

ANTENNA !

A Publication of the Regina Scale Modellers



Now that's what I call a well used airplane! To get a first hand account on what was done to get this model down and dirty, read the review starting on page 4.

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RSM Club Executive

(Sep.2003-Aug.2004)

President	Ron Gall	(306) 352-0114
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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

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

"Uniforms of the German Army" Series Website

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 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.

Mr. David Marshall will be our guest speaker at the March 5, 2004 meeting.

David enlisted in the Royal Canadian Armoured Corps in 1943 and qualified as a Loader Operator on Rams at the Armoured Corps School in Camp Borden before proceeding overseas, through an advanced training course (again on Rams) in England and via the Elgin Regiment, the corps tank delivery unit, in Normandy to join a Sherman crew of the South Alberta Regiment (SAR) shortly after Falaise. He remained with the SAR as a Loader Operator on "standard" Shermans and as a Crew Commander of a Sherman Firefly when the war in Europe ended. The SAR, under direct command of 10 Infantry Brigade, was part of the only "brigade group" formed by Canadians during WW 2.

Post war, David was commissioned into the Argyle and Southerland Highlanders of Canada in Hamilton, and later moved to Regina with his work.

David has written his wartime memoirs (unfortunately not published) and for the SAR Regimental Association piloted the writing and publishing of a very fine history of the South Alberta Regiment. Last, but by no means least, David is the librarian of the Royal United Services' great collection of military books and materials.

Members are encouraged to support our guest speaker by bring out their Rams (if anyone has been lucky enough to have found or converted a kit), Canadian Shermans/Fireflies and "the opposition's" Tigers, Panthers, Panzer IVs etc.

The Parts Box

Hello again folks, and welcome to the latest instalment of the president's ramblings.

Hopefully by the time this gets out the weather will be starting to crack loose and we won't be in life threatening conditions anymore.

Sadly, (well maybe not sadly as I was in Arizona,) I missed the February meeting and it sounds like it was a success.

Speaking of Arizona, when I was down there the Barrett Jackson Auction was one week before and the whole town of Scottsdale was still pretty car crazy. Pretty amazing to see what kind of cars you can have with nice roads, weather and good ol' American excess. I saw Porsche Boxsters like they were Cavaliers. It got to the point that seeing a Lamborghini or a Ferrari wasn't even that big of a deal. That is until I saw a Ferrari Enzo! Is the car worth \$2 Million? Probably not, but it would sure be fun to see if it was.

Lots of old iron down there too: Packard convertibles, Caddys by the mile, lots of 'Vettes, I even saw a customized up Hudson Hornet. All pretty neat stuff.

I didn't get to any hobby shops while I was down there. Don't ask, it is a long story and I think Larry Draper and Dave Kapp are disgusted with me enough already!

Lots of great inspiration to come back and build during the cold Canadian winter. And what did I start shortly after I got back with all these cars fresh in my head? The 1/72 Hasegawa CF104 Starfighter kit. Funny how things work out. (Don't worry, I am not leaving the car camp and I won't be dirtying up the aircraft ranks.) I just thought it would go with my 1/72 Avro Arrow.

Kind of a short one this month I know folks,

But in the meantime, keep your blades sharp and your brushes clean.

Ron

RSM Club Calendar 2004

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)

June 13

Moose Jaw Air Show

July

No Meeting
Club BBQ

August 6

Dioramas and Display Bases
Open Wheel Competition Auto

September 10

Rotary Wing & Weed Whackers (Ground Attack A/C)
Artillery & AA including Missiles & Rockets
Sports Cars

September 24-26

Expo 2004

October 1

Collections Nite
(3 or more of any manufacturer, e.g. 3 Chevy's or 3 Corvettes, etc..)

November 5

Bratwurst & Beer (Anything German)

November 11

RUSI Display

December 3

Open Cockpits
(Convertibles, Biplanes, Motorcycles, etc..)

General Meeting, February 6, 2004

Those in attendance for the February General Meeting were Vincent Collins, Larry Draper, Tyler Edwards, Michael Evans, Neil Hill, Curfew James, Leith James, Ed Kereluk, Kevin Krienke, James Lory, Al Magnus, Marc Langlais, Gordon McDonald, Barry Novak, Neil & Drew Ostafie, Dave Porter, Charles Robertson, Duane Schell, Dave Schmidt, Len Schmidt, Mike Stobbs, Kyle Stevens, Gene Stacyszyn, Frank Turgeon, Darin Weilgoz.

