

More At the Mall



No. 1 - This turbo DC-3 by *Chris Parsons* is a perfect example of a “what if” subject. What if Norcanair was still around, would they be operating a turbo-conversion such as this?



No. 2 - This 1/35th scale World War Two German Schnellboot was upgraded by *Greg Burke* from an intended Radio Control project (started by another model builder), into this impressive static display piece.

**Wednesday March 5th
...is a THEME NIGHT!**

#1. All the projects intended for the mall display that were not completed in time.

#2. Fast Movers.

Next Meeting – Wednesday April 2nd, 2014

Spare Parts is a monthly publication of the Saskatoon Chapter of the International Plastic Modellers Society (IPMS). Articles and comments should be submitted to Mike Reid, Editor, 41 Moncton Place, Saskatoon, SK S7H 4M6 or by email at minreid@shaw.ca.

THE EXECUTIVE PAGE

PROGRAMME FOR THE MARCH MEETING

6:30 - 7:30 pm Socialize, Bring & Build

7:30 pm **Business Agenda** (no reason not to continue building at the same time).

Visitors and introductions.

Open Forum:

Old Business: Mall show - review results.

New Business: Preliminary list of participants for the Draggins Show.

Junior Time.

Reports and Updates: Treasurer.

Models on the Display Tables.

Prize Draw

2014 EVENTS CALENDAR

March 5th: Club Meeting Theme Night.

#1: All projects intended for the mall display that were not completed in time.

#2: Fast Movers.

March 9th: Take down mall display.

March 16th: Sunday Build Group - Rusty Macdonald Library (Lawson Civic Centre) at 1pm.

April 2nd: SMAS Springtime Swap & Sale Event.

April 11th - April 13th: Model car contest at the "Majestics Car Show" in Regina.

April 13th: Sunday Build Group - Rusty Macdonald Library (Lawson Civic Centre) at 1pm. **Please note this is the second Sunday because of Easter.**

April 18th-19th: Draggins Car Show; Model Contest and Display.

April 25th-26th: IPMS Winnipeg, Valour Con 5 model contest at St. James Legion, Portage Avenue.

May 7th: Regular club night.

June 4th: Club Meeting Theme Night.

#1: Show Cars.

#2: Comedy and Cartoons.

September 3rd: Club Meeting Theme Night.

#1: The Battle of Britain.

SPECIAL CONTACT FOR ARMOUR BUILDERS

One of the observers at the mall show to whom we got chatting, is a man by the name of **Ivan Gorbunov**, who emigrated to Canada from Central Europe some years ago. Although not a model builder, it turned out he was heavily into computer "Tank Warfare" games. Because of that and because of contacts in his homeland, he can direct people to sources at two of the major museums, one of which I believe is in the **Ukraine** and the other in **Russia**. Evidently these sources have access to large amounts of detail information about both **Soviet** and **German AFV's**. If this is intriguing to anyone, please contact **Ivan** at ivenow@gmail.com.

- Mike Reid

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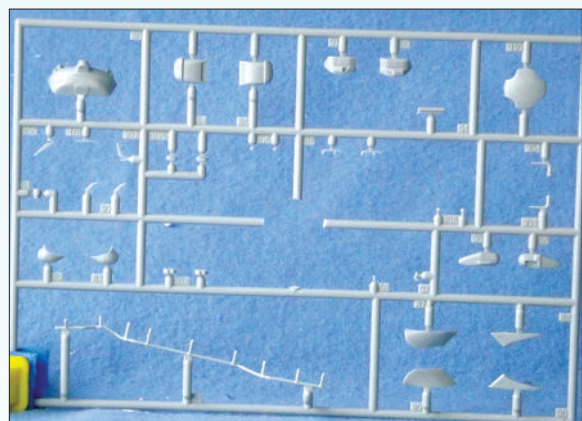
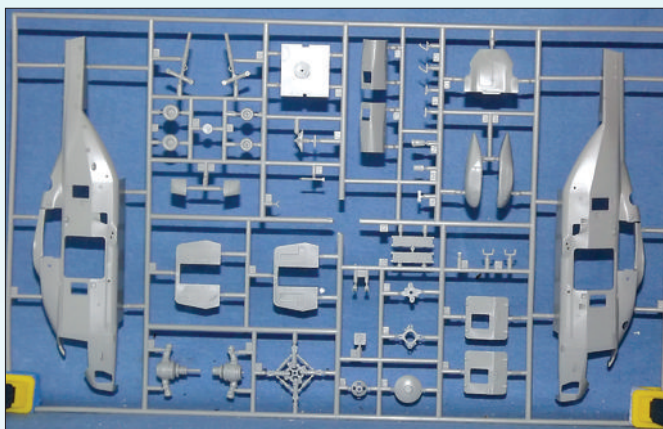


A PEEK IN THE BOX

NH90 NFH "Navy" in 1/72nd Scale from Revell Germany

Although not a new release, this kit is still fairly recent and shows the complexity of some current products. We know there are people getting back into the hobby who browse through today's kits on the hobby store shelf, then complain about how expensive things are these days. They are probably remembering the old "\$7.99 (or less) at **Pinder's Drug Store** days, when gas was 50 cents a gallon or whatever. You only have to look at kits from that era to realize there is no comparison with modern times as far as quality and details are concerned.

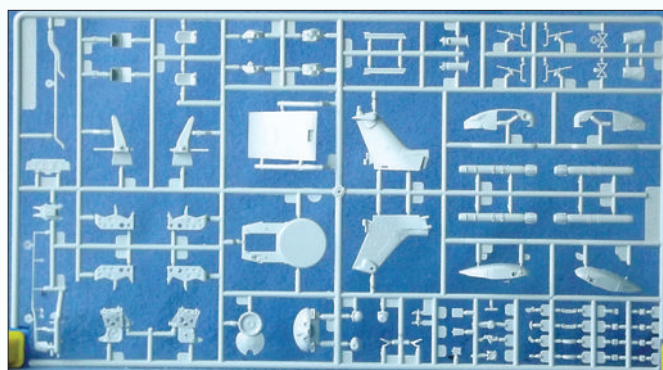
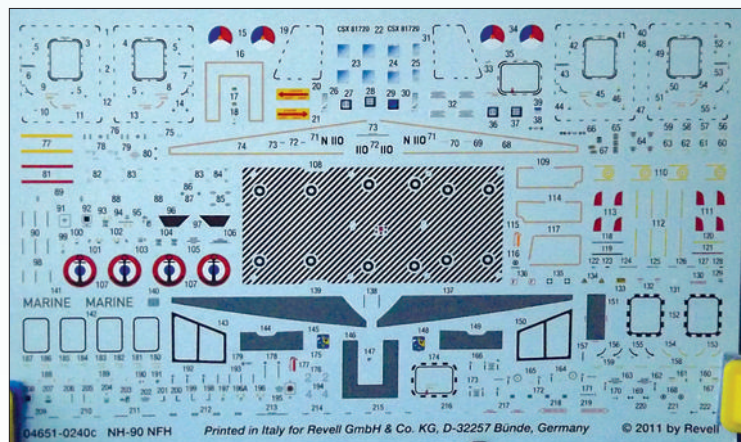
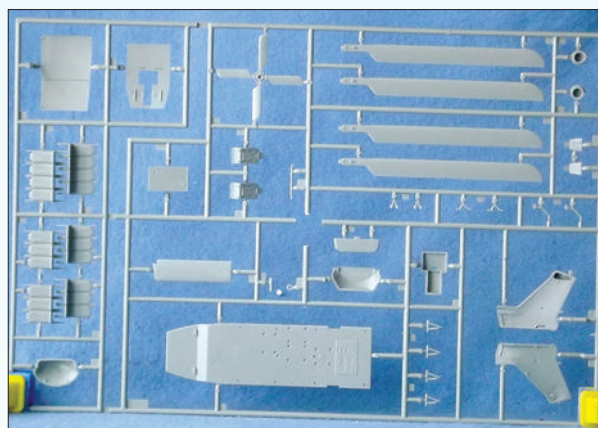
This kit is apparently an updated, maritime version of a previous issue of the helicopter, with over 160 parts and all for less than \$25 in most places. Judging from the instructions, the cockpit section alone is a project in itself. In general the parts are moulded sharply, with lots of fine, engraved detail. There was one sprue (possibly from the original mould?) that had a little flash on some small pieces (but nothing significant) and with some seams on a few round parts. The seams will not take much in the way of sanding to remove. Even under close scrutiny, no ejector parks or sink holes made themselves visible on parts that will be exposed. Looking at the care with which the parts have been moulded, you have to think they will also fit together very well.



The decal sheet is also impressive with markings and stencil details for aircraft in service with both the **French** and **Dutch** navies.

All-in-all this kit is a prime example to quote as "*good value for money*", in response to any comments about how expensive the hobby has become.

- Mike Reid



STUFF ON THE TABLES

January & February Meetings (January material courtesy of Mike Lewis)

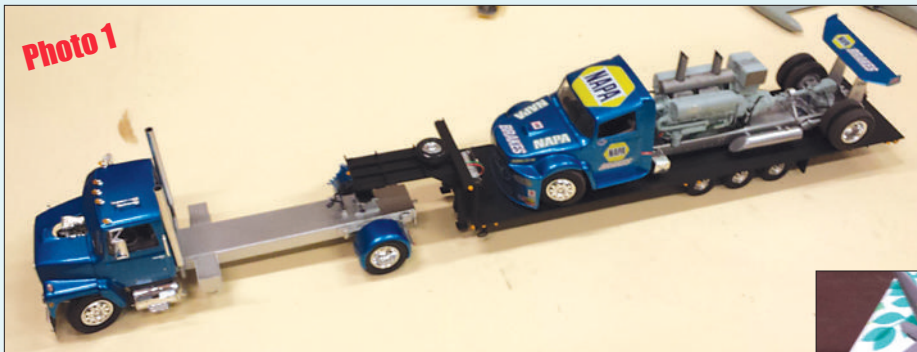
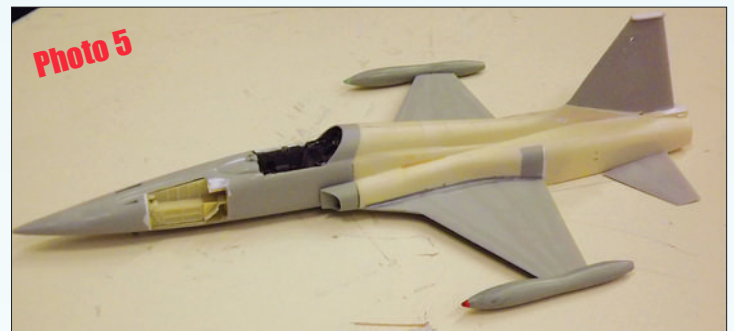
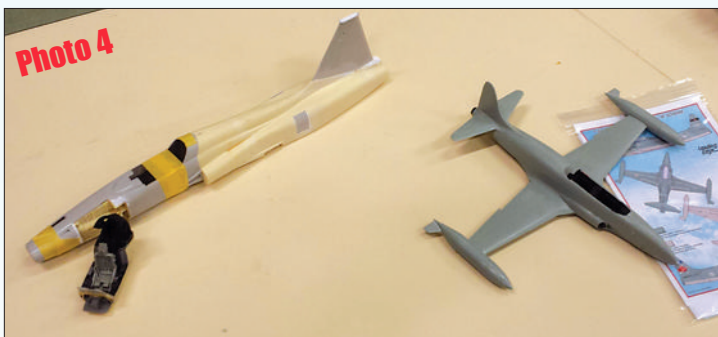


Photo 1 shows a scratch-built, Salt Flats Semi-Truck Race Team by *Andy Salamanchuk*.

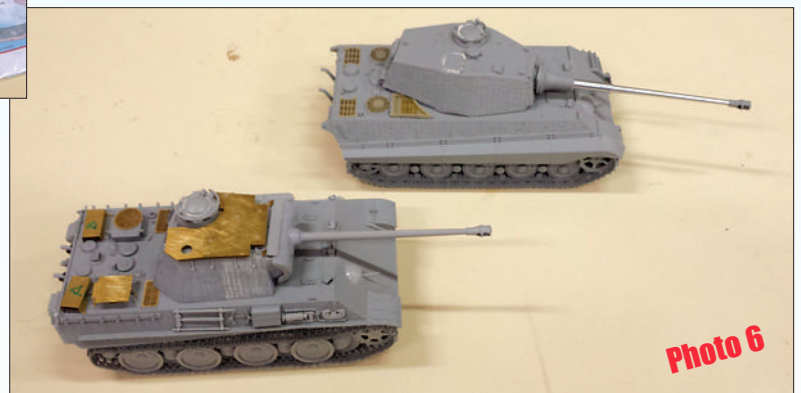
Next in Photos 2 and 3 are two modern jets in 1/32nd scale from *Chris Parsons*; a Trumpeter kit of the AV-8B Harrier and a Hawk from Kinetics.



Another modern jet in progress seen in January (Photo 4) from *Colin Kunkel* is a Hasegawa/Belcher Conversion CF-5A Freedom Fighter. What a difference a month makes; the same project in February (Photo 5)!



Two 1/35th scale projects in progress before painting (Photo 6) were shown by *Mike Lewis*; a Dragon kit of the Tiger II and an Italeri Panther Ausf A.



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Photo 7 is a Tamiya SU-122 Assault Gun by *Ray Moskowec*.

Two more of *Colin's* projects are seen in **Photos 8 and 9**, both 1/48th scale **Hornets** that will be presented to RCAF personnel for special occasions.



The **Hudson** body was shown by *Wes Braid* specifically because he used **Alclad** paint for the trim. **Photo 10** shows the results which *Wes* is not overly happy with, since the clear coat used to protect the Alclad has reduced the shine noticeably.



Too late to make the opening of the mall show is the **Hamilcar** glider in **Photo 11**. Being built by the *Editor* from a **Sangster** (ex-**Conrail**? kit) which was very basic and included white metal parts for a type of undercarriage that was never used on operations. The undercarriage (still to have wheels fitted) was made from plastic and metal using a cutaway drawing of the aircraft as a guide! (*A guide to a glider - should have been able to make something funnier out of that*).

- Mike Reid

PAINT PALETTE

When it comes to acrylic paint materials, there are so many possible combinations that it is important to know which mixtures work and which do not. When *Dave DeBack* first approached painting his large scale **Alfa Romeo** he decided that a bright yellow colour in “**Apple Barrel Gloss**” was exactly what was warranted. So after starting with a white primer from the “**Painter’s Touch**” range, **Apple Barrel** yellow was diluted with rubbing alcohol and applied using an air-brush. Unfortunately that combination did not work since the **Apple Barrel Gloss** showed no inclination to stick properly to the primer. The colour coat peeled off cleanly when some masking tape was removed - so scratch that idea. So from *Dave’s* results we have to ask; was the problem caused by the **Painter’s Touch** primer, or does the **Apple Barrel** have to be thinned with something other than straight rubbing alcohol? My tests with **Painter’s Touch** primer using other brands of acrylics for the colour coat, did not indicate significant problems, but my thinner was a mixture of **Home Hardware** floor finish and **Triple Thick gel**. That particular mixture seems to add “bite” to most of the craft acrylic paints. Since I have a large investment in **Apple Barrel Gloss** colours I figured more tests were in order. Results are looking good and will be detailed next month.

So just how did *Dave* solve his paint problem? After removing all the acrylic, he turned to a yellow spray can from the **Painter’s Touch** range and used that for the colour coats. From what he has found on various forums, many builders of those large scale cars are using regular spray cans instead of air brushes. The **Painters Touch** for plastic in particular seems to lay down very smoothly. Dave reports that some work with abrasive “plastic wool” and some polishing resulted in an excellent finish. That sentence almost included the word “sanding”, which is a leftover from the (not so good) old days when furniture sand-paper was one of the few abrasives available. In this day and age we really need a better term to describe the process involved because the term “sanding” is obsolete.

Sometimes one suggestion can solve more than a single problem, although the initial drive behind the next idea was more financial than technical. It started with a “recipe” for a home-made thinner, published on a web site in England, intended as a replacement for **Tamiya** brand thinner. It requires 99% rubbing alcohol, distilled water and two products from “**Winsor and Newton**” in their “**Galeria**” range; those products are **Flow Improver** and **Flow Retarder**. Follow-up on the use of those will be done by *Brad Boyle* once a local source of **Galeria** is confirmed. In the meantime my efforts along similar lines used a mixture of 50% rubbing alcohol with **Winsor and Newton** (basic range?) **Retarder** and **Flow Improver**. Although apparently from the same manufacturer, presumably there are evidently differences between the ranges. Taking note of *Chris’s* comments below, my recipe was 300ml alcohol, 5ml **Retarder** and 5ml **Improver**. This mixture gave acceptable results with both **Martha Stewart** and **Behr** paints, although the adhesion could have been a little better. Testing with “aggressive” masking tape lifted some small chips of paint. So to try improving the adhesion, a mixture with **TRIPLE THICK GEL** was prepared, which changed the formula to 60 ml of 50% rubbing alcohol, 60 ml **Triple Thick Gel**, 10 ml **Retarder** and 10 ml **Flow Improver**. The formula worked well with **Apple Barrel Gloss** but has yet to be tried with other brands of paint. During use, the lack of build-up or clogging around the nozzle was noticeable and was something which addressed the technical problem mentioned earlier. Where a high gloss finish is required, the trick may be to add some gloss varnish to that same formula. Incidentally one comfort when playing around with this stuff, is knowing that all of these materials do not contain solvents. That means the possibility of destroying half the street with a massive explosion is not in the cards!

There are other additives on the market and *Chris Parsons* recounts some of his experiences with those as follows:

Re: The Hawk (see photo in On the Tables)

The **Hawk** trainer in the mall show was painted with **Tamiya Acrylic Royal Blue** (my substitute for **Oxford** or **Insignia Blue**). It was primed with **Tamiya Flat Blue**, wet sanded and polished, then painted with **Tamiya** (all acrylics) **Gloss Royal** which was allowed to dry for a while before I did any other work and/or left my trademark finger prints in the paint job. I am pretty happy with the gloss I got from the paint on this job, although not because of any abilities I may think I have...I think it’s because of the retarder I mixed into the paint which allowed it to lay down and smooth out before it dried. The only thing I am doing differently lately is to mix a lot more retarder in my paint, thinner, retarder mixture almost 1:1:1...actually with the retarder and thinner ganging up on the paint it’s more like 1 part paint 2 parts thinner/retarder, then the same mixing with the gloss clear top coat.

Re: The DC-3 (see photo on the front page)

I found out on my **DC-3** that the paint lays down way better with the retarder mixed a lot more heavily. I was using the ratio recommended in forums and “professionals”, saying to add a couple of drops of retarder to about a half paint half

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thinner mixture, I was getting tired of my gloss paint jobs looking orange peeled so took a drastic step, albeit on a scrap model (**Roadrunner** actually) and mixed the paint to thinner to retarder in equal proportions. There were runs and fish eyes galore until I figured out I needed to put down a few layers of paint mixed in conventional ratios of retarder, allow that to set up and then hit it with a wet coat of my heavily retarder laden paint. The finish on the **DC-3** is the result of this new (to me) method of applying this paint. If this helps anyone else get better paint jobs then my job here is done. Also as a side note...the mixture also works with **Future Wax** and flat colours.

The comment from **Chris** about **Future Wax** leads me to wonder if adding **Flow Improver** will solve the problems experienced when trying to dip large flat or gently curved surfaces, such as the clear parts for cars. Then taking that thought one step further, would it work for dipping complete car bodies?

- Mike Reid

SHOPPING CART

"Look at this and it did not come from the dollar store!" was **Greg Burke's** announcement on showing me the abrasion set in **Photos 1 and 2**. While exploring the paint section at **RONA**, **Greg** found this set comprised of a plastic holder with various grades of abrasive.



abrasive. What is different about the product is the abrasives attach to the handle by a hook-and-loop system, much like **Velcro**, only with much smaller hooks. This particular set is obviously intended for home renovations, because 320 is the finest grit included. Fortunately the manufacturer (**Gator Finishing Products**) sells finer abrasive sheets than that, although 400 grit is the finest carried by **RONA** (**Photo 3**). The 400 comes in large sheets that are simple to cut to suit the handle. According to **Gator** there are 600 and 1000 grit sheets available from **Canadian Tire**, although I have yet to find those. Even though 320 grit is far coarser than most model builders are likely to use, it proved very useful for rough-shaping wheel arches made from two-part epoxy putty (**Milliput**). Also the

400 grit has been used for those jobs where 400 **Wet-N-Dry** would normally come into play. Both 320 and 400 grits were used wet and there was no sign of abrasives coming off of the backing.

For the second item we return to a **Dollar Store** environment, but this time the **DOLLAR TREE** franchise, where **Wes Braid** has been poking around. One of the things he picked up was a four-faced pad intended for buffing finger nails (**Photo 4**). Even the face described as "filing" is not particularly aggressive, so I am sure this little pad will prove very useful. There is already one car body on **Wes'** work table that was buffed and polished to the point where he says it probably will not need to be painted! That is an interesting method for finishing car models. I am not sure how we would accommodate that approach using the current criteria for entrants in the **Druggins** contest for instance. If memory proves correct, we have seen at least one model done that way in the contest, but it was before we had our latest criteria.

- Mike Reid



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SMAS meets on the first Wednesday of each month at the Parkridge Centre, 110 Gropper Crescent, Saskatoon (off Fairlight Drive), officially starting at 7:00 p.m. Any suitable material received for the newsletter on the Sunday before the meeting, stands a very good chance of being printed for that issue.

