

# ***ANTENNA !***

A Publication of the Regina Scale Modellers



RSM member Mike Evans with Colonel Bob Morgan(right)  
the commander of the famous B-17 "Memphis Belle", taken  
at the Saskatoon Air Show, August 16, 2003

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## RSM Club Executive

(Sep.2003-Aug.2004)

President	Ron Gall	(306) 352-0114
Vice-President	Larry Draper	(306) 352-9743
Secretary / Treasurer		
	Curfew James	(306) 789-2396
	Leith James	(306) 546-3169
"Antenna" Editor	Al Magnus	(306) 789-9017

### General Club Info:

Ron Gall  
2454 Wallace St., Regina, SK. S4N 4B3

### Finances / Memberships:

Curfew James  
1279 James Cr., Regina, SK, S4N 6A4  
or  
Leith James  
88 Thorn Cr., Regina, SK S4N 4H8

### Newsletter (Article Submissions & Exchange newsletters):

Al Magnus  
2926 Reves Pl., Regina, Sask. S4V 2C4

### Executive Members-at-Large

Facilities:	Frank Turgeon & Gene Stacyszyn
Archives:	Jay Moffatt
Webmaster:	Allan Magnus
"The Model Doctor":	Lyle Frost
SIGs:	
	Dave Porter (Sci-Fi & Aircraft)
	Kevin Krienke (Armour)
	Ed Kereluk (Automotive)

## Meetings

Time: 7:30 PM

Date: First Friday of each month.

(No meeting in July. Meeting held on second Friday of the month if first Friday falls on a holiday long weekend)

Place: South Leisure Center, 170 Sunset Drive (Albert Park), Regina, SK

## Memberships

Regular	\$24.00/year
Junior (under 16)	\$8.00/year
**Subscription	\$14.00/year

The RSM modelling year runs from September 1 to August 31. All membership renewals are due on or before the start of the modelling year. Any new members joining after the year has started will have the first year's fees pro-rated.

\*\* The Subscription rate is available to those living outside the City of Regina, and wishing to be a club member, but unable to attend regular meetings

## Websites

### RSM Website:

<http://angelfire.com/sk2/scalemodeling/>

### RSM e-mail:

[regina\\_scale\\_modelers@yahoo.com](mailto:regina_scale_modelers@yahoo.com)

### RSM Bulletin Board/Trading Post:

<http://www.quicktopic.com/4/H/Z8cOpNBqCNY3A7wCNd/>

### "FULL METAL JACKET" Modern Armour and Armour Model Photographs

[www.kithobbyist.com/AFVinteriors/fullmetajacket/fullmet.html](http://www.kithobbyist.com/AFVinteriors/fullmetajacket/fullmet.html)

### "Uniforms of the German Army" Series Website

[www.angelfire.com/sk2/germanuniforms/index.html](http://www.angelfire.com/sk2/germanuniforms/index.html)

**WANTED!**

### Material for the Antenna

Kit Reviews, Articles, Modelling Hints and Tips, and other newsworthy modelling items for publication in the Antenna!

Contact Al at: [magnusfamily@cableregina.com](mailto:magnusfamily@cableregina.com) or at 789-9017 evenings and weekends.

### Raffle Prizes

Kits, decals, books, etc. donated by you for the club raffle. Raffles happen at every regular meeting (dependant upon donations). Raffle tickets are \$1.00 each. Bring your donations with you. Thank you.

## The Parts Box

Hello, Ron here again and I hope you enjoy this month's commentary/rant/article. Once again, no real structure, I will just see where this goes.

I hope everyone had a chance to take in some sort of Remembrance Day activity - be it going to the Agridome, Victoria Park, watching a special on TV, or simply wearing a poppy. I cannot say how proud I am of our club and its members who get involved during this time of year. Aside from the obvious reasons, we are fortunate that we have had the opportunity to hear first hand what these men and women went through, I can only speak from hearing of WW I and WWII, not to mention the many other conflicts. This is something my young son will not have the opportunity to hear from those who were there. For all of you that take advantage of this opportunity please accept my heartfelt appreciation on behalf of the club as well as myself.

I hope everyone has their Christmas lists made up. I don't yet, and probably won't for awhile. My family still quietly says amongst themselves that "he STILL builds models." At least they know what I want. It won't be long until I can say that Robert is the one that wants the models, whether he does or not, his dad can always use them.

He and I built another project together the other day, a snap kit, curbside-slammer and he is already excited about bringing it to the "model house" to show everyone, so stay tuned. I do have to admit, I was a little disappointed in the kit.

