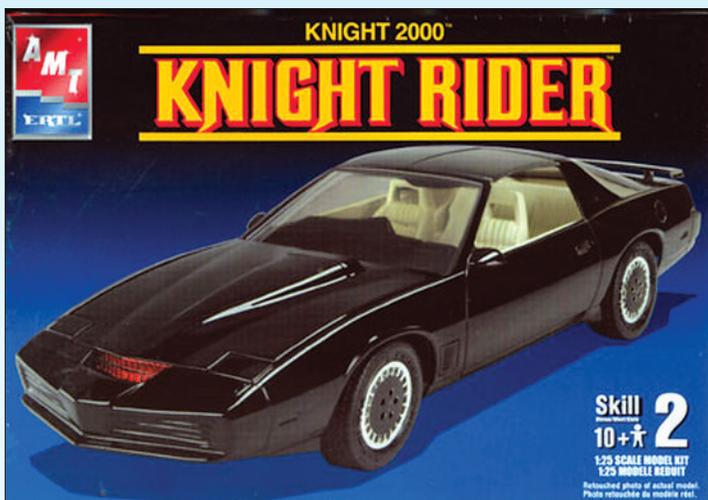
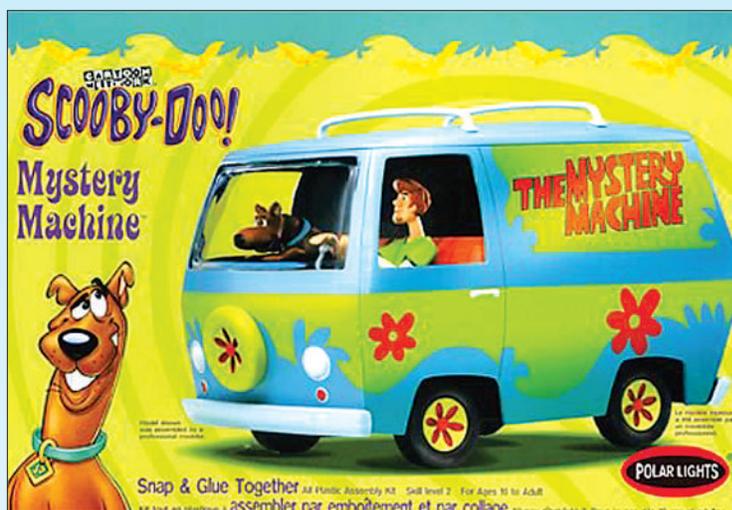
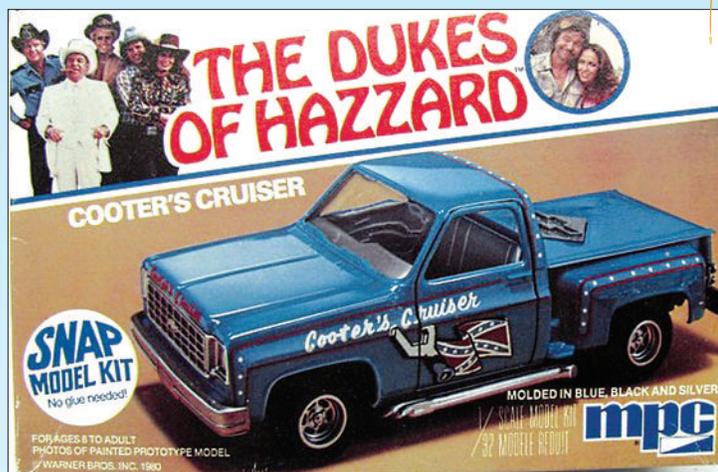




Once again, it's

# THEME NIGHT!



**This Meeting – Wednesday, June 4<sup>th</sup>  
...is a THEME NIGHT!**

- #1. Show Cars.
- #2. Comedy & Cartoons.

**Next Meeting – Wednesday July 2<sup>nd</sup>**

*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](mailto:minreid@shaw.ca).

## THE EXECUTIVE PAGE

### PROGRAMME FOR THE JUNE MEETING

- 6:30 pm** Set-up, Socialize, Bring & Build.
- 7:00 pm** Continue review of miscellaneous paints including hardware store metallic spray cans.
- 7:30 pm** **Business Agenda** (no reason not to continue building at the same time).  
Visitors and introductions.  
Open Forum:  
Old Business: June Saturday workshop - what topics to be addressed?  
New Business: SMAS Barbeque; Set up a contact group for the Nutana Legion Artifacts Room; Possible club trip to the Bill Benson Museum at the Humboldt Legion Branch, including a group build demonstration and/or display.  
Junior Time.  
Reports and Updates: Treasurer.  
Models on the Display Tables.  
Prize Draw

### 2014 EVENTS CALENDAR

- June 21<sup>st</sup>:** Workshop and build session hosted by Greg Burke.
- July 2<sup>nd</sup>:** Regular club night.
- July ??:** Sunday Build hosted by Brad Boyle?
- August 6<sup>th</sup>:** Regular club night.
- September 3<sup>rd</sup>:** Club Meeting Theme Night.  
**#1: The Battle of Britain.**  
**#2: The Vietnam War**
- October 1<sup>st</sup>:** Fall Time Swap & Sale!
- October 11<sup>th</sup>:** GOMBS Modelfest 2014 at the Forest Lawn Legion in Calgary.
- November 5<sup>th</sup>:** Annual General Meeting
- December 3<sup>rd</sup>:** Club Meeting Theme Night.  
**#1: Adversaries.**  
**#2: Ships and other Maritime subjects.**

### 2015

- March 9<sup>th</sup> - April 12<sup>th</sup>:** SMAS Display at Centre Mall.
- April 3<sup>rd</sup> - 4<sup>th</sup>:** DRAGCON 15 Car & Truck contest.

## NOTES FROM THE MEETING AND MORE

This time last year we were still dealing with the sudden death of *Greg Empey*. With the passage of time his widow *Elizabeth* has been able to come to terms with the situation, especially in regard to Greg's model building activities. One of Greg's aims was always to encourage the younger crowd and he was an active participant in the kid's group run by *Murray Kish*. Consequently Elizabeth has decided to donate a number of kits to *Rick Hales* for the junior group in *Warman* that we hope will be active again later this year.

One of Greg's main interests was **World War Two** aviation which showed itself in his collection of 1/48<sup>th</sup> scale items. We found out just recently that his "**Tuskegee Red Tails**" had in fact been shown somewhere in the U.S.A. Apparently somebody visiting Saskatoon had seen the display in the mall, subsequently arranging for it to be sent south of the border, evidently for some special presentation. In the early part of last year we had visited the artifacts room in the **Nutana Legion** to see about putting models on permanent display. Much of the display would have been Greg's models so obviously events interfered with the idea at that time. It was during that **SMAS** visit when *Logan Eden* was sort of coerced into being our coordinator with the Legion. Unfortunately Logan has found it difficult to interact with Nutana due to work and other commitments, so another club member, or more likely a team, will be arranged for the duty. When it does get organised, and provided the Legion can accommodate more displays, the intent is to

...Continued on page 3

### CLUB MEMBER DISCOUNTS

**Hobbyworld** 

Ph: 306-652-4775  
Email: sales@rchobbyworld.com  
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Saskatoon, SK S7K 7C3



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P.O. Box 339, 279 Bellamy Avenue  
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300 - 13th Street West  
Prince Albert, SK S6V 3G3



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place Greg's completed models there. But there are many more of his kits that need to be completed. They range from just started to nearly complete but still needing some work. The idea is SMAS members will take the kits and finish them off for donation in Greg's name to the Legion.

Apart from the kits already started there are some which although opened, are complete and in a condition where they could be sold. Those items will be going on consignment to **Round Two Hobbies** and the proceeds will go to our **Greg Empey Memorial Fund**.

As this was being written a suggestion was received from **Dave Hill** to consider a club visit to the **Legion in Humboldt**. Not only do they have a museum there, but it would also be an opportunity to put on one of our displays. Additionally, a build session/demonstration could be included especially since Dave has raised interest amongst some of the younger builders around Humboldt. No date has been set yet as we have to see what interest there is around SMAS, then planning can be done.

- Mike Reid

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## TIPS & TECHNIQUES

### Removing Unwanted Shine

This technique, although not new, is unknown to many people, and while relevant mainly to cars and trucks, it is worth repeating. Many of the models entered at the **Draggins** contest have "chrome" pieces that fall off. Let us call it "chrome" plating even though it probably is not and it represents not only that metal but stainless steel amongst other things. Why do such parts fall off? Because the plating protects plastic from all conventional glues and even super glue only does a half-hearted job. In other words a proper bond is not being made onto bare plastic. So the answer is to remove the plating where the part needs to be glued, so we will call that **Situation No. 1**. A search of commercial magazines will turn up a number of suggestions for the purpose, including brake fluid, certain strong bleaches and so on, but "Easy-Off" very seldom gets a mention. To my mind it is the best fluid for the job when taken from the plastic pump bottle as shown in the photo. If only a spray can is available it needs to be used in the same way as a plastic pumper. Put a small amount into a separate container such as a pop bottle cap. This is placed exactly where needed using a paint brush, tooth pick or something similar. After the plating disappears the area need to be wiped with a damp cloth. If a waxy coating remains, that must be scraped off or filed away. If the part, let us say a mirror, is going to be attached to an already painted body, Easy-Off can be used to remove just enough paint to expose bare plastic on the body for a really good bond.



Since **Situation No.1** deals with small areas of individual parts, then **Situation No. 2** must deal with larger pieces. That is where removing the plating can become a two stage process, depending upon how the kit manufacturer did the plating. Sometimes a coating of Easy-Off will clean the part down to bare plastic which then just needs to be cleaned with a damp cloth. But there are times when a waxy coating is left behind and even multiple coatings of Easy-Off have little effect. For me the only practical way to remove that wax is with an abrasive cleaner, such as **Comet** or **Old Dutch**, applied by tooth brush. A good wash and scrub after that is mandatory to remove any traces of abrasive.

There is also **Situation No. 3** where only part of the plating has to be removed. Typically this occurs for many sports cars, especially **Trans-Am** vehicles, where the cast alloy wheels had machined and polished rims, while the spokes were plated (anodized?) generally with a gold finish of some sort. That particular finish varied from light gold in colour to a dark bronze. Painting those colours over chrome plating just does not give the right effect, so removing the silver in the spoke areas is the only way to go. A small brush is used to remove only what is to be painted gold. Again a good cleaning with a damp cloth is necessary. In a couple of instances where the Easy-Off got onto the edge of a rim and left bare plastic, those spots were touched up with Testors Model Master chrome.

- Mike Reid

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## SMAS WEBSITE

Need to find SMAS newsletter back issues? Check us out! You can find them at: [www.smasonline.net](http://www.smasonline.net)



# STUFF ON THE TABLES

## April & May Meetings

Photo 1: all items are 1/6<sup>th</sup> scale by *Ray Moskowec*. 0.50 Browning Machine Gun, AK47 (x2) and M16 Rifle



Photo 2: Crane Truck, scratch built – *Andy Salamanchuk*



Photo 3: Motorcycle choppers (2x) – *John Wise*



Photo 4: 1/35<sup>th</sup> scale *Autoblinde* in German markings by *John Giesy*

Photos 5, 6, 7: More 1/35<sup>th</sup> German vehicles by *John Giesy* (no detail info available)

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...Continued from page 4



Photo 7

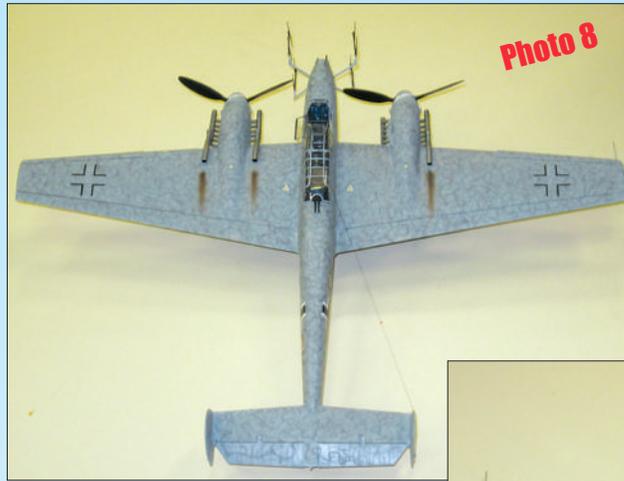


Photo 8

Photos 8 & 9: 1/32<sup>nd</sup> scale Messerschmitt Bf 110 G conversion by *Chris Parsons*

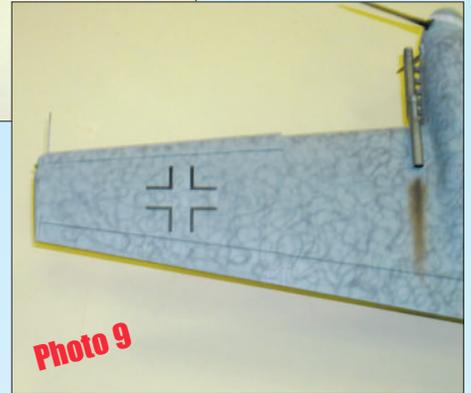


Photo 9



Photo 10

Photo 10: 1/32<sup>nd</sup>, F5A resin conversion by *Colin Kunkel*



Photo 11

Photo 11: 1/48<sup>th</sup> Kinetic F5B kit in an Aggressor Camo scheme by *Colin Kunkel*



Photo 12

Photo 12: 1/48<sup>th</sup> Academy CT-33 Silver Star by *Colin Kunkel*



Photo 13

Photo 13: Two Hasegawa CF18's in progress by *Colin Kunkel*



Photo 14

Photo 14: Two small scale aircraft by *John Wise*, a Curtiss Helldiver and Grumman F-14

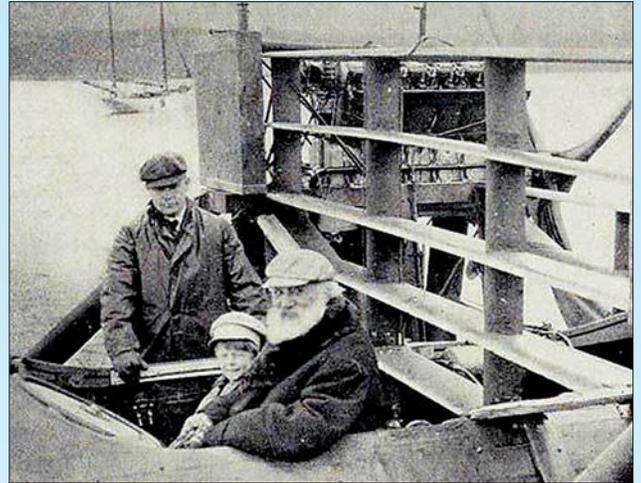
(Note: Unfortunately a number of the pictures taken at the two meetings were too blurred to be useful, so please do not be offended if your model does not appear here. You can always bring it to the next meeting and we will try again).

- Mike Reid

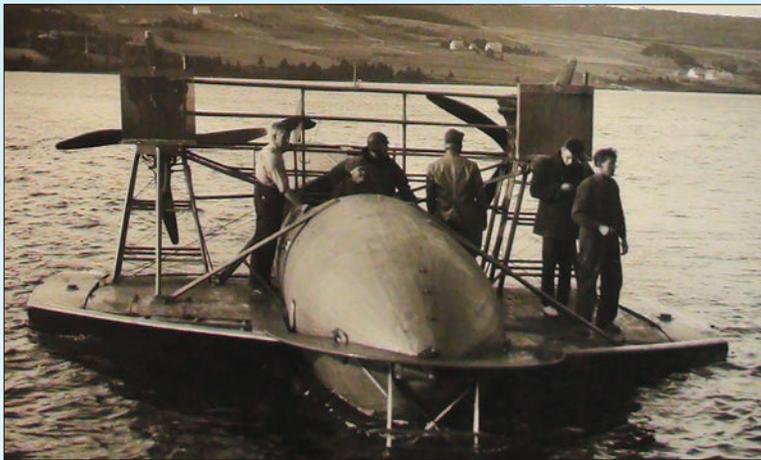
## CAM'S CORNER

### UFO (Unusual Floating Object) Seen at the Draggins Show. What the Heck is it?

I've been asked this question quite a lot lately since I built the HD-4. I like to point out what it isn't just to get people's attention. It's not a torpedo, not a submarine, not a Zeppelin, not a rocket and not a seaplane. What it is, is a little known invention of *Alexander Graham Bell*. The principle of lifting a boat out of the water with hydrofoil plates the same as aeroplane wings do in the air was known since 1861. Bell wanted to explore the principle and with his lab manager *Casey Baldwin*, they experimented with different designs on **Lake Bras d'Or, Baddeck Cape Breton, Nova Scotia** from **1906 - 1921**. The fourth design known as the HD-4 (Bell called the vehicle a hydrodrome) set a world record of **70.86 mph** on **September 9, 1919** using two 350 horse power, WW1 surplus Liberty aircraft engines. The record stood for 10 years. Bell tried to sell his



Alexander Graham Bell and young admirer.

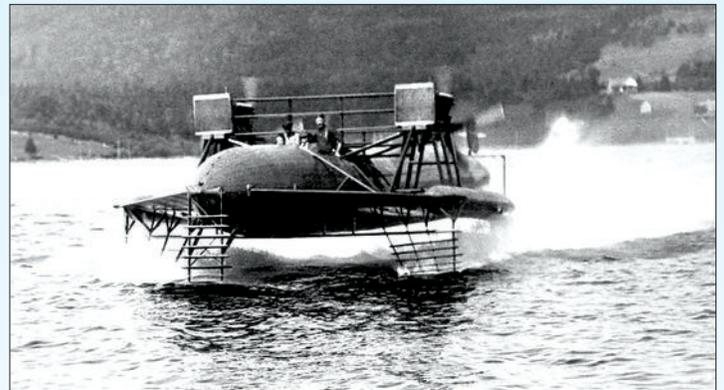


HD-4 coming into dock.

HD-4 produced by the **Trillium** company, which my brother bought for me as a souvenir. The construction method is balsa and



Full size replica HD-4 in Baddeck, Nova Scotia, Alexander Graham Bell Museum.

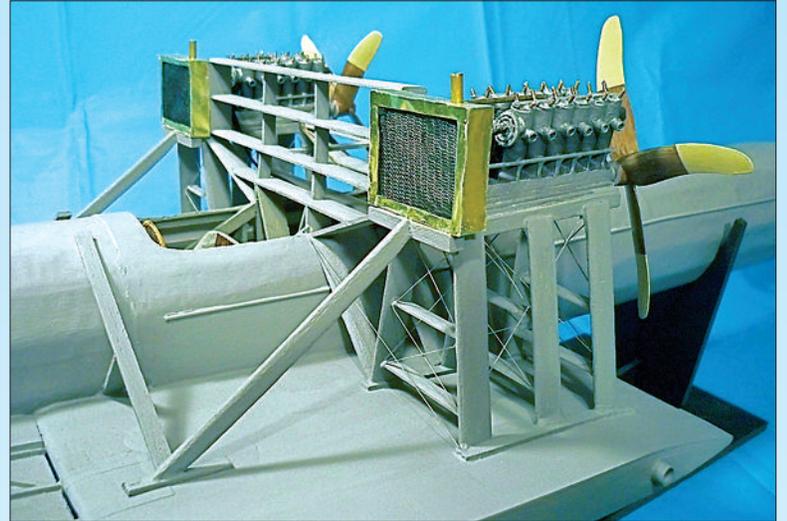
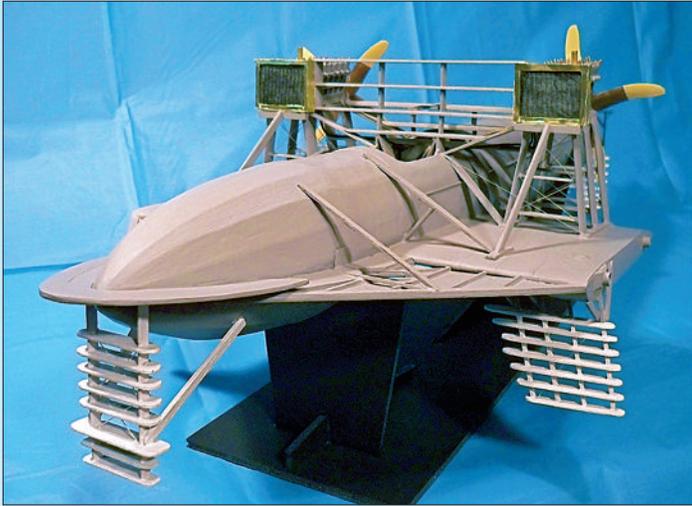


HD-4 at speed on Lake Bras d'Or.

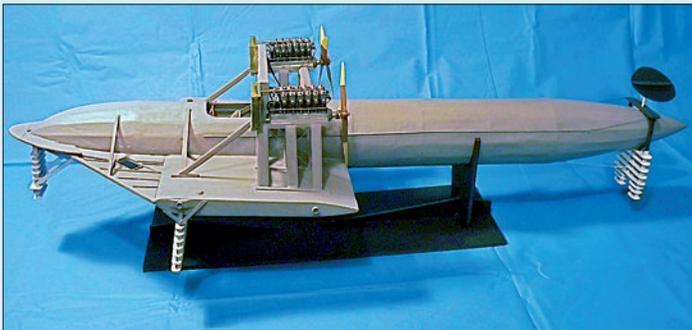
tissue "a-la" the **Guilow's** model airplane company. This 1/24<sup>th</sup> scale model is challenging to build, to say the least. There are some measurement errors on the plans which caused a few problems while constructing the sponsons. The model is also very basic in as much as the engines and radiators are only solid blocks of wood, with instructions to carve off what isn't part of the engine. I took it as a challenge to scratch build my own

...Continued on page 7

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These photos: My Trillium 1/24 scale model HD-4.



Liberty engines, radiators and props. The hydrofoils on the real HD-4 were wood and the model uses balsa for the foils which presents more challenges by way of alignment and strength. I covered the sponsons with sheet to strengthen them so that the engines would have a solid base to stand on. Once the balsa wood frame was built I covered it with "Silk Span" tissue instead of the tissue supplied (which was very fragile) and painted it with Tamiya acrylic paint. This model is a real test of patience to build but because of its uniqueness and historic value, I think "What the Heck" it's worth it.

- Cam Tetrault

## MUCH PEEKING IN THE BOX

For anyone familiar with English names (or maybe with **Monty Python**) that sounds like a small, rustic village snoozing in the countryside. In actual fact it is a gaggle (herd, flock, or throng) of quick reviews on some current products.

**Entry No.1** is an after-market item by **Chris Parsons** describing a 1/32<sup>nd</sup> scale, **Messerschmitt Bf 110G**, resin conversion set; over to Chris...

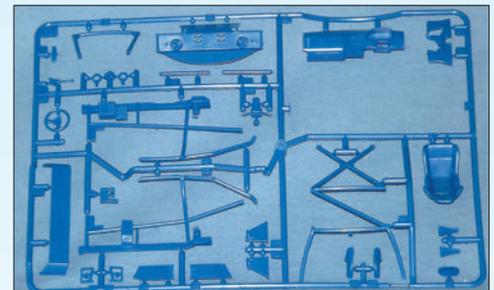
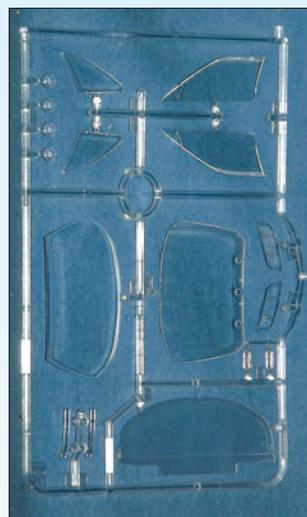
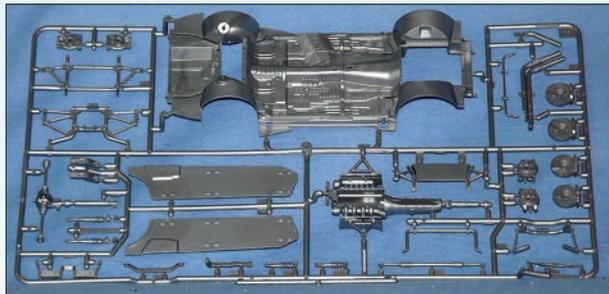
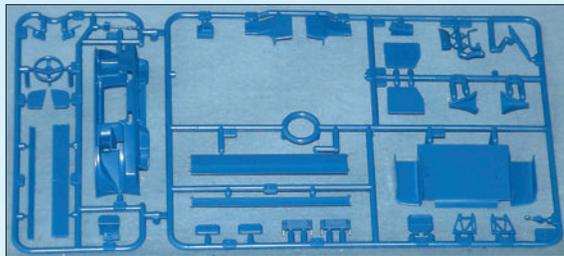


Here are pictures (**these 2 photos on this page**) of the resin parts produced by "Field of Armor Tanks" and sold by "Large Scale Conversions"...with me so far? OK, the resin itself is an inconsistent product, some parts are cleanly cast and solid while other parts are soft and some are warped. I have found evidence of filing and sanding on some pieces and even chunks of the mould rubber here and there. There is evidence of dust and dirt on some pieces and a lot of short shot parts. On the flip side of this though, there are multiple duplicates of a lot of parts, compressed air bottles, exhaust stacks, radar dipoles with antenna's, gun barrels and control quadrants being the most common.

...Continued on page 8

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For the interior, the kit includes a new instrument panel, driver's seat, gunner's (wizzo?) seat, cockpit sidewalls, radios, guns ammunition box and cockpit floor. On the outside there is a new top for the nose, along with new engine nacelles, props, spinners, rear glass house and new fin/rudder assemblies and flame damper exhausts. There's a bunch of little things for which I have no idea what they are and with the (poor) instructions in a **Dragon** kit, I would consider myself lucky to fit the parts Dragon, themselves, include (and in the right places). I may have to seek out good reference material on a G version before I do any work on the kit (or just keep building old **Monogram Cessna 180** kits). The large X shaped piece is apparently a jig for building the radar assembly. I



won't need any of that because I bought the **Master Models** brass parts a while ago. Once my bench has room I'll try test fitting a few pieces and see what's what.

**Entry No.2** from the *Editor* is a re-issued **Tamiya** kit of 1996 original vintage as seen in the photos on this page. The moulds have stood the test of time well as there were no signs of flash on the sprues. Layout and construction is typical for Tamiya kits of this era and includes an intricate engine/transmission moulded as a single component. The chassis/floor pan does not have moulded-in transmission parts or anything like that, so this is far from being a curbside kit. Ejector pin marks are visible on the underside of the rear wing components and end-plates, so a little **Mr. Surfacer** will be needed there. Decals are provided for the

sponsor, internal parts such as the seat (carbon fibre appearance) and the tires. Because this car was raced in **Japan** nearly 20 years ago, my paper library has little information on it. But there is a wealth of photos on the "**Calsonic Racing**" web site, including interior colour pictures. All in all this kit promises to make up into a impressive model.

- 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.

