much better appearance than one heavy coat. Heavy coats of paint will also tend to result in runs and drips. If this happens, let the model dry thoroughly and sand off the lumps and bumps of paint. Then respray the area.

It takes at least 2-3 days for the paint on your model to dry completely. To avoid fingerprints, place your model in a dry, warm (not hot) place for several days to dry thoroughly. If you can cover the model with a clean, dust-free cover (some people use the kit box to do this after making sure any dust or lint is removed).

MASKING: As you develop your modeling skills, you may want to try to paint more complex finishes on your projects. For example, you may want to paint camouflage patterns on your plane, tank, or ship, or a custom paint job on your car model. If you are using a brush to paint your kit, this is relatively simple...allow one color of paint to dry before brush-painting the second color. If you are using spray paint, it's a little more complicated, since you can't really control exactly where the paint ends up (advanced modelers use a very fine spray gun called an airbrush to do this; but even expert modelers need to mask complicated or small patterns).

Masking involves covering up the areas you do not want to paint while exposing the ones you do. There are many ways to mask a model. You can cut newspaper into small pieces, wet it slightly, and just allow it to lie on the surface you don't want painted. You can use masking tape or drafting tape and cut it with a knife or scissors to the final pattern. You can also buy a liquid masking solution that you paint on and peel off when you are done painting.

DECALING: Applying decals to your model will provide that final touch. Decaling is pretty simple. You need the decal sheet, the instruction sheet, and a small cup of water, scissors, and some paper towels.

Cut out one decal at a time and place it in the water for a few seconds. Remove it from the water and set it on the table for about 30 seconds. The decal should now slide off the paper backing easily.

Place the decal, still on the backing, near its final position on the model. Slide the decal off the backing and into place on the model. Position it into the correct location and pat it with the paper towel, allowing it to dry.

If you put your decal onto a flat paint surface, you may experience "silvering" which is due to the rough surface of the flat paint. Experienced modelers prevent this by putting a coat of gloss clear coat over the area where the decal is to be placed. You can go back later and overspray (or brush) a flat coat over this area if your model's final finish is flat rather than glossy.

The above information is intended as very basic only. As you advance in your modeling skills, you will want to find additional information on how to build models. There are a number of excellent sources for this. One is FineScale Modeler Magazine, published by Kalmbach, and available at hobby shops and by subscription.

Kit Review

1/48 Scale Blue Max Halberstadt D.II

Recently, I bought this kit from Chris Gannon in England. This is a limited run injection molded kit. In addition there are metal (pewter to the British contingent) casting parts. My kit happens to be 0001/1000, and thus it was not built. All the parts are bagged. The plastic components consist of seventeen (17) parts. These parts have both recessed as well as raised details. The metal components consist of 18 parts. You will also find a 12" plastic rod for the inter-plane and cabane struts, and a 5.75" piece used to manufacture the fin support and the skid support rods. In addition, the box contains a four page instruction booklet. The first page is dedicated to actual pictures of the kit manufactured prototype. These pictures show the nose and center section details, a photo of the fin attachment, and a view of the walkway, compass and cockpit. The last picture shows a ¾ view of the finished aircraft.

The second page contains an exploded view of the kit, three additional pictures, a paint suggestion table, as well as additional suggestions as to what type of glue to use and a suggestion to acquire the Windssock Datafile as this was the main source of information for the manufacture of the kit. The aforementioned pictures show the cockpit, engine and nose detail. All the pictures in the booklet are clear and crisp. I feel they are a good source of information in the construction of the kit.

The third page has notes in regards to coloring, decal location, and a short explanation in regards to the two aircraft that can be built. The first Halberstadt has Werke number D.818/16, 1916, while the second one has Werke number D.813/16, Macedonia, 1917. You will find general coloring directions, as well as specific to the aircraft you would like to build. On the last page we find two profiles for the aforementioned machines. By the way, an artist's rendition of the machine D.818/16 is to be found on the front cover of the box. The back cover contains a short story of the aircraft.

This is a typical short run injection molded kit. Flash is found on most of the parts, and if you are not careful in separating them from their trees damage may be incurred. Also, as previously stated, the plastic parts have both recessed and raised detail, the cockpit interior has ribbing details, and the top ailerons are separate pieces. I found no flash on any of the metal parts, and outside of feeling that the seat was a little too big for the cockpit nothing else was noted. Although I did not build the kit, I drilled the front of the Spandau machine gun to make a realistic part a little better. I matched the kit parts to each other in order to see how they would match. I found that the parts would join very well, and the detail on one side will match the detail on the other. Also, Chris has a novel idea matching the top wings. I feel this method makes the joint between the parts a little stronger. One last piece of advice. Be extremely careful in separating the parts from the trees. In most cases the gate joining the part to the tree is very thick and if you are not careful damage may occur.

I think if I had another kit I would enjoy building it very much. I will recommend the kit to those with some experience, as it will take time to build. This is not a kit that can be built in a couple of nights. Patience and skill would be well paid in building this kit. For any of you that would try, good luck. I hope you enjoy the experience.

Orlando Reyes

IPMS/USA 6399

Price: Approximately \$35.00 (the price I paid was in Pounds Sterling)