

Antenna



Vol 27 No 5
January 2007

Newsletter of the Regina Scale Modellers

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Photo by Al Magnus



Miller Lite CHAMP Car driven by Bobby Rahal built by Curfew James
Photo by Al Magnus

**REGINA
SCALE
MODELLERS
I.P.M.S.**

“Model Building is being able to hold history in your hands”

Leonardo da Vinci

RSM Club Executive (Sept 2006-Aug 2007)

President- Dave Kapp
(306) 525-8882

Vice-President- Len Schmidt
(306) 543-1704

Secretary/Finances & Memberships-Allan Magnus
(306) 789-9017

"Antenna" Editor-Colin Kunkel
(306) 789-2392

Meetings

Time: 7:30pm
Date: First Friday of every month
(Meeting held on second Friday if first Friday falls on a long weekend. No July Meeting)
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 Subscription rate is available for those living outside the City of Regina, and wishing to be a club member, but are unable to attend regular meetings.

The RSM modelling year runs from Sept 1 to Aug 31. All membership dues are due on or before the start of the modeling year. Any new members joining after the year has started will have their first years fees pro-rated.

Article Submissions

All articles can be submitted to Colin Kunkel, via:

Email: modelairplaneguy@accesscomm.ca
snail mail: 3306-69 Cambridge Ave
Regina, SK S4N 5N3

The "Antenna" will be published a week prior to the next RSM meeting, so please ensure that articles are submitted in a timely manner so as to ensure your article is published as soon as possible. If you have time sensitive info for publication, please submit info NLT the 15th of the month to ensure prompt publication.

Copies of "Antenna" are emailed upon completion. Those who do not have email and wish to receive the "Antenna", and are paid members of RSM, will have their copies mailed out soon after.

...and now, for something

completely different-By Dave Kapp

Have you ever seen someone with a button that says "Ask Me About Nutri-System?" Have you ever asked anyone about Nutri-System? I did, once. This guy went on for about an hour about how great this stuff is. I guess he thought I might buy some. We should get pins that say "Ask Me About My Models," If you were to ask me this is what I'd say.

Well-having recently completed my Monogram Orange Hauler custom rod (a delightful build) I started working on my Aurora 1/32 32 Ford. This thing is from 1966 and I got it as a sweet deal on eBay. It was started but never completed.

As far as I can see it has got all the parts including the decals with the exception of the rear axle (which I can fab up real easy-like). It was painted and partially assembled but I was able to dismantle it and remove the paint with a good soak in brake fluid.

This thing (remember 1966?) is quite primitive-the interior is one bucket that you add a wheel, shifter and dash panel to. After painting & flocking the interior, I assembled the body around it. This tub does not slide up from underneath like modern models. As I glued the body around the tub I came to realize why the model had sat dormant for 40 years. It fit, in my opinion, not good.

Luckily with the help of my Wizard power tool and a bit of sprue, I was able to build up some character lines that were missing from the cowl and grind enough material from the interior tub to somehow get it all to fit.

President's Rambling's Continued on page 5

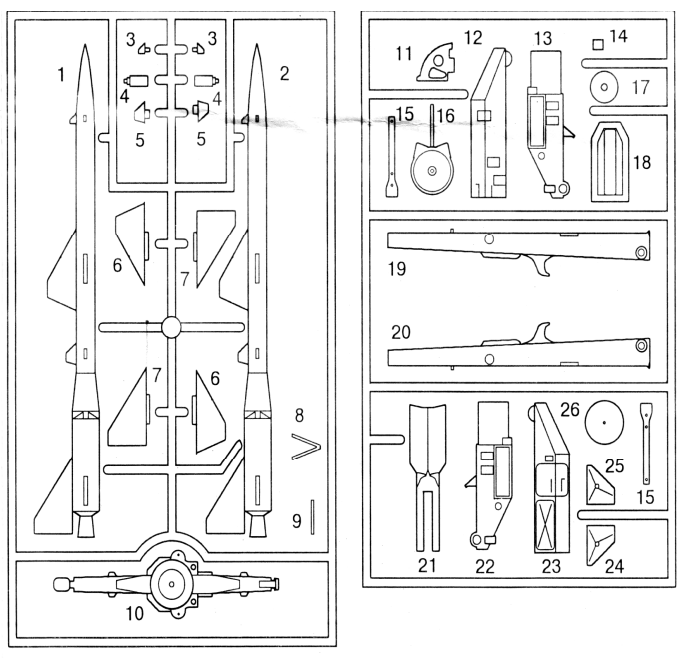
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Kit Review