Granted at 4 and a half, Robert is a little too small for it, but even for me the fit was pretty tough. It took a lot of effort to get things together. I don't recall it being that hard when I was his age, but probably the parts on my kits back then were all crooked and not fully "snapped". I sure hope that poorly engineered kits are not keeping kids out of the hobby. I know, I know, we are supposed to be happy that we have the kits available that we do, but when stuff is junk, and there is a couple of recent examples, I have a real hard time rewarding these companies with my hard earned \$\$ for kits that appear to have been carved out of soap. To me that tells them it is OK. But I better move along as this topic gets my ears red.

I think that should suffice for one more month. Not that it is very likely to happen, but if anyone has anything they would like me to touch on in the Parts Box, they can let me know. And, although I should probably be deathly afraid of it, I would like to hear some feedback as well.

So until next time,

Keep your blades sharp and your brushes clean.

Ron

### RSM Club Calendar 2003

#### December 5

Tora, Tora, Tora (Anything Japanese)  
Sportscars

"X" marks the Spot (Anything with X in the name, or X projects)

### 2004

#### January 9

Bare Metal Finishes  
Armour named after Generals (Lee, Grant, Sherman, etc.)  
Chevy's

#### February 6

Century Series A/C  
Mid-East Armour  
Nascar

#### March 1 -28

Club display at the Sherwood Village branch library

#### March 5

"For the Birds" (Anything with a bird name .. F-15  
Eagle, Ford Thunderbird, etc)  
My Favorite Model

#### April 2

M&M's (Mustangs & Messerschmitts), Wheeled  
Military Vehicles & ½ Tracks,  
Commercial Transport/Public Service Vehicles

#### April 24-25

Majestics Car Show & Contest

#### May 7

Club Contest

#### June 3

Elections / Modeller of the Year Award  
Da Boot (Anything Italian)  
Das Boot (Submarines or ASW craft)

### **General Meeting, October 3, 2003**

Those in attendance for the October 3 General Meeting were Alex Dolha, Joel Toth, Richard Abday, Larry Draper, Patrick Elkington, Michael Evans, Ron Gall, Dave Kapp, Kevin Krienke, Marc Langlais, Frank Turgeon, Al Magnus, Nathan Magnus, Peter Maw, Grant Wilson, Neil Hill, Dave Schmidt, Mike Stobbs, Ed Kereluk, Darin Wielgoz, Kyle Stevens, Tyler Edwards, Niel Ostafie, Drew Ostafie, Leith James, and Curfew James.

Not much was brought for the display tables, but Michael Evans and Darin Wielgoz did get into the spirit of things, providing the majority of items on the tables. Michael brought his P-51D Mustang collection and his German World War Two figure collection,

while Darin brought two of his '66 Mustangs and a '71 Hemi 'Cuda.

Dave Kapp kindly provided a very interesting demonstration on covering automobile seats with "Mexican Blankets", but to me the meeting's highlight was provided by the photo album of Mike Stobbs' late father, who served as a flight engineer with the RCAF during the late 1940's in Egypt. Browsing through the album was like taking a walk through the past. As expected there were photos of RCAF aircraft in Egypt, but surprises were to be found - such as pictures of captured German aircraft on display in the UK. Most interesting of all were the people pictures - those of Mike's father, his friends, and even some of the locals. They clearly showed the sense of adventure and the exuberance of youth.

### **Winner Photos from the Club Contest**



Barry Novak(left) receiving his award for Best Armour >> from club president Ron Gall at the 2003 Club contest.

<< Ed Kereluk (left) receiving his award for Best Automotive from club president Ron Gall at the 2003 Club contest.



### **Belated Remembrance Day Display**

As some of you may not be aware, the Wascana Rehab Remembrance Day display was cancelled at the last minute as they were put under quarantine due to cases of influenza. I got a call from Sherry, their recreation coordinator who puts this together each year, and they have tentatively rescheduled it for Friday December 5. Previous years we have set up about 10:00 AM and taken down about 1:00 PM.

If you are interested in attending please let me know as they would like a head count for the lunch they will serve. Michael Evans: Email: michael.evans@sasktel.net or Phone: 791-0326 or 536-4847 (work)



### Some interesting tidbits from Will Chabun

We begin with an Oct. 20 article that quoted a leaked Canadian Forces internal report as urging the federal government to scrap plans to spend \$32 million on keeping the Snowbirds' elderly CT-114A Tutors in the air and instead re-equip the team with British Aerospace Hawks.

"Replacing the Tutor is a question of 'when', not 'if', says the study, an executive summary of which was obtained by CanWest News Service and quoted in the Leader-Post and National Post. "With each passing year, the technical, safety and financial risk associated with extending the Tutor into its fifth decade and beyond will escalate. These risks are significant."

