

# ***ANTENNA !***

A Publication of the Regina Scale Modellers



Guest speaker Jim Mackenzie chats with a group of RSM members about his wartime experiences as a wireless operator with the RCAF in World War Two at the RSM general meeting on December 5, 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/fullmetaljacket/fullmet.html](http://www.kithobbyist.com/AFVinteriors/fullmetaljacket/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.

## Important Notices

1. There have been some interest expressed in moving the monthly general meetings to another night. As a result, a vote will be conducted during the January 9, 2004 general meeting concerning a move from the current Friday night to another night. If you wish to vote on this matter, you must be in attendance.

2. The executive would like to remind those that have not paid for their RSM membership, that as of the January general meeting, the distribution of the Antenna will be cut back to only those that have paid their yearly membership dues for the RSM 2003-2004 modelling year.

If you wish to continue receiving the Antenna, please contact Curfew James, 1279 James Cr., Regina, SK, S4N 6A4, tel: (306) 789-2396 or Leith James, 88 Thorn Cr., Regina, SK S4N 4H8, tel: (306) 546-3169, or come to the general meeting on January 9, 2004.

## Important Notices

## The Parts Box

What are they thinking????

It seems now that I end up asking myself this far too often nowadays. It is hard for me to tell where the hobby is going. There is definitely two sides to the coin. I will be touching on the car side of the hobby as I can't really comment on the other subjects.

Side 1: With tools like the internet, ebay and the like, it is easier now to find subjects that at one time would have been nearly unobtainable. Also the quality and variety of "foreign" kits is at an all time high. Paint technology is getting better by the day. These are all good for the "mature modeller". But what about the kids?

Which brings me to side two.

A certain domestic model manufacturer really is dropping the ball in my opinion. These are the type of kits that kids can afford, and are the type of kits I grew up with. This is a big company, who has been around for a long time, but lately it seems like they couldn't care less.

Some recent example are -

Box art used to be box ART now it is usually a poorly retouched photo of the model, quite often not depicting what is in the kit. Wrong wheels, white wall tires when none are included. Photos showing wired distributors when they aren't included. What about the young modeller for whom this is one of their first kits, they spend their \$\$ only to find they are not really getting what they thought they were. That may be the last kit they buy.

A recent jeep kit from a TV show was released as a Jeep CI. There was no CI made, a CJ-yes. How does this happen? Is no one looking at the printing before they fire this stuff out there?. What next? A Trans Am kit, maybe a Mustang, or how about 1952 Corvair with a Hemmy engine?

Many of these repops have many, many extra parts but they never get mentioned. It is like they don't even know what is in there. We need the '55 Nomad re-released again like we need a hole in the head, but it does have lots of neat parts in the box. Several engine options, custom wheels, drag options, all sorts of goodies. I remember looking at the many options that used to be on the boxes before I made my purchase. I wanted flares, scoops, big ridiculous mags, blowers, cb radios, the more you could strap on the better. I bet that kit sales would increase if kids saw what was in these boxes, instead of the blurry photo on the lid. Parts hunters would want these too.

Also a lot of these re-releases are terrible. The '69 Daytona Charger is a perfect example. It looks like it was carved out of soap. I guess re-releases are better than nothing. New tools rarely happen, and there are those that say "if people buy enough of the old stuff, maybe they will see the value of a new subject." I don't really agree with that, I think if you buy crap, you are sending the message that you want, and are prepared to accept, crap.

Now I don't profess to have the answers to everything, but I think I have a few for this company.

- you already have good market penetration, and are very affordable. Keep it up.
- if you insist on re-releasing the same stuff over and over. Jazz up the box art, grab peoples imagination.
- be honest about what is in the box. If the model doesn't come with wires for the engine, don't put it on the box.
- market these things as 3 in 1, or at the very least, list what extras are in the box. Everybody likes extras.
- be accurate about your subject, make it look like you know what you are talking about.
- remember, most people start building as a kid, and come back to it. Make their experience as positive as possible. If they don't start now, they may not pick it up later.

So what does the future of the hobby hold? I really don't know.

Rant mode off.

Until next time, keep those blades sharp and your brushes clean.

Ron

### RSM Club Calendar 2004

#### January 9

Bare Metal Finishes  
Armour named after Generals (Lee, Grant,..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 & 1/2 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)

#### June 13

Moose Jaw Air Show



### **General Meeting, November 7, 2003**

Those in attendance for the November General Meeting were Richard Abday, Cam Barker, Larry Draper, Tyler Edwards, Patrick Elkington, Michael Evans, Neil Hill, Leith James, Dave Kapp, Ed Kereluk, Kevin Krienke, Marc Langlais, Tim Maw, Brian Miller, Chris Martin, Dave Schmidt, Len Schmidt, Mike Stobbs, Jarvis Stobbs, Kyle Stevens, Brent Simeon, Rick Schaan, Gene Stacyszyn, Frank Turgeon, Richard Upcott and William Yee.

### **General Meeting, December 5, 2003**

Those in attendance for the December General Meeting were Larry Draper, Patrick Elkington, Ron Gall, Neil Hill, Curfew James, Leith James, Dave "Mr. Bubbletop" Kapp, Ed Kereluk, Kevin Krienke, Marc Langlais, Allan Magnus, Nathan Magnus, Tim Maw, Chris Martin, Dave Porter, Dave Schmidt, Len Schmidt, Corey Singbeil, Darin Wielgoz, Robert Wheeler.

Quite a few items were brought for the display tables. We were privileged to have Jim Mackenzie spent some time and reminisce on his experiences as a wireless operator on Halifaxes during World War Two. His stories were very enlightening and quite entertaining,

and prompted a variety of questions from the members in attendance. He did bring out some of his memorabilia - his flying helmet, dog tags and id card booklet from 1944. He also brought a wartime map of the airfields and pointed out his airfield located near York, and various other points of interest.

Unfortunately I did not have any writing devices to make notes on what he said, but a few things did stick out in my mind. For instance - his description of the tail gunner wearing a beard of icicles on his face mask caused by his breath condensing and collecting there during an 8 to 10 hour mission at 20,000 feet altitude. Then there was the incident of the hung up 500 pound bomb that they unwittingly carried back to base, only to have it fall out onto the tarmac when the hydraulics relaxed and allowed the bomb bay to open, causing the bomb to fall to the ground.

At the end of his talk, the club presented Jim with a 1/72 scale Halifax kit and book in the Unsung Heroes of the Prairies series.

Stay posted for more details on Jim Mackenzie's war time reminisces. Jim is a frequent visitor to Curfew James' business, and Curfew hopes to get more details on what Jim presented to us at the meeting.



<< Clarence Prigent's Machine Gunner, winner of category 31, Figures, Single, 55mm and Larger, sponsored by RSM for Capcon 2003, held in Ottawa, September 13, 2003.

### **The Great War Flying Museum**

While travelling south on No 10 Hwy from Orangeville Ontario (following a disappointing visit to Mr. Kipling's Workshop in Orangeville—minimal stock of figures, plastic kits, paints etc) totally by accident I noticed an "official" Tourism Ontario sign that said "Great War Museum", pointing off to the west. There is no sign indicating one should turn into the Brampton Airport, but finally I found that is where this rather interesting little museum is. In fact it really is The Great War Flying Museum and can't be missed once you turn into Brampton Airport itself and approach the hangars.

Essentially they build replicas of WW I aircraft and fly them at air shows around Ontario and nearby states. Their current "flyables" are replicas of two Fokker Tripes (one in "Richtofen red" and another as flown by

### **New to me! — New to you? by Neil Hill**

This summer I did some travelling and encountered a couple of sites that I had not previously seen and which might be of interest to you.

Ltn. Paul Baumer), one full size (Bishop) and one reduced "scale" (McCudden) SE 5, one Sopwith 1/12 Strutter (Redpath) and Rickenbacker's Nieuport 28c. They are building a Camel to replicate that flown by Barker. There is also an adjacent small museum with a pretty interesting collection of related WW I uniforms, maps, (plastic) model aircraft mostly quite well built and painted etc and for the armoured buffs several dioramas featuring WW I tanks and other vehicles sometimes incongruously placed in settings with plane models.

Very friendly and casual all volunteer staff. An entry fee of \$5.00 per adult is "encouraged", but didn't seem to be "policed". I was invited to stroll unsupervised through the aircraft hangar, construction areas, and on their grass "apron", snapping flash pictures where I wanted. A couple of organization members were around working on aircraft and were happy to chat about the planes, engines, their activities, etc.

Definitely worth a visit. Most likely you'll need "wheels" from anywhere in the Toronto/Golden Horseshoe area. Less than an hour north of Hwy 401. You'll likely want to spend at least an hour on site.

#### **Hendon, UK**

Probably the best value for money trip for plastic modelers on the London "tube" system.

Taking the "Northern Line" out of anywhere in central London, you go north to the Colindale Station. Price return from Victoria Station about C\$9.00. Took me about three and a half hours total travel, shopping and touring time from Victoria.

As you exit the Colindale Station at street level you turn right and immediately next door is a Hannant's Hobby Shop. Prices are not cheap (in fact I wasn't sure though, my currency conversion math isn't all that great, that there is any dollar saving shopping for the hobby in the UK) but the selection in aircraft, armour and, to a lesser extent "cars", in that shop is pretty spectacular featuring a lot of stuff from Eastern Europe, paints, decals and "after markets". Virtually nil specific Canadian stuff e.g. Leading Edge, Belcher Bits etc.

Go back to the tube station and turn the opposite direction, walk along a nicely paved, residential street for about 15 minutes (I walk slow) and you'll come to the Royal Air Force Museum—the former RAF Hendon.

No longer an operational field, most of the old RAF facilities looked to be occupied by a college. The

museum consists of what appears to be a fairly modern hangar somewhat modified and an older one. Outside are a Spit IX, a Hurricane IIC, a Thunderbird SAM on launcher and a couple of RAF air/sea rescue launches.

Renovations are underway to improve/extend display space. I was charged no admission fee (though I wondered if that was because of renovations).

The collection is quite extensive, but by no means exhaustive of RAF types. They run from a replica Sopwith Tabloid ("first RAF plane to drop a bomb in anger") to a Tornado with a number of WW I and inter war craft. Of course there are many of the WW 2 RAF types but only one 4 engine bomber—a Lancaster of course, plus the wreck of a Halifax recovered from a Norwegian lake some years ago.

Cold War stuff includes a Canadair Sabre 4 (I thought with "solid" wings and wing fences it was a 5), Meteor, Vamp, Valiant and Victor and a Buccaneer, (Desert War scheme complete with politically incorrect nose/bomb art). Renovations in progress are to enlarge/enhance the bomber gallery. A B-17 and, if I recall right a B-25 are the centre feature of an "Our American Allies" presentation.

The second building currently has a major "Bombing of Britain" exhibit that focuses not on the flying but on the bombing and the effects thereof. Some interesting full scale dioramas. An audio visual presentation is also available. That same building also houses a JU 87D, an early Bf 109 in Spanish Civil War markings and an Italian Fiat CR 42. Ready access to them is difficult. The brochure says there is a Sunderland in there somewhere too, but I was a bit pressed for time and so gave up looking. I wondered if the aircraft had been displaced by the big "bombing" display.

The main hangar houses a coffee shop and a very well stocked aviation book/video/gift/toy shop. The "bomb" building has a "caf" with a wider choice of fast foods.

I have somewhere a full list of aircraft currently exhibited should anyone wish to check before deciding to head out for the UK. Maybe not worth a trip to the UK, but definitely worth an afternoon trip if you're already on that sceptred isle.

#### **Moose Jaw Air Show 2004**

Len Schmidt reports that his sources have told him that the Moose Jaw Air Show for 2004 is tentatively scheduled for Sunday, June 13.



## Show and Sale

The Yorkton Farm Toy and Collectable Show and Sale will be held February 21 and 22, 2004 at the Yorkton Agri-Pavillion Exhibition Grounds. It is open to the public. General admission is \$3.00 (under 10 years are no charge). Hours are Saturday 9AM to 5PM, and Sunday 10AM to 4PM. Addition information can be had from Bill or Gerry Coleridge (306) 783-6000 after 7PM, or Wade or Judy Karcha (306) 783-5979 or 786-1530.

## Thank You

Peter Maw, President of the Roland Groome (Regina) Chapter of the Canadian Aviation Historical Society passed on his thanks to those members of the RSM who participated in the historical aviation display for

the Saskatchewan Aviation Council meeting in November.

"On behalf of the Chapter, I would like to thank the members of the Regina Scale Modellers for their participation in the historical display at the Saskatchewan Aviation Council meeting in early November. By all accounts, the displays were well received. We feel that the location was a good one for both of our groups. Your members may be interested to know that the Happy Hour festivities held just before the official banquet were held amongst the displays. This provided much discussion about the items on show and it was nice to see so much interest being paid to the hard work of the modellers. I am glad that you were able to help us celebrate the 100<sup>th</sup> Anniversary of Powered Flight, and hope that similar shows may be put on in the future".



Neil Hill' s 1/35 scale Sherman and Grant tanks and



Kyle Steven' s Thunderbolt Mec  
both brought out to the November 7, 2003 general meeting



Ron Gall' s AMT ProStreet Duster (fore)  
& Monogram T. Rantula show car (back)



and Dave Porter' s Tamiya Honda Grand Prix race car

brought out to the December 5, 2003 general meeting

Regina Scale Modellers - January 2004

## **Automobile Customizing & Terms (part 2)**

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

### **HEADER**

The structural member above the windshield at the juncture with the forward edge of the roof panel.

### **HEADLINER**

The material covering the roof inside a car, usually vinyl but sometimes cloth.

### **HOOD**

A hinged panel providing access to the engine compartment.

### **INTAKE**

An opening in the surface to allow air to flow in, usually to cool brakes, engine, or occupants for passenger comfort.

### **LIP MOLDING**

A bright molding applied to the sheet metal around the edge of a wheel opening.

### **LOUVER**

A fin that controls the flow of air through an opening. May also be non-functional in a simulated opening.

### **LOWER BACK PANEL**

Portion of body sheet metal below rear edge of deck lid.

**MODESTY PANEL** Sheet metal below bumpers that conceals chassis members.

### **NOSED**

Chrome removed from hood..

### **OVERHANG**

Distance from centre line of wheels to rear most (or foremost) projection of vehicle.

### **PACKAGE TRAY**

The shelf-like portion of the interior between the top of the rear seat and the backlight.

### **PANCAKED**

Reshaping the hood opening to the top section of the narrow raised V shaped area, centred over the engine found on many older car hoods. The hood would no longer be as large as the original. The unused remaining outer section of the hood would be welded and sculpted to the front fenders and grille. A complete reinforcement of the new opening edges of the lower now immovable section and the flatter centre opening section is necessary. This term probably arose from the expression "flat as a pancake" and or from the shallow cover on women' s makeup compacts which held makeup used to powder their nose and face.

### **QUARTER PANEL**

The rear fender, or a sheet-metal panel encompassing the area from the rear door opening to taillight area and form the rear wheel opening to base of roof and trunk opening.

### **RAMP ANGLE**

Angle created by lines tangent to the static loaded radii

of front and rear wheels, converging at the point of lowest ground interference of underside of car-angle of overhang at lower extremities.

### **REVEAL MOLDING**

A metal frame or molding outlining an opening or depression.

### **ROCKER PANEL**

The sheet-metal surface below the door opening, running between front and rear wheel openings.

### **SECTIONING**

The removal of a horizontal strip from the central point of an automobile body with the goal of reducing the overall height of the vehicle.

### **SCOOP**

A device to catch air, may be either functional or merely ornamental.

### **SCUFF PLATE**

Cover over door sill, usually rubber or metal.

### **SPOILER**

An air deflector used on high-speed cars to control lift tendencies.

### **SUGAR SCOOP**

A depressed surface leading to an air scoop.

### **TUMBLEHOME**

Angle of the "B" pillar and side glass from the perpendicular at the belt line, as seen from front or rear.

### **TUNNEL**

The hump in the floor pan that provides clearance for drive shaft.

### **TURNUNDER**

Opposite of tumblehome. The inward and downward sweep of sheet metal from the widest point on a car down to the rocker panel.

### **UPPER BACK PANEL**

Portion of body sheet metal between backlight and deck lid.

### **UPPER STRUCTURE**

The portion of the body including the roof and glass areas.

### **WHEELBASE**

The distance between the front and rear axle, usually expressed in inches.

### **WINDOW MOLDING**

Any molding that frames the window of a vehicle; usually stainless steel or bright finished.

### **Z'ed**

Cutting, adding metal and rewelding a frame at 2 front and rear points, to allow the frame between the axles (under the floorpan) to drop closer to the ground. This lowers the car body without changing suspension geometry and keeps the vertical interior room (headroom) stock. Usually done on older cars with full frames (pre-unibody).