Maquette SA-2 Guideline, 1/72 scale, kit no. MQ-7270

Article by Al Magnus

I have to start this review with a confession that, on the whole, I am not a big fan of Eastern Europe/Russian kits. About the only manufacturer worth its salt is the MPM family. Most other manufacturers tend to produce rather low quality kits. With that said, I must admit that this one was quite a surprise. I had heard that this was a re-boxing of the Gran SA-2 Guideline, and I had read reviews that the Gran version was decent, so I decided to give this kit a try.



Overall the quality is good, with decent fit and not too much flash present. There are a total of 32 pieces in soft light grey-ish plastic spread over two sprues. There is a comprehensive decal sheet containing numerous glossy images for airframe stenciling. Except for the fins, all the joins are butt joins. The parts have no locating pins to make alignment during construction easier.

Construction was straightforward. I built the kit as two sub-assemblies: one being the missile itself, the other the launcher.

The kit was basically built straight from the box.

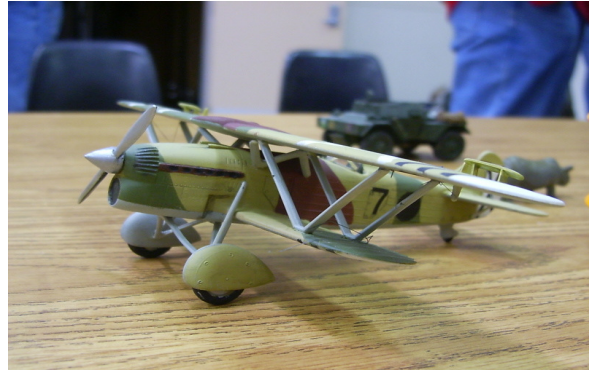
The only trouble spots of any mention came from the separate fins (parts 3, 5 6 & 7). They are to be glued into slots in the fuselage, but the slots were slightly larger than the tabs, which left small indents that needed to be filled and sanded afterwards.

Some filling needs to be done on the body around the nose cone at the probe (the probe is integral with part 1 and not shown in the parts diagram but is shown on the box top picture). On the whole, seams were not too bad, and the only place they posed a problem was around the tail near the exhaust cone, where room to work is tight, and on the launch rail (parts 19 & 20) where there is quite a large seam to remove.

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On the tables in December

Photos by Al Magnus



1/35 scale Landrover and 1/48 scale Fiat CR 42 built by Neil Hill



Father and Son: (L) young Robert Gall's Ford Expedition and (R) Ron Gall's 1/24 scale Willys



1/24 scale Jordan Formula One car built by Curfew James 1/48 scale Stearman built by Neil Hill

In attendance in December

Cam Barker, Robert Gall, Ron Gall, Neil Hill, Brian Izumi, Curfew James, Ed Kereluk, Colin Kunkel, James Lory, Al Magnus, Dylan Miller, John Miller, Neil Ortafro, Len Schmidt, Gene Stacyszyn.

President's Ramblings continued.....

Phewwww! The body, although the interior is glued in, is still not painted (it has to be painted with the interior in place). After several attempts at masking the window openings from the inside, I was finally ready to airbrush it. I though Testors Metallic Blue would look "period" so I put a few coats on. Guess what-the finish came out very blotchy. It must have been brake fluid residue. I couldn't live with that so I quickly Q-tipped and wiped the fresh paint off with brake fluid, being careful not to ruin the glued in flocked interior.

After getting it cleaned up I made effort # 2 this time using Testors Acrylic blue, I knew that this would be a flat finish but tried it anyway. This coat came out ok-but too flat. Over the acrylic blue I started lightly misting more Metallic Blue. This came out acceptable so I painted the motor and the grille shell the same. Finally success but we're not out of the woods yet. The box art called for a white padded panel on the roof so I masked it off with Parafilm M and sprayed it flat white. Yet with all the masking there was still a bit of overspray that has to be removed with some **very careful** sanding. Needless to say, now there's a bit of polishing involved. Oh-I also forgot to paint the grille shell the first time around so I had to get out the airbrush and do it separately. Eventually I got it done to meet my low (and dropping) standards. I will bring it out to the next meeting.



Meanwhile, I have been enjoying old episodes of Batman with my young son. One episode featured the Batcycle. This reminded me that I purchased a Polar Lights Batcycle on vacation a few years back. I cut off a few pieces and gave them to Mercury to see if his puzzle making skills would transfer to the exciting world of 3-D model building. Much to my surprise they did! He was able to figure out how to fit the torso halves of the caped crusader together at the age of 2 ½! I used to have a policy of only one model project at a time but I have since realized if I am going to get them all built before I die I had better get at it! So now the Batcycle has been painted black. Once that dries real good I will mask it off and paint white scallops. Sounds like fun doesn't it?
Continued on page 9.....

RSM Upcoming Events

January 5 2007

General Meeting

Sci Fi/Space/TV/Movies
NATO & Warsaw Pact
Fords

February 2 2007

General Meeting

50's and 60's
2007 - 40th Anniversary of
Camaro and Firebird

March 2 2007

General Meeting

3 or More Engines/Props
Americana (Anything from
the Americas...North-
Central or South)

April 6 2007

General Meeting

April's Fool("What if")
What I Don't Usually Build

Majestics Car Show

May 4 2007

Club Contest
Modeller of the Year Award

SA-2 build continued.....



The only modification of note is that I added a bottom to the blast deflector (part 21) using some thin Evergreen plastic sheet.

When it came time to paint the kit I had already decided I was not going to use the decals supplied with the kit. The images were glossy and well printed, but you could tell from just looking at them that they were going to be chancy to work with.

Besides, the scheme is supposed to overall natural metal, and I am not comfortable with metallic schemes. I decided that if I could avoid any markings, I would, so I searched the internet and checked my references and decided on a North Vietnamese scheme, in overall medium green camouflage with dark green/black squiggles. For the green I used Testors B-52 dark green, and the squiggles were applied with a fine brush using Testors flat black. The white lines on the nose were from the spares box. The launcher was painted a dark olive drab green, and weathered slightly with thinned black and brown acrylics.

Following a coat of Aeromaster acrylic flat, the missile was super glued to the launch rail.

For the price this is a good value kit. It is reasonably easy to build and makes a nice facsimile of the real thing when finished.

Upcoming Events and Contests

April 2007-Majestics Car Show Model Car and Truck Contest-Details TBA

May 4&5 2007-Bridgecon 2007 in Saskatoon, SK-for information:
email: bridgecon@shaw.ca or call Murray Kish @ (306) 221-6656

May 11& 12 2007-Western Canadian Regional Model Contest in Calgary
Hosted by the Rocky Mountain Model Club. Info at
www.rockymountainmodelclub.com

June 8 & 9 2007-GOMBs Model Contest in Calgary-Details TBA

Tools and Tips for the Month

Article by Colin Kunkel



As we all know, decaling a model can either be enjoyable or frustrating. Frustrating in the fact that some decals just do not like cool or cold water and they end up shattering into a million pieces.

Just use warm water, right? Well, that works, for all of a minute. Then you need to run back to the kitchen and refill the water bowl, right??

Not anymore! A while back while surfing Aircraft Resource Center, I came had one of those "Why didn't I think of that??" moments. My solution to keeping decal water warm was simple! A Coffee mug warmer!

Yes, that's right, a coffee mug warmer. The mug warmer I found and eventually bought is from a company called Salton. I found my mug warmer at Canadian Tire (in the section where you can buy new coffee pots for the coffee maker.....you may need to poke around though) and it retailed for about \$14.00 CDN when I bought it. It's pretty straight-forward. It just plugs into a standard wall outlet and has an On/Off switch with an LED light that comes on when the warmer is in use.