The article says the study warns that replacing the Snowbirds' mounts will cost at least \$330 million, but argues the money will be well spent. "These aircraft serve as an important symbol in representing the Canadian Forces and Canada both nationally and internationally," it says, adding: "There is a firm and continuing DND and government commitment to support a CF Snowbird air demonstration capability." As well, the study argues the decision to replace the Tutors must be made quickly, because of the time needed to order, build and deliver new aircraft. "To procure, build, deliver, train and convert the Snowbird air demonstration program to (the BAE) Hawk will take about five years after a go-ahead decision is made," the review says. "A decision before the end of 2003 will ensure delivery of Hawk aircraft in 2008, for the 2009 (airshow) season."

However, Col. Dave Burt, the air force's director of air requirements, said the air force does not feel the same sense of urgency to find a replacement for the ageing Tutors.

"The need to replace the Tutor is not too clear in the short term," he said. "The Tutor gives (the Snowbirds) the ability to fly in very close formation ... and at airspeeds that allow them to fly in those formations for an entire show -- the kind of aerial ballet that have made the Snowbirds so popular. They provide a show that's second to none."

Burt said the leaked document was only a draft report and is just one of dozens of studies that will be considered in deciding which new aircraft to buy and when they should be purchased.

"We've been working on this for a couple of years," he said. "This is just one of the elements we take into account."

The Tutors, once the main jet training aircraft for the Canadian Forces, are now flown only by the Snowbirds. Pilot trainees are now taught on the BAE Hawk, designated the CT-155 by the Canadian air force, at 15 Wing near Moose Jaw.

The Tutors will reach their maximum life span in 2006, but the military is working to extend that to 2010 with a \$32-million upgrade. It could stretch the Tutor's service life even further, the study says, but notes: "this would extend the aircraft to almost 60 years of operation."

Burt said the military realizes the importance of the team as "a Canadian icon," and acknowledges the Snowbirds will have to be equipped with new aircraft eventually.

The article quoted Burt as saying the air force must give priority to replacing or upgrading aircraft used for military operations over a public-relations vehicle such as the Snowbirds. "When it comes to a balance between combat and non-combat capabilities, I think that most people would agree we should come down on the combat side first," he said.

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A travelling art show called "The 50 Most Significant Aircraft of History" is at the Moose Jaw Western Development Museum "The show was created by the Canadian Aviation Artists' Association, which in late 1999 undertook to assemble this exhibit as a millennium project. A panel of experts was given the task of determining the 50 most significant air vehicles up to the end of the 20th century from more than 3,000 balloons, dirigibles, airships, fixed and rotary wing aircraft," says a news release from the WDM's Moose Jaw branch. "The aircraft were judged on technology, versatility, records set, production numbers and longevity."

The 50 top-scoring candidates then formed the list. The members of the Canadian Aviation Artists' Association then chose one or more aircraft to paint. No more than three artists were allowed to choose anyone aircraft. The project is ongoing and currently has approximately 35 paintings. The exhibit will be in Moose Jaw until the end of March 2004.

Regular WD Museum admission applies:

\$7.50 for adults, \$6.25 for seniors, \$5.25 for students and \$2 for children.

Hours are from 9 a.m. to 5 p.m. daily at the junction of Highways 1 and 2. For more information, call (306) 693-5989.

## Expo pictures (part 2)



Alison Kapp's Mama B.  
Best "Open Class" Straight outta the Box winner



Bob Aaberg's 60cm Karl Morser  
Category 5 winner



Nathan Meckler's '59 VW  
Best Automotive Paint winner



Joey Stebanuk's RCAF Mustang  
Best Canadian Military Aircraft winner



Al Magnus' Messerschmitt Bf 109G-6  
Best Aircraft Straight outta the Box winner



RSM Vice President Larry Draper (left) presenting  
Corey Singbeil with the Best Intermediate Award  
for his Panther G





Bruce Goff's Archer 17pdr SP Gun  
Best Canadian Military Vehicle winner



Nathan Meckler's '53 Vette  
Best Corvette Winner



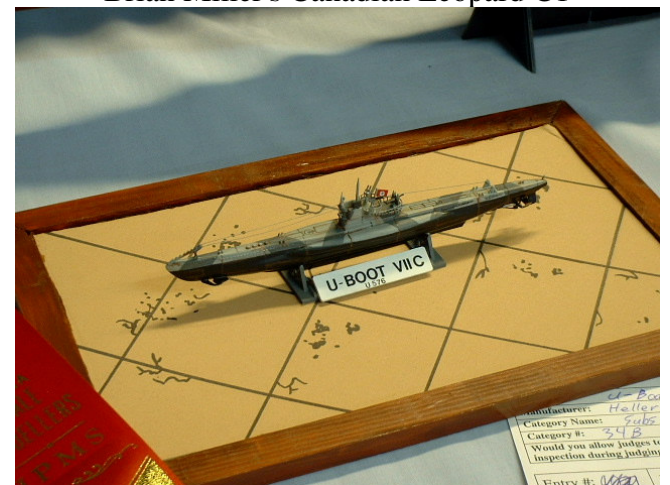
Barry Novak's Panzerhaubitze 2000  
Category 12, AFV's (post 1945) winner



Dave Porter's Mig-21  
Scale Modellers Association of Saskatoon Award



Brian Miller's Canadian Leopard C1



Cam Tetrault's VIIC U-Boat, Category 34B,  
Submarines 1/400 and larger winner

## **Automobile Customizing & Terms (part 1)**

(from: [www.customclinic.com/Library/Glossary/glossary.html](http://www.customclinic.com/Library/Glossary/glossary.html))

### **"A" PILLAR**

The foremost pillar in the upper side structure of a vehicle. Successive pillars rearward are labelled "B", "C" and, for station wagons, "D".

### **"B" PILLAR**

Second pillar in roof, counting from the windshield.

### **BACKLIGHT**

The window across the rear of any automobile, regardless of body style, or called the back window.

### **BELTLINE**

The line established by the upper edge of the car lower body at the glass openings.

### **BEZEL**

A frame, escutcheon, or rim, usually surrounding a lamp or opening. Finished in chrome/polished stainless or painted.

### **BOLSTER**

The portion of the seat which rolls over or forms the uppermost part of the seatback or the leading edge of the seat itself.

### **BUCKET SEAT**

Individual seat, often contoured so as to provide lateral support.

### **BULLNOSE**

A streamlined lump built up on the hood of the car for a distinctive sculpted line. Used to be made of lead..

### **CENTER LINE**

The plane passing through the centre of a headlight, wheel or the vehicle itself.

### **CHOPPED TOP**

In reference to lowering the top or roof by cutting and removing material from the window posts and re-welding, giving lower height and sleeker appearance to the car.

### **CHANNELING**

Dropping and remounting the body over the frame rails by cutting the floor and body/frame mounting points away from the body. The floor remains stock height and metal is added to cover the vertical difference created by the drop.

### **COKE BOTTLE**

A double swell in the plan view contour. Looking directly down on a car, the body is narrower in the middle section than over the front and rear wheels.

### **CONVERTIBLE BOOT**

A covering, usually held in place with snap fasteners, over the folded down soft top.

### **COWL**

The portion of the body bounded by the front fenders, the base of the windshield, and the rear edge of the hood.

### **CURB HEIGHT**

Height of the vehicle, at its uppermost portion, without passengers or trunk load.

### **CUTLINE**

A groove etched in a clay model to represent a door, hood, or deck lid opening.

### **DECKED**

Chrome removed from trunk to achieve a 'smooth' look. Holes filled smoothed and painted over.

### **DECKLID**

A hinged panel providing access to the luggage compartment.

### **DOG LEG**

A right-angle bend, as in the angle made by the side and bottom of windshields of the mid-fifties.

### **DRIP MOLDING**

An exposed channel applied to the roof over the side windows to direct water away from the windows and to cover structural welding.

### **DROPPED SPINDLES**

Front axle spindle which have the axle mounted higher than stock, effectively lowering the car without losing suspension geometry or travel.

### **FASTBACK**

A tapered roofline that slopes directly down toward or to the rear bumper of the vehicle.

### **FRENCHED**

The customizers' technique of welding up a factory seam (e.g., replacing a factory headlight bezel with a unit that can be welded to the body) or removing a factory bezel in order to create a seamless, one-piece look. Customizers also can "french" a sunken antenna into a fender such that no bezel or seam appears.

### **GARNISH MOLDING**

The upper molding on the floor panel above the arm rest, usually metal, used as a retainer for the door trim panel.

### **GRAVEL DETECTOR**

A metal plate fitted between the front or rear bumper and the body.

### **GREENHOUSE**

The upper body of an automobile, the structure above the beltline-glass, roof, and supporting members.

### **GRILLE**

An ornament designed to decorate an opening and to allow passage of air or sound.

### **GUTTER**

A channel for water drainage.

### **HARD TRIM**

The parts of the interior which are not soft trim; i.e., ornaments, garnish moldings, script, appliques, etc.

### **HARDTOP**

A term applied to any fixed roof with retracting window glass and no exposed "B" or middle pillar.