

Antenna



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

Leonardo da Vinci



Barry Novak brought out this wonderful Academy 1/35 scale M551 Sheridan to the May meeting.
Photo by Colin Kunkel

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June 2008
Newsletter of
the Regina Scale
Modellers

RSM Website: <http://www.angelfire.com/sk2/scalemodeling>

Optional Parts

Hello everyone:

Another year has now been completed. This year was an especially trying one for some of us and there have been a few low points, some regrettable occurrences, and some things that could have been better handled. Even though it was tough to get enthused on more than one occasion, we had a few good times and a few success stories. Let us all strive to put this year behind us and hopefully the next will be better for us all.

Upcoming events include the second annual model swap and sale to take place at Kevin Krienke's garage on Saturday May 31. This was a good time with last year's event with actual exchanging of plastic and money only making up a small part of the day. This event will also be open to the public. In addition to potentially picking up that long sought after kit for a song, it is also a good time complete with donuts, coffee, and good friends and conversation. We will wrap up the year with the June meeting's club contest to be followed by a pizza night with the pizza to be paid for by the club.

It was with pleasure that the executive had V.P. Patrick Elkington present Honourary Lifetime Membership Awards to two senior members of the club: Rob Wheeler has been the longest surviving member of the club, since the early 1970's, and Dave Schmidt for 25+ years of membership. Dave has been a regular at most meetings and club events and we are glad to have him sticking around.

You now have the summer to build for next year's Expo, Majestics, and club contests, as well as just to build for the enjoyment of it. The summer also allows us the opportunity to use all the smelly solvents and paints in the fresh air outdoors, rather than stinking up the house as they have been doing all winter. Let us all thrive and prosper, presiding over our little plastic empires. That we all talk the same language is one big advantage and the reason for our club's existence.

Michael Evans
Club President

RSM Club Executive (Sept 2007-Aug 2008)

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

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

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1/72 scale Huma Lippisch DM-1, kit no. 2511, 1/72 scale by Allan Magnus

A brief historical look at the DM-1...

The DM-1 was just one of many experimental aircraft of the noted aeronautical engineer/designer Alexander Lippisch, who like many other engineers, was looking at the issues surrounding supersonic flight. By 1943, this was becoming a growing concern as aircraft speeds were approaching that of sound. For Lippisch, tailless delta winged aircraft was seen as one possible solution to supersonic flight.

Though the high speed qualities of tailless delta wing craft were promising, it was less know how well they performed at low speeds. The DM-1 was built to investigate low speed handling characteristics of delta winged aircraft. As such it was designed as a glider. Test plans were to piggyback the DM-1 on top of a Seibel 204 transport, where the DM-1 was to be released for test flights upon reaching sufficient altitude.

The shape of the DM-1 delta shape was based on the proposed P.13 ram jet powered delta fighter conceived by Lippisch.

To limit the use of strategic materials, the structure was built completely of wood. Tricycle style, retractable landing gear was employed.

It appears the plane was not flown before the German surrender in World War Two. It was captured at Prien airfield by US forces in 1945 and was shipped back to the United States, where it was given to the NACA for testing at Langley Field. From there it eventually made its way into the Smithsonian's National Air and Space Museum's collection. Currently it still sits in its shipping crate awaiting restoration.

The kit...



The kit comes in the typical thin cardboard box common with eastern European manufacturers. Inside there are two sprues. One sprue contains 24 tan coloured parts for the body and cockpit. The panel lines are recessed, with their depth and width being somewhat inconsistent.

The clear parts are very thick, but reasonably clear. The nose window (part #22) is a bit out of round along the edge that meets the lower body (part #6). Both it and the canopy have quite prominent ridges around their outer perimeters.

There are no part numbers molded onto the sprues to ease identification. The decal sheet consists of an instrument panel, and 6 black outlined crosses. The instruction sheet consists of 4 pages - one page containing an exploded diagram for the construction, one page with a 3-view diagram of the aircraft and colouring information, and the remaining two pages have specs and historical information in English, French and German.

References...

Deciding on the colour scheme for the model was a problem. The instructions specify an all-over wood brown colour, but I did not want to attempt to simulate wood using paint alone, and I was not sure that my solitary sheet of simulated wood decal paper would be enough. So I decided to see if the machine was ever seen in something other than in its natural wood state.

An internet search provided me with the information that the DM-1 still existed and was in the collection of the Smithsonian's National Air and Space Museum.

RSM Upcoming Events

June 6

Club Elections
Modeller of the Year Award

Bring and Build Night

Bring a kit to build at the meeting!!

July

NO MEETING-SUMMER BREAK

August 8

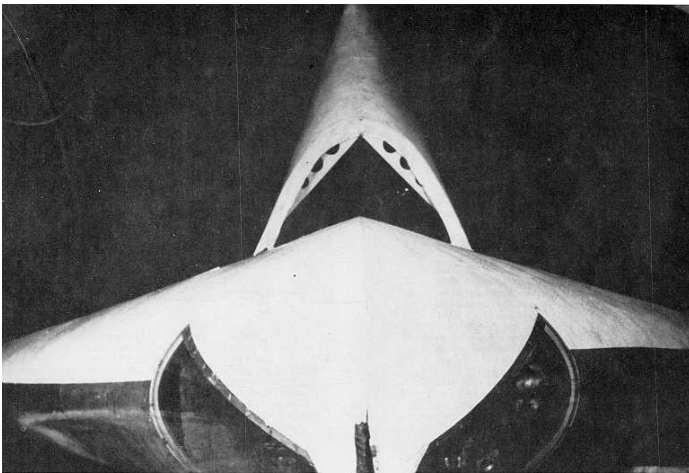
Bring and Build Night

Bring a kit to build at the meeting!!

Taking a chance, I emailed the NASM, and was directed to Russ Lee, the director in charge of the DM-1. He indicated that he has never seen the aircraft and that it was still in its crate, but he did provide some useful pictures and information that showed the DM-1 in a half-and-half scheme, where the uppers were painted white, and the undersides were left in their natural stained and varnished wood state. Particularly intriguing was the division line between the upper and bottom surfaces. It was not located at the same place on the port and starboard wing leading edges.

Working with what data I had, it appears that the aircraft was left in its natural wood finish while in Germany. At some time after its arrival in the United States, and probably while it was with the NACA, the top half was painted white. Later the complete airframe was covered with white.

Once I saw this half-and-half scheme, I knew that it was the one to do. Besides, this scheme would give me some room for error with my sheet of wood coloured decals.



The DM-1 in its half-and-half scheme showing the asymmetrical demarcation between the white uppers and the natural wood unders.

Putting it together...

Construction is a simple affair, but watch for the odd sink mark here and there. My particular example had sink marks at the top of the fin, part numbers 18 and 19.

As usual, construction starts with the cockpit. The instructions state no specific colour for the interior so it was painted a light tan wood colour on

the assumption the cockpit was natural wood. The tan didn't match the wood decal sheet extremely well, but then you won't be able to see much inside anyway so it will be next to impossible to tell.

The seat, control stick and rudder pedals were painted black-grey, and the bulkhead behind the pilot was covered with a piece of the wood decal. Here is where I used the only image from the kit's decal sheet, that being the instrument panel. The cockpit parts all attach to a floor (part #1) that fits into the bottom half of the craft. Once the floor pan is attached, the upper part of the body can be attached.

Join the rudder and fin pieces together, and attach it to the body. Then add the ailerons, and the kit is basically complete. Some filling will need to be done on the port seam where the fin and body join. The holes on the wings for the ailerons are too big, and need to be filled a bit. And the seam along the leading edge of the wing/body will need a fair bit of work because the upper half is marginally larger than the lower half.

Some weight was added behind the cockpit bulkhead to make sure that the kit will sit on its gear. The gear doors were not used and put into the parts box.

On to the task I dreaded - applying all those decals...

I had never covered a large area of a model exclusively with decals before so I was a bit anxious to see how it would turn out. I knew the decal application was going to be the most labour intensive and trying portion of the build.