Whenever I am applying decals, I just switch it on, fill my water bowl with luke warm water and place it on the mug warmer and I have warm decal water for the entire time I am applying my decals. No need to run back and forth to the sink anymore!

Also heard these things work well for keeping your coffee hot, who knew!?



Got a great tool or tip for next month, we want to hear about it!!! Put an article together and submit for the next edition of the Antenna!

NEEDED: YOUR article submissions.
Looking for anything modelling related.
See Page 2 for details.

Kit Review

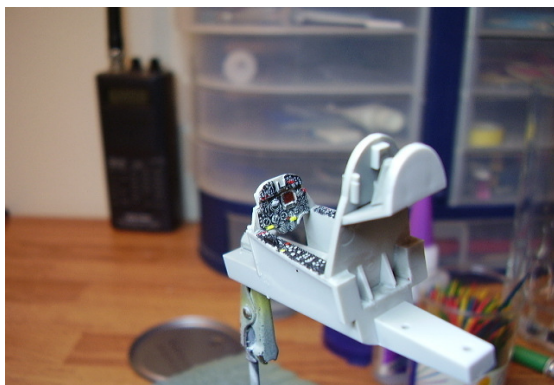
Hasegawa 1/48 scale A-4M Skyhawk Kit # 09611

Article by Colin Kunkel

The McDonnell Douglas A-4 Skyhawk was a small aircraft, but fills a large part of aviation history. The A-4 has served with numerous countries, and in fact, is still in service in countries like Brazil and Argentina.

A-4 kits were rare in 48th scale for a while. Early kits were released by Fujimi and Monogram, but those kits became hard to find, unless you were lucky enough to win one on Ebay.

Within the past few years, Hasegawa has released a series of new tool A-4 kits in 48th scale to fill the void. On a recent trip to Calgary, I picked up Hasegawa's A-4M Skyhawk "Last Skyhawk" boxing. Kit itself is typical of Hasegawa...fine recessed panel lines and the kit contains several different sprues that contain parts for different variants of the A-4, so paying attention to the instructions is crucial here so that the correct parts are used.



Work started with the cockpit. Cockpit was painted grey and the instrument panels painted flat black. A bit of a departure for me was using the kit decals for the main instrument panel. Once in place, the decal looked really good. The only addition I made was using a piece of film negative on the TV screen, giving it the look it would have when powered down.

From there, work was done on sanding the interior of the air intakes. Once done with the intakes, the fan face

for the engine and exhaust pipe were glued into one of the fuselage halves along with the completed cockpit and nose gear well and the entire fuselage was assembled. Various scoops, the avionics hump, along with the wings were then added and the model was filled and sanded in preparation for paint.

The kit decals depicted the last A-4 Skyhawk ever built by McDonnell Douglas. It was an interesting paint scheme, but I opted for an aftermarket decal sheet from Microscale. Markings were going to be for an A-4M from VMA-311 "Tomcats" and the scheme was for a colourful high-viz scheme consisting of Gull Grey over white. Bottom of the jet was painted with Model Master Insignia White while Gunze Gull Grey was used for the top. Masking between the schemes was done with Parafilm M. A couple coats of Gunze Gloss Clear and the model was ready for decals.



The Microscale decals went on without any problems and all of the decals were treated with Micro-sol to snug them down onto the model. A final coat of gloss was sprayed, followed by a wash of Model Master Gloss Black, which was wiped off in the direction of the airflow.

Next, a coat of Gunze Flat was sprayed, followed by some weathering added with artists chalks. I kept weathering to a minimum as photos I had found showed very little to no weathering at all.

Continued on Page 9

President's Ramblings continued.....

Update December 30, 2006: On the advice of an unnamed RSM member, I attempted to use liquid masking juice to mask off the Batcycle scallops. The result.....that's 2 in a row that ended up in Lake Castrol.

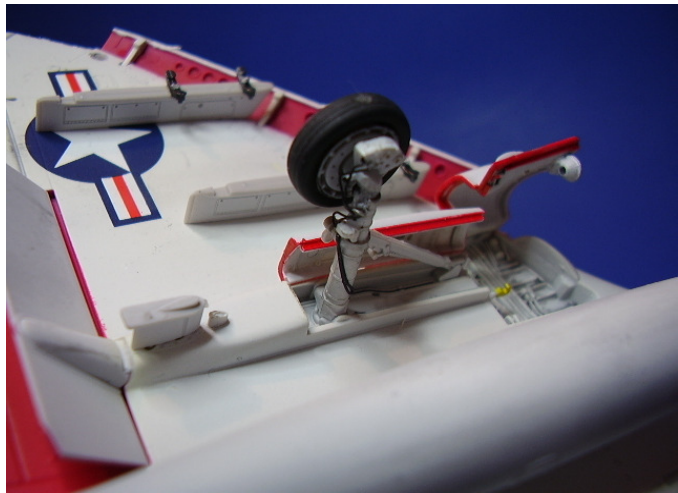
Anyhow, after stripping, cleaning and respraying the bike, for the second time in 2006 I got out the Parafilm M. Success at last. Today, as I was nearing the final stages of completion of the Batcycle, I left the project on Lincoln's highchair. He ended up with the Batcycle in his mouth breaking off the chrome foot pegs. These were about the only parts in the kit that went together without finagling.

So now I have Colin asking for my contribution to the Antenna and this is where I must stop. Don't worry I'll keep you up to date next year.

A-4M Skyhawk Build continued.....

I then set the fuselage aside and concentrated on working on the landing gear and canopy.

You have to watch here...there are two sets of main gear in the kit, so make sure you use the set specific to the A-4M. I wanted to dress up the gear a bit, so out came the reference material and I added some hydraulic/brake lines to the main gear legs using beading wire. The wire is very easy to shape and works well in 48th scale for this application, and the extra detail really adds to the kit.



Once the gear was completed, I turned again to the cockpit. The kit ejection seat is alright, but could use some belts for extra detail. I decided I liked the look of a resin seat a little more, so I opted to go with a True Details ejection seat for my Skyhawk.



The seat was sprayed with Tamiya Nato Black. The survival pack underneath the seat cushions was painted green while the cushions themselves were painted with Gunze Khaki. The belts were painted an off white and the buckles painted with Tamiya Flat Aluminum. A gloss black wash was then applied before a final flat coat was sprayed over the seat. Finally, the ejection handles from the kit seat were added to the resin seat. Some light sanding was needed on either side of the seat to fit into the kit cockpit tub, but the seat adds a lot to the kit.

A-4 Skyhawk continued.....

With everything painted and weathered, I moved into final assembly. I opted to pose the speed-brakes partially open on my kit. They usually aren't open on the ground, but hey, it's my model, right?? Along with the speed-brakes, the leading edge slats were added, along with landing gear, gear doors, various little fiddly bits and finally, the canopy and windscreen.

Now, when attaching those fiddly bits...and we've all had this happen before, some of those parts have a tendency to fly out of the tweezers and disappear never to be seen again. Well, that happened with a couple of clear parts, one of the anti-collision beacons and a clear cover for the carrier approach lights. So, I turned to my bag of tricks and broke out the Microscale Krystal Klear. The approach light was easy to do as I just had to fill in the void, but the anti-collision beacon took a bit of quick thinking. I was actually able to mould the Klear into the shape of the beacon. A coat of clear red paint and you can't tell the difference.

Finally, the canopy, centerline drop tank and an assortment of weapons (added after I took the photos) were added and the A-4M was finished.

Overall, the kit is fantastic and typical Hasegawa. Great fit, excellent detail and a great subject as well. If you are looking for a great model of the A-4 Skyhawk, I'd highly recommend the Hasegawa family of Skyhawk kits.



(Above) Two views of the finished model.

(Left) Close-up of the tail markings for VMA-311. Red portions of the rudder were all applied using decals. The red decals on the ribs were the most tedious part of the whole decaling process.