



“STICKY FINGERS”

IPMS HORNCHURCH-MAGAZINE



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The Editor.

Well that's that year gone and a New one started.

Well what to say about the last meeting... apart from it was very good, nice spread of Food and Drink, a small but hopefully enjoyable Quiz and a Free Raffle as well, all told a very nice night.

Model show Date.

Model Kraft 2005 Milton Keynes, will be held on Sunday 6th February 2005 at the Bletchley Leisure Centre.

For Sale.

An Air compressor Ex Dentists so I was told its not as quiet as some but then its not as noisy, it has a reserve air tank of 25 litres, water trap etc... see picture.

If you are interested ask as it's in the Boot of the car to see.

Well now the price £100 o.n.o



Danny.

Fini compressor made in Italy.

Norfolk Nerd

Evening all. Did you all have a great festive season or are you still suffering. Well another new year has come again full of expectations. This year no new years resolutions to break how about you?

FESTIVE QUOTES

I got these from the TV over the Xmas period maybe you heard them.

1. Quote from a Championship football manager when asked if he felt lucky about that days match:-

“Lucky! My lucks that good if I fell into a barrel of women’s breasts I’d come up sucking my thumb”

2. From Mr Bucket (sorry Mr Bouquet):-

“Drive! Who me? No I just sit behind the wheel and take instructions.”

3. Commentator on Harry Redknapp’s team changes at Southampton:-

“They’ll do him as much good as changing the deckchairs about on the Titanic as it hit the iceberg.”

What About Box Art?

Remember great box art? And what happened to it? Years ago, I remember how we lived through those images on the AURORA (REVELL, MPC, and MONOGRAM) kits we used to build. There was an old MONOGRAM P-38 Lightning kit with a Jap Zero going down in flames in the distance, as the P-38 banked with guns blazing for the next kill. Then, suddenly, the world was full of idiots and fools, and lawyers eager and ready to represent them both. That Lightning art had to be changed, because that Zero in the distance wasn’t included. They eliminated Swastikas, because somebody found real history to be offensive. That drag racing painting that got you to grab the kit off the shelf (surprise!) somehow didn’t include the light tree, officials, quarter mile dragstrip, officials and stands filled with screaming fans. Suddenly, cool box art was replaced by a photo of the finished kit, garnished like a wilted salad with warnings like, “glue and paint not included”, or “your kit can be assembled to resemble that shown on the box cover” or even “assembly required”. Look, as kids we might have done stupid things, but did you ever buy a model KIT and NOT think assembly was required? Years have gone by, and at last box art seems to be making a comeback. HASEGAWA and REVELLOGRAM have tops worth framing, along with photos of the assembled kit on the sides or bottom of the box. But some things are still unchanged. I mean no swastikas or kill markings. And you still don’t see many enemy aircraft being flamed anymore. I guess some people are still sensitive to the fact that, in war, some people die.

Older Modelers

Let’s discuss the older modeler. You know us. Let’s take a good look at what we bring to the hobby. First of all, we bring a new outlook to our craft. Those viewpoints of a search for excellence, no matter how obscure the subject. Our love of the hobby compels us to achieve new, ever-higher standards. We also bring our patience, a not unimportant virtue. This reflects in our improved outlook on life. No longer do we rush to complete our joys. Rather, we relish those peaceful moments at bench or table. We think nothing of taking two months or more to complete a project, as opposed to the two-day maximum of our youth. Our willingness to share our knowledge is also important. I am continually amazed at the capacity of our members to share secrets and tips. Even those who compete in contests don’t think twice about giving advice or conducting workshops. Sorry to say, there is a downside to all this. Our eyesight ain’t what it used to be. How many of you are using a magnifier when assembling small parts. I imagine that eventually everyone will be forced to work in larger scales. Likewise the hands get a bit shaky. Do you worry more and more about cyanoacrylate disasters and screwed up canopy lines than ever before. And how about kit parts shrinking as they get more accurate and complicated! Or is that just me? On the plus side, our sense of smell is pretty much shot, so the aromas of solvents, thinners, paints and resin dust don’t bother us much anymore. Best of all, our hearing loss lets us “ignore” the snide remarks from relatives and spouses so we can concentrate better on our kits.