Larry Draper provided a very informative demo on how to chrome parts using Alclad chrome paint and an airbrush.



Dave Porter's 1/48 scale Eduard Tempest 5



Gord McDonald's Ernhardt F8F-2 "Grumman Beercat"



Gene Stacyszyn's 1/48 scale CAF C-27



Michael Evans' Dino Dio

BY GEORGE!

Arii's 1/48 Kawanishi N1K1-J Shiden (Violet Lightning), Allied Codename "George"

By Len Schmidt



I started building this kit at Christmas about 4 or 5 years ago as part of my grandiose "Super Project" of building a large bunch of WW2 Japanese aircraft in a great assembly line. There were 3 or 4 Arii kits with a few Hasegawa kits mixed in as well. After a few months of attrition had taken its toll, a few of the kits were consigned to the "finish when I have absolutely nothing else to build" pile, and one of the Hasegawa kits was nearing completion when it had an "accident", so it went into the "fix it whenever" pile.

What were left were the Arii Oscar and George kits, which due to procrastination, had languished in the closet for a few years. I decided to get at finishing some of the started kits and pulled both kits in the spring of 2003.

(Note: The Oscar has since hit the "finish whenever" pile as well due to a problem found late in the build process!)

I had purchased some Testors Metallizer Lacquers some time ago, so I decided to finally try my hand at using them, one of the "firsts" I have tried on these two kits. At about the time the kits were ready for paint, I ran across an article in July 2003's Fine Scale Modeler titled "Weathering with Salt" by Brian Barton, Michael Chorney and Charles Swank. They had used this technique on a Ki-44 Tojo. (Apparently this technique can also be used on armour, according to the article).



Painting:

I started by painting both aircraft completely with the metallizer for the undercoat. After letting it sit for a few days, (handle carefully as the metallizer comes off very easily), I sealed one aircraft with Testors Metallizer Sealer and the other with Gunze Acrylic Clear (I have long since forgotten which was used on what aircraft, comes from getting old and senile I guess!).

<< George with salt applied over metallizer

After letting the sealer dry for a few days, I started the salt procedure using some water, table salt and a medium brush. Putting the water and salt in separate milk jug caps, I proceeded to dip the brush in the water and apply it in drops on the upper surfaces of the aircraft, mostly in the areas where maintenance personnel would walk and do maintenance. I also randomly applied it in other areas on the upper surface, as paint jobs were sometimes applied in the field, and didn't last very long before peeling, etc.



I then immediately dipped the damp brush in the salt and dabbed the salt on the water drops applied earlier. Sometimes multiple applications or re-wetting the brush is required to get the salt to adhere to the kit.

Immediately after finishing, I applied a layer of the topcoat colour from Aeromaster's Warbird Acrylic line. Letting this dry for a few minutes, I then took a soft cloth and wiped off the salt, moving the cloth in the direction that the air would flow over the fuselage.

<< George with paint topcoat over salt and metallizer

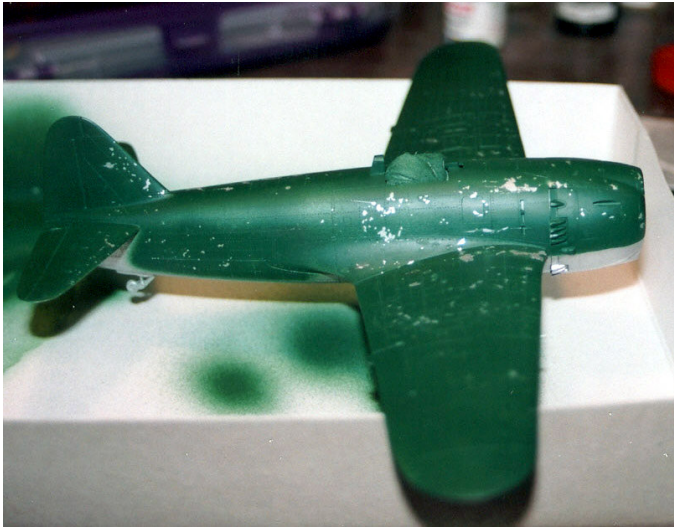
In some cases I got a streaking effect, which looked not too bad. Once the salt had been removed, the undercoat aluminium showed through. Any additional weathering was

done carefully with a sharp X-Acto knife, weathering the edges of some panel lines, etc. After letting this set for a few days, I clear coated the aircraft with Gunze clear, let it set for a few more days, and proceeded to apply the decals.