The whole kit was sprayed with Testors Light Grey as a primer. All blemishes were identified, fixed, and another light coat of primer was applied. Next came two coats of Aeromaster white enamel (9002) airbrushed on the upper surfaces. This was then masked and the undersides sprayed a mix of gloss orange and brown paint to act as the base for the wood decals.

On The Tables At The May General Meeting

Photos by Colin Kunkel



1/25 Lindberg Chrysler "Atlantic" Concept Car-Dave Schmidt



1/35 Dragon Pak 40 75mm field gun-Barry Novak



1/48 Revell (Germany) Mk IX Spitfire-Colin Kunkel



1/48 Revell CF-18A Hornet-Colin Kunkel



Patrick Elkington presents Dave Schmidt with his Regina Scale Modellers Lifetime Membership for 25+ years with the club. Dave joins Neil Hill and Rob Wheeler as the clubs Lifetime Members, to this date.

Huma Lippisch DM-1 continued from Page 4

Superscale 1/72 scale Light Wood Grain Trim decal sheet (TF-27) was used to for the natural wood undersides.

The 3-view diagram supplied with the instructions was compared with the kit, and found to be drawn to the same scale. I decided to apply the decals in pieces by using the 3-view drawing as a template for cutting out the panels so a few photocopies of the 3-view drawing were made.

Starting with the strip of panels running along the wing's leading edge, I cut the panels from the photocopy and attached them to the decal sheet. I cut the decal sheet around the paper leaving a small border to compensate for the curve in the wing. As each piece of decal was cut out, it was lightly perforated with a very sharp pin, soaked, and then transferred to the kit. A liberal dose of Micro-Sol was applied to get them to snug down tight to the surface. The first few decals applied this way were not to accurate in following the panel lines, but as I did more of them the more accurate I became. The last few decals applied fit almost perfectly though I did have to adjust subsequent panel pieces slightly to compensate for the size errors made with previous decals. I found that since the decals were flexible, I could cut them out, and then trial fit them to the model before I actually applied them. This allowed me to trim and adjust as necessary to get a good fit and to avoid overlaps. To cover the undersides, a total of 12 pieces were needed. The wood decals have a printed wood grain effect, and I cut the decals from the sheet without regard to the orientation of the grain. This resulted in a subtle patchwork effect on the kit that I think looks quite appealing.

On pieces that overlapped the wheel openings, I cut the decal where it passed over the opening and allowed the overlap to lie down into the wheel well. It did not worry me that this did not completely cover the insides of the wheel opening, as I was planning to apply additional decals inside the wheel openings later.

Next came the wheel wells. Each well was measured, and then two pieces were cut to cover the floor. Each piece was slightly over half the length of the floor, and oversized in width. The two decals were applied over each other with some overlap. This allowed the decals to extended past the edge of the opening into the inside of the body. After they had dried, I cut very thin strips of decal to apply to the walls. The strips were cut into four pieces, one for each wall, and applied.

The decal application was slow and tedious, but in my opinion the end result was worth the effort. After all the decaling was complete it became obvious that my decal sheet definitely would not have covered the whole kit.

For the final finish the white uppers were sprayed with Aeromaster Acrylic Flat (1003), followed by the under side receiving a coat of hand brushed Future Acrylic Floor Wax using a soft, wide brush.

The finishing touches....

The pitot tube/probe was painted black and attached to the nose. The wheels and struts were painted black and super glued to the kit. Make sure the rear wheels have a slight rake back towards the tail of the aircraft. The ridges around the perimeter of the canopy and the nose window had to be removed, so they were scraped and sanded off. Novus Plastic Polish was used to remove the scratches. Finally both clear parts were added using white glue.

Conclusion...

This is a relatively easy kit to build. The parts fit well enough. Only the clear pieces were somewhat disappointing.

If you go with the overall white scheme, this kit could easily be complete within a couple of days. If you choose a scheme with any of the natural wood showing, the time needed to complete the kit will be considerably longer if a good result is desired.

I would like to thank Russ Lee, of the Smithsonian's National Air and Space Museum, for his help and time with research on the DM-1.