Painting with Spray Cans

These are convenient, but can be expensive in the long run. However, if you cannot or do not want to lay out the cash for an airbrush and all its accoutrements, this may be the way to go for you. Spray cans are paint diluted to a sprayable consistency in a can with a pressurized propellant, usually an inert gas of some sort. The propellant forces the paint out of the can, through a spray nozzle that changes the paint to an aerosol spray. No mixing, thinning, or clean up. No muss, no fuss. But, like all things, there are pluses and minuses and do’s and don’ts. These paints can be purchased in many places ranging from hobby shops, DIY shops to car repair supply shops. The paint in each location is basically the same, but each is also a little different. The stuff you get at a car repair shop is probably a lacquer and since lacquer can damage plastic, you have to use all the care you would normally use with a lacquer. Unless you’re doing high gloss car finishes or painting metal, it’s probably best for now to avoid these. At the DIY shops, they sell both lacquers and enamels, so read the labels before you buy. The colours here are probably more suitable to painting a house than an F-16, but you can get a lot of mileage out of the flat and gloss blacks and whites and some of the other basic colours. Being as these are some of the most inexpensive aerosols you can get, they are useful for primer and sanding coats. They’re also good if you have to

do a lot of painting of one colour or if you have to paint a large area. At the hobby shops you'll find paints designed for plastic models.

Beware, if you wander over into the model railroad area or RC planes, you might find lacquer sprays, so it's best to stay in the plastic model area for paints. This is where you'll find paints designed to meet the needs of the plastic modeler. There are flats, glosses, metallics and now metalizers with colours for cars, planes, military vehicles and other subjects. This is where you will get most of your finish colour coat paints.

Basic Techniques:

Shake it well. This is important with all spray cans but is critical with metallic and metalizers. If you don't, your paint will just not cover well or may not have the correct colour tone. Make sure the nozzle is aligned correctly and that nozzle is spraying AWAY from you. Keep the can about 12-18 inches from the surface to be painted. In a sweeping motion, start spraying before the first part and keep spraying until shortly after the last one. This will avoid the paint pooling where you start or stop. Spray in many light passes, not one heavy pass. Let the paint build up gradually. If the surface ever starts to look "wet", stop. If you apply more paint now it may run or dry like the surface of an old grapefruit. Let the surface dry for a while before you do the second coat.

Wait at an hour or so between coats, but not longer. With some paints, if you wait longer than that, you have to wait 24 to 48 hours or the paint will not dry well and may crack and/or peel. Read the directions on the can to know for sure. When you're done, let the paint set before you handle it. ***Not dry, set.*** In most cases that means it doesn't smell like paint anymore but for gloss paints it can take up to a week. Test the surface of gloss paints by lightly touching it after a day or two. Until its set, it will almost feel vinyl-like or rubbery. There's only one exception to this and that is if you have masked any parts (see below on masking).

After a painting session, turn the can upside down and spray until no more paint comes out. This clears the nozzle and reduces the chance of it clogging.

Hints and Tips:

If it's cold or the can is running low on paint, try putting it in some warm (NOT HOT) water for a minute or so. This will cause the propellant to expand and provide the extra pressure needed to get out those last few drops of paint. Be careful here, though don't leave pressurized cans in hot water or you'll be picking shrapnel out of yourself and cleaning paint off the ceiling. Also, before you try to paint the model, test the spray to make sure you are getting a good flow of paint.

Most aerosol can nozzles are removable. If you get a clog, take it off and soak it overnight in paint thinner or better yet, lacquer thinner. This will usually dissolve the clog. Be careful when you put the nozzle back on. If you press too hard, you'll get covered with paint. (*Bet you never thought of that*)

Spray in a well-ventilated area and in a place where you don't mind if everything gets paint on it or make yourself up a spray booth from an old cardboard box. With aerosol cans, there is a LOT of over spray and you don't want to breathe that stuff. In addition, the solvents will be evaporating in the air and you want to vent them safely without fear of combustion.

Get all the parts you need to paint a particular colour together and paint them all at once. This will reduce paint wastage.

Masking:

This is a much more involved process than it is with an airbrush, primarily because you have much less directional and volume control with a spray can. The paint is going to go everywhere and in equal amounts. For example, if you were painting the waterline of a ship with an airbrush, you could just mask the waterline and a little above it and then spray the area to be painted. The paint will go where you point the airbrush and in the amount you select. However in painting that waterline with an aerosol can, you will need to mask ANYTHING you do not want painted and that includes anywhere that is exposed. Over spray will go everywhere in a cloud, so be careful to close up all gaps and folds in your masking. To save expensive masking materials, use the good stuff to get your fine edges, then use cheaper painters tape, paper towels or whatever to cover everything else.