Decaling:

I used the kit tail codes and the kit Hinomarus for the under wing markings and decided to use Aeromaster and IPMS USA decals for the upper surfaces, as the kit decals were a bright red, whereas the Aeromaster and IPMS USA decals were a darker, weathered colour. The upper wing national insignia were 2 part decals from an IPMS USA 1/72nd sheet that happened to be the correct size. The fuselage Hinomarus were from Aeromaster's "Special Attack Squadrons" sheet, specifically the ones for one of the Oscars. After the decals had all set I used a sharp X-Acto blade to chip them up a bit. The kit and Aeromaster decals set very well (I used a bit of Micro Sol solution on them). I found that the IPMS decals cracked a bit, but you have to look close to see it. I later read that the Hinomarus actually weathered better than the painted surface, so supposedly they wouldn't be chipped as much .. oh well .. too late now!

After letting the decals set for a few days, I took a damp cloth and ran it across the decals to wipe off any excess decal glue. I then coated the aircraft with Gunze Acrylic Clear to seal in the decals.



Wash:

Next step was doing a wash. I used Burnt Sienna artist oils using a stiff brush, wiping off the excess with a soft cloth, again working along the lines of the airflow. It came out a reddish colour, so next time I will maybe mix in some Raw Umber or Black to darken it up a bit. (**Note:** I should mention that I decided to remove the under wing gondola MG's as they were threatening to catch on the cloth and break off. Next time I will leave them off till last!) I then set aside the kit for about 4-5 days to let the oils dry completely before applying the flat coat.

<< George following wipe with a soft cloth

Weathering and Final Assembly:

Once the flat coat had dried, I used pastels to do some streaking effects across the wings and along the fuselage to simulate gunpowder residue and exhaust stains. I ran the pastels across some coarse sandpaper, then used a soft brush dipped in the pastel flakes to do the streak effect, with the effect heavier nearest the guns and exhaust stacks.



I then installed the landing gear and doors (You will need to sand down the long narrow door parts as they are too thick to fit near the wing, and check the dihedral on the landing gears, possibly needing to trim the gear support). Then installed were the guns, pitot tube and antenna, being careful not to smear the pastels. The antenna was my first attempt at using stretched sprue, taking me about ¾ of an hour to get one piece big enough, straight enough, and about the correct scale thickness! Then another ½ hour just to get the damn thing on the plane straight!

<< George with decals and chipping and wash.

(**Note to Executive: Suggestion for "How To" demo ... Explaining and demonstrating the "Black Art" of stretching sprue!**). Once this was complete, I then gave the kit another quick coat of Gunze Acrylic Flat.

The Aircraft

The George was a land-based aircraft derived from the N1K Kyofu seaplane (Codename: REX). There were 998 of the George built before it was succeeded by the N1K2-J Shiden Kai. The George's first flight was Dec 27, 1942 and was one of the few Japanese aircraft capable of competing on equal terms with the Allied Hellcat and Corsair.

Span: 12m, Length: 8.88m, Gross weight: 4321 kg, Max Speed: 584 kph

The Kit:

- Decals supplied for 3 different aircraft (only 1 set of Hinomarus).
- Fit was not great in the wing roots.
- The canopy is a single piece and had a large gap in the front where it joins with the fuselage. I used Krystal Klear to fill the gap before painting.
- On the under wing gun pods the MG is moulded into one of the sides, so it requires a bit of filling and sanding when putting the gun pod halves together.

Conclusion:

I liked the subject matter (something besides a Zero to do). I would have preferred to have the instruction in English to see if they had any painting instructions, but I later managed to find some general paint info in Scale Aviation Modeler magazine (The series on Japanese WW2 paint colours).

As far as the fit goes, it was generally OK, except the wing roots, and the items I listed earlier are a bit of a pain. Considering the age of this kit, it's a good build for what I paid for it many years ago! I am fairly happy with the way it turned out, considering I was using it to try a number of "firsts".

Mi-24/25 info from Steve Bathy

Steve sent this little note regarding the Mi-24/25 painted in the eagle motif that was in the February 2004 Antenna.

"The Mi 24/25 in the Feb. Antenna is a Hungarian Air Force machine nicknamed 'Csörike'. I do not even know how to translate it correctly. It means Little Beaky, Small Beaked Birdy. 'Csör' means beak and the ending 'ke' makes it diminutive, the 'i' ties the two together.

Yes it would be nice to tackle the painting of that one. How about the Hungarian 'Réti sas' (Meadow Eagle) MiG-29? Look up Maj. Gy. Vári's home page (www.varigyula.hu) and see him flying it across the screen. This MiG 29 is the one I'd like to paint sometime."



(photo: <http://www.varigyula.hu/galeria/foto/001.jpg>)

A Book Review by Cam Barker

From D-Day to VE-Day: The Canadian Soldier

Jean Bouchery
Histoire & Collections
ISBN: 2-913903-51-7

If the modeller is going to own just one book on the Canadian army in WW II this is the one. A follow on to his two volume set on the British soldier, this book follows the Canadian soldier from the invasion of

Europe to VE Day. This hardcover book is 160 pages of charts, drawings, photos and vehicle profiles.

The first of the eleven chapters documents the organization of the 1st Canadian Army from the Corps level down to the infantry section with TOE's and unit markings covering everything from the Armoured Divisions to the Canadian Forestry Corps.

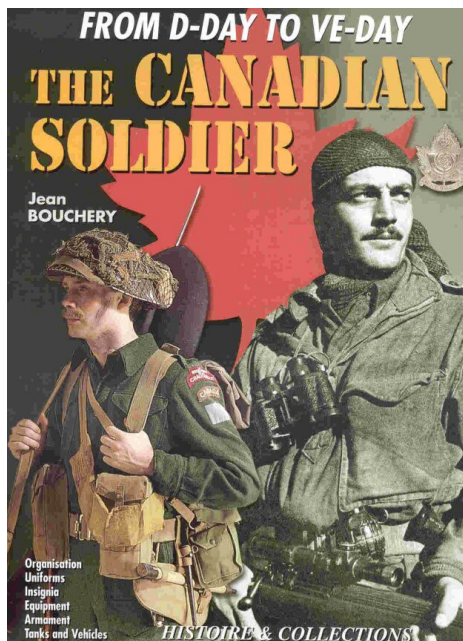
The next seven chapters cover the individual soldier, his headgear, insignia, decorations, uniforms, personal equipment, radio equipment and weapons. These chapters provide period pictures, illustrations, and colour photographs of re-enactors in period uniform. In this section you can find anything from pictures of "Individual light armour protection" in use in 1944 to details on the unit badges and insignia used by the Canadian Army.

Chapter nine covers vehicles used by or with the Canadians in Europe, bicycles to Land Mattress rocket systems all with a brief description and most with period photos. Chapter ten is the meat and potatoes for an armour modeller, ten pages of colour profiles interspersed with captions explaining which unit the profile illustrates.

Specialist Canadian units such as the 1st Canadian Parachute Brigade and the 1st Canadian Armoured Personnel Carrier Regiment are covered in chapter eleven. The Carrier regiment was the initiative of Canadian General Simons and involved the use of "Kangaroos" or degunned mobile artillery to transport infantry through the battle field.

The book ends with an appendix covering operation Jubilee at Dieppe in August 1942. This chapter is a quick look at the organization, men, equipment and vehicles used in the raid.

As you may have gathered from the first paragraph I was very impressed with this book. It can be obtained from Service Publications, <http://www.servicepub.com> for \$55.00 Can.



SMAS Bridgecon 2004

Friday May 7 & Saturday May 8, 2004

Marion Graham Collegiate

602 Lenore Dr.

Saskatoon, Saskatchewan

Free general admission Saturday afternoon.

Social gathering held at The Lynx Wing,

2407 Ave. C North, Saskatoon.

Entry Registration:

May 7, 6pm to 8pm

May 8, 9am to 12pm

Contest Judging:

May 8, 12:30pm to 4pm

Awards:

May 8, 5pm to 6pm

Fees: - 1st model - \$5.00

- each additional model - \$1.00

- all junior entries are \$1.00 each

Info: Vern Gwin

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