



"STICKY FINGERS"

IPMS HORNCHURCH - NEWSLETTER

Greeting modellers

Well, where has the summer gone? It must have been in February when we had that warm weather, although the number of absent faces at the club in June some people are away enjoying themselves. It was nice to see John Grey back to see us after a lay-off, also the other John who builds large cars; it was nice to see him come back to see what we were getting up to.

I thought the modelling display was nice, although I quite expected a lot more than we had on the tables. I felt everybody makes RAF planes of some description. Perhaps they don't.

I have enclosed the letter and newsletter from what will now become our adopted model club out in New Zealand, can see how they started and what they are getting up to. I have returned a letter and a copy of Junes' "Sticky Fingers" back to them on Tuesday 16th June.

Reading our June newsletter with Ricky's' notes on modelling made me laugh as I felt the problems he has written about, must have happened to all of us at some time or another. It was true modellers problems as we experience them, "Let's have some more writings – Rick".

Peter our noble scribe for "Sticky Fingers" has asked for more articles to place in the newsletter. Now come on chaps you must have something you can write about, surely.

On Friday 26th June I had a lunch at the "Unicorn" in Gidea Park as part of the search for a venue for the annual IPMS Hornchurch meal out. I have gathered the following information

- Parties of up to 75 can be catered for
- If sitting down at 8pm the table is ours for the evening
- Table arrangement would be a circular one with a long table off this
- Everyone can choose what they like from the main menu and pay as a couple or as a group. Drinks would be paid for individually as before. The bar is a matter of a few paces from the table.
- There is car parking to the rear for about 60 cars.
- Entrance to the car park is to the left hand side of the building under the heading "Porterhouse Restaurants"

What does everyone think?

I have received a brochure inviting the club to a model exhibition in October 1998. One problem is that the exhibition is in Brest in France, with the brochure written in French.

Secondly I have received 2 good mail order catalogues for kits & decals from a company in Italy, thankfully this is all in English. The kits seem to cover a good range of Italian aircraft; I'll bring them to the club for anyone who may be interested.

Ken



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Ricky's Bits

Weathering (Part 1)

In this and future articles I will look at weathering from an aircraft point of view, but any technique can be adapted to other models. These articles are here for you to discuss, add to if you wish or to stimulate interest and try. The basis of a good weathering job is the paint job. (*obviously ... or is it ?*) A good paint job can make a bad model look good and a good model look stupendous. Whichever way you paint your model does not matter but if you are going to weather it is best to seal your paints after decals and painting have dried. A matt or semi-gloss is better for weathering techniques.

Uneven/Faded Paint

Use the base colour lightened slightly with white to paint individual panels at random. If you haven't a steady hand use masking tape or Post-It Notes. Fabric control surfaces can be painted with this lighter paint for added effect. If you use an airbrush then you can replicate uneven fading, bleaching etc.

Pastel chalks can enhance uneven paintwork. These are available from most good art shops, chalky ones being better. Pastels add depth to colours. Model aircraft with only one colour can be boring to look at. Look at a photos of a real aircraft, there will always appear to be slight variations in hues and tones. Select pastels that are similar in colour to the base colour with a bit of variation. For example, if your base colour is U.S. Olive Drab, use a light olive green, a brownish dark green or a yellow. Try mixing different colours together by grinding them on a piece of sandpaper. Using a stiff brush pick up some of this powder and work into the surface of your model in odd patterns, remembering to be "subtle". A "hint" of different colour works better on the old brain.

However remember that if using pastels then your model will need a final varnish coat to protect the finish, especially from fingertips. Applying this sealing coat can also reduce the effectiveness of the pastels therefore an initial heavy coating of pastel may be required to obtain the "subtle" effect. Try also building up the effect by several coats of pastel and sealing.

An alternative to pastel is to use artist oil paint. The principle is the same but the oil paint will not change or disappear after sealing so be "subtle". Do ensure that after your initial sealing of your base colour is done as some oil paints may harm your base coat due to the oil paints thinner components.

Chipped Paints

With normal wear aircraft will get chipped paintwork. Some aircraft are even known to lose large areas of paint due to bad adhesion (*WWII Japanese aircraft being a prime example – Ed*). The easiest method to replicate paint chips is to use grey or silver paint to "pick out" small chips with odd, irregular shapes at random. With some aircraft silver may be too bright on its own so tone down by mixing with various shades of grey. Try also using coloured pencils (silver, grey, lead) etc.

Another useful method, a bit more involved, but probably works better is to undercoat the model with a natural metal paint and buff to a high shine. When finally dry paint your top coat and before it is fully dry (dry to the touch), use small pieces of sellotape to peel off irregular areas. The highly polished undercoat shining through can then be either left or toned down with a matt varnish as required.



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Nothing to do with modelling section

There were 2 brothers who were national yodelling champions. One day their car broke down out in the middle go nowhere and they had to put up at a farmhouse. As fate would have it there was a beautiful farmers daughter at the house.

The 2 brothers had a way of communicating over several miles by yodelling to each other. One particular yodel (AY-LA-DE-O-LA-TE-TU) signalled trouble, and meant for the other brother to run.

Anyway the farmer warned the 2 brothers not to meddle with his daughter. The next morning the farmer was up and caught his daughter in bed with one of the brothers. He grabbed his gun and started counting and if the brother was not out of his sight by the count of 5 he would shoot him.

Well the brother ran out of there and was just jumping over the fence when the farmer hit 3, he yodelled the tune to warn his brother of impending doom when the farmer shot him.

The other brother came running out and said "What's happening?". The farmer said "I caught your brother sleeping with my daughter and, although I gave him a fair chance, before he was out of sight he yelled "I laid the old lady too". So I shot him".

More Laws of Modelling

- The more unbuilt kits you have the fewer kits you build
- Unbuilt kits expand to fill the space available
- Reference material expands beyond the space available
- Additional reference material adds confusion, not clarification
- The time it takes to build a model is in direct proportion, and the quantity of models you actually build is in inverse proportion to the amount of reference material used
- Reference material never contains references to the model you just bought, but contains loads of material on models you haven't

Computers and modelling

Many people nowadays either have a computer of their own, use one at work or have family or friends with one. If so have you ever thought of keeping a database on your growing collection? There are several reasons for doing so

1. Know how much you are spending on your hobby (*but don't let your wife see this bit ! –Ed*)
2. Keep tabs on the number of kits you have (*ditto – Ed*)
3. Ability to search for particular kits
4. Print a list of kits for insurance purposes

These days there are a variety of software packages that can be used, easy to learn and maintain, a popular one being Microsoft Access

Dependent upon whether you collect (sorry build) to a theme or just anything that takes your fancy the database can be built to your own design (a bit like sratchbuilding).

Here is a selection of topics and fields that you could use as a start

1. Category – Aircraft, Figures, Tanks, Ships etc. If you build to a theme then you could modify this field into different sections e.g. if your theme is WW2 aircraft then this could be divided into English, German, Italian, American etc
2. Subject – its name i.e. Spitfire, Messerschmitt
3. Year – the year the subject appeared i.e. 1942, 1943
4. Scale
5. Date model bought
6. Cost



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7. Kit number – manufacturers number
8. Where bought – shop, friend, Expo, shows
9. Comments – quality of the kit and decals
10. Built – when you completed the kit
11. Sold

Your database may not need to be so elaborate or could have more fields dependent on your needs. If you have a large collection then initially time will be needed to input all your information, but once done then every new kit should be entered as soon as you acquire it. Of course if you swear you are never going to buy any more kits until you've finished building what you have then you don't need a database do you?

A database can also be considered for your reference material books, magazines, photo etc..and can be expanded to include what subjects are in each source.

Ricky

Ed – I have catalogued many of my magazines to include an article subject and whether there are colour profiles or cutaway diagrams. So far there are over 4,000 entries covering all of Scale Aviation Modeller and Scale Aircraft Modelling, most of Air International, Modelaid International and all of the Airfix Magazines and Aircraft Modelworld I own. I also plan to add the Scale Models International and Military In-Scale as time goes by. At some stage I'll also add the other odds & sods too. If anyone wants me to look up references for particular subject then I'd be happy to do so.



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New Model Report

Italeri 1/72nd scale P-51A Mustang



This is a recently released kit from Italeri of the early version of the world famous P-51 Mustang. The plane is the Allison engined variant developed later into a more effective aircraft with the aid of a Rolls-Royce Merlin engine.

The model is supplied in the standard end-opening boxes, which are a real nuisance to keep the model in once construction is in progress (well I think so anyway!). The boxtop illustration is of a North African campaign marked USAAF P-51. Alternative markings in the form of a RAF version for 26 Squadron are also supplied.

So what's in the box?

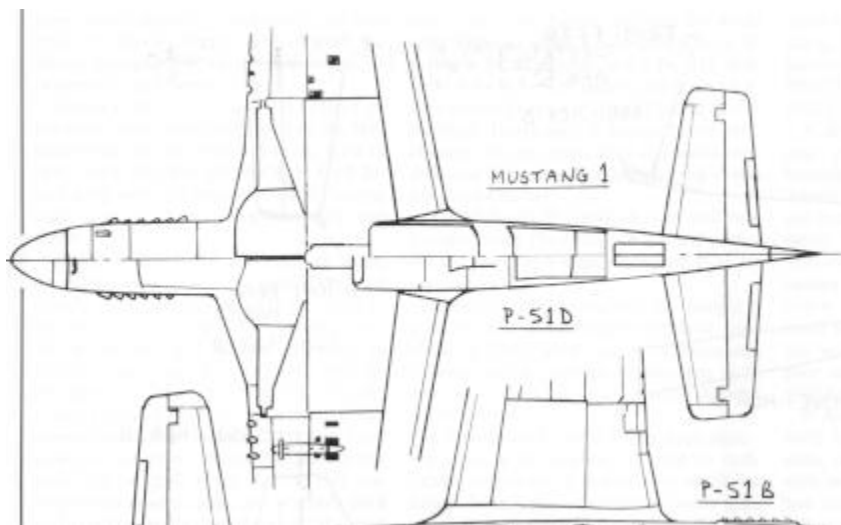
2 main sprues of soft grey plastic and a smaller clear sprue for the canopy. The moulding is reasonably sharp considering the softness of the plastic, with engraved panel lines throughout.

Looking at the wings you may not immediately realise but Italeri have made a large mistake. They have taken the wings from the recent P-51D Mustang kit, this version however had larger fairings at the wing root and is completely wrong for this version. See the diagram below for a better illustration.



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There are insets in the leading edge to enable the modeller to add either the twin cannon installation for the USAAF version or the twin machine gun ports for the RAF version. The RAF version however I suspect would have had a third gun port in each wing between and slightly below the other two as the kit is of a very early version of Mustang. Later versions of the Allison Mustang had either twin cannon or twin machine guns.

There is no provision for the wing dive brakes fitted to the ground attack alternative A-36 Invader, unless you are a real masochist and construct some yourself. Although the upper nose intake will also need some reshaping as well for this version. Condor models (the same people as MPM & Classic Airframes) are doing an A-36 and P-51 very soon.

Cockpit detailing is good in some places but very spare, in fact non-existent in others. The modeller is expected to remove the rear bulkhead and radio shelf pertinent to the P-51D parent model and replace this with one for the P-51A. Why they couldn't have just moulded a new one is beyond me as the P-51A has a different floor plan as well. Sidewall detail is conspicuous by its absence. The instrument panel is however very good and could be used as is, with some drybrushing bringing out the details.

So, overall a very disappointing effort from Italeri. The differences between the wings should be a well known one by now with all the reference material available, and a real P-51A Mustang still in existence over in the USA. I haven't progressed much further with the build up of this model except to make a start on the wing roots.