You can produce sharp or soft edges with aerosol cans. It just takes two different kinds of masking. For a sharp edge, put down the tape or whatever firmly on the line to be painted to. If this is the case, you will need to remove the masking BEFORE the paint sets. If you don't, the paint may stick to the masking more than the model and could chip or peel off. Wait until the paint is dry to a gentle touch and then carefully and slowly remove the masking. Don't put any pressure on a newly painted surface or you'll wind up with fingerprints in your paint.

For a soft edge, you have a few options. Try cutting a template of the area to be masked out of card stock and hold or fasten it so there is a gap under the edge. The wider the gap, the softer the edge. Spray straight onto the mask or away from the gap. Never spray 'into' the gap, this will negate the entire process and may cause paint build-up under the mask. Another technique I've seen is to use a tiny drop of white glue to hold down a tuft of cotton. Let the glue dry and then paint. The cotton provides a soft edged mask and the white glue will just pop off. If you use this technique, don't put the paint on too heavily as it will wet the cotton and embed its fibers in the finish. To produce irregular spots or patches, try cutting a hole in a piece of card stock and holding it over where you want the spot. Lightly spray through the hole and you'll get a soft edged spot. Experiment and you'll find lots of new ways. Just remember the over spray problem and keep things covered that you don't want painted.

Metallics, Metal-flakes and Metalizers:

The oldest one of these three is metallics. These are paints with names like gold, silver, brass, aluminum, etc. They are regular paints and they are the colour of the metals they represent. However, they don't actually look like the metal. If you want to make an aircraft look like a real natural metal aircraft, silver paint will get you the right colour, but not the right look. It will just look like a plane painted silver. These paints are applied as regular spray paints except you should spray them on just until the surface looks wet. Go slow and be very careful to avoid drips, sags and runs and use repeated light passes just until the surface is smooth and 'wet'. Then stop. It's best at this point if you can move the piece around for a few minutes. This means turn it, rotate it, invert it, etc. Keep it moving to avoid the paint sagging or dripping. Do this for a few minutes until the paint starts to dry, then set the part down so the paint isn't touching anything and don't touch it at all for at least a day. Metallics take a long time to set. They may appear, smell and feel dry, but just when you think it is, you'll find your fingerprint in it. You may be able to gently handle it in a day, but give it plenty of time to set up as you would gloss enamel.

Metal-flakes are coloured paints with tiny flakes of variously coloured metal pigments in them. These are used mostly in automotive finishes. They are applied just like regular spray can paint. However, some metal-flake paints are translucent. With these, the pigment to carrier ratio is very low. If you try to use them like normal paints, it will take dozens of coats to cover and may never look right. You have to lay down a base coat of the appropriate gloss colour first, then apply the metal-flake over that. This will give you the coverage you need and provide the depth and lustre of the metal-flake paint. Make sure your base coat/s are thoroughly dry, smooth and glossy for the best possible finish.

Metalizers are tiny flakes of metal suspended in the carrier. These are the best simulators, paint-wise, of actual metal. They are a specialty in themselves and take practice to apply correctly. Some require an undercoat, some prohibit an undercoat. Some have to be buffed, some not. Some have metal dust you rub in, most do not. Some won't work over filler putties and some will but only if the putty is sealed first. There is, however, one thing they all have in common and that is the surface must be absolutely, positively, completely smooth and clean. The smallest scratch will show as will the tiniest speck of dust. Remember that all the basics of painting still apply. Prepare the surface well, primer and sand lightly between coats (except with metalizers as directed), and keep the surface clean and dust free. Spray cans will enable you to do finishes not possible with brush painting. With a little experience, you'll find your own ways of doing this as well.

The Japanese eat very little fat and suffer fewer heart attacks than the British, Americans, or Australians.
The French eat a lot of fat and also suffer fewer heart attacks than the British, Americans, or Australians.
The Japanese drink very little red wine and suffer fewer heart attacks than the British, Americans, or Australians.

The Italians drink excessive amounts of red wine and also suffer fewer heart attacks than the British, or Americans, or Australians.

The Germans drink a lot of beer and suffer fewer heart attacks than the British, Americans, or Australians.

CONCLUSION: Eat and drink what you like. Speaking English is apparently what kills you.

Modifying Kit Pilot Figures

Most of us built the 1:32 with either resin seats or photo etching seat belts to detail the cockpit, and the pilot figures comes with the box are often neglected, the mould is dull, so most of us just don't bother spend time to colour them. Well, I decided to give them a little cheer up, from a set of dull mould to a pair of cheeky Pilot and WSO! Here is the work begin, simple and fun.

First, you have to figure out where you want to put them, I



choose to have the pilot standing next to the ladder with his hand holding it, and the WSO sitting next to the air intake with poise. Now it is the time to butcher those guys, ah.... very crude indeed. They both mould as sitting position, so the legs are bent to the rear and the feet cure up, so we have to cut them into various pieces and reform the posture. I drew lines across the area to be cut, pay attention to depart the joint area at the longest line reference so to restore the correct height proportion of the figure. In this case, I take the rear edge of the buttocks, the knee cap, and the ankle.



Multiple 1mm holes of at least 3mm deep are drilled on each cutting facet of the piece, prepared for the insert of wiring. I use 0.4mm wire for its softness and twist them into double strand. (Fig 1) This should give it a bit of rough surface to get a grip on the glue after insert the wire into the holes. CA glue is used to fill into the holes and a drop of accelerator afterward to cure it fast, this way the twisted wire is buried solidly inside. Now we can fine tune the post of the puppet. (Fig 2). For arms and hands, there are several spares on the Tamiya kit, you have to experiment them one after another, or swap hands with arms to get a correct posture you need, I know there isn't much choice, but I have tried some really funny posts, of course they are not appropriate to be shown here. For the WSO, the right thigh only needs cut and glue, actually a large chunk of plastic were removed and the remaining thigh is then just glue to the body, which forms the perfect shape.



After finding the desire posture, now is the time to fill the gap. I use mix putty. This is the hard filler like model clay, which you mix 2 sticks together and it turn solid in hours. Filled those into the gap and try to form continuity of the limbs. The fun part is to recreate the missing parts which didn't come with sitting position.



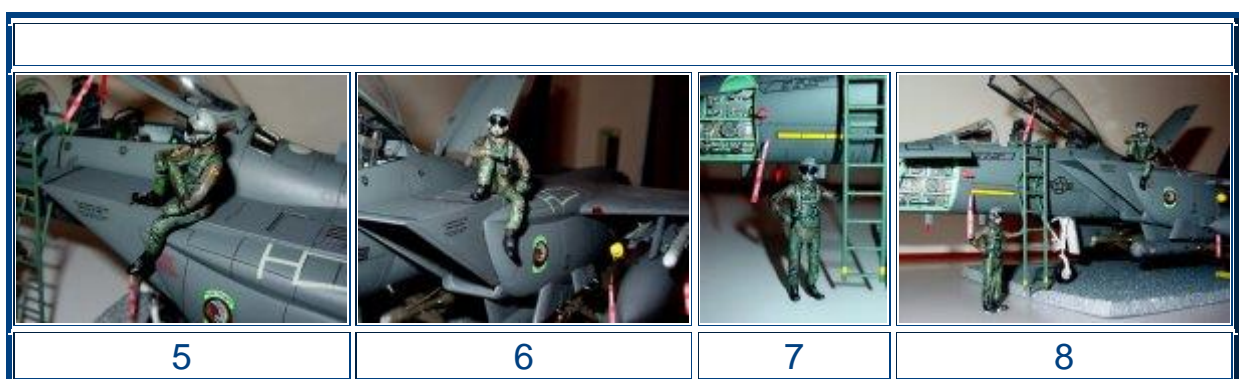


Now is time to do some sanding. Sand down using 220 sand paper both roughen the surface and get rid of unwanted flashes. Then use Tamiya putty paste to reform the contour of buttocks and the front lower part of the standing Pilot. Dissolved putty is also used to fill in gaps at awkward position such as underarm and behind the knees. (fig 6)



Then as usual, fine sanding, re-craft of fold lines on the cloth, and the opening of the G suit on the pilot, then hand paintings overall with enamel wash. The result is a pair of lively figures. (Fig 7, fig 8)

Now put them onto your model and off you go, Pilot and WSO with custom make posture! (Fig 9, fig 10, fig 11 & fig 12), um.... I don't know if Captain Joel Strabala and Major Joe Manion are impressed with my work, and sorry to keep your helmets on.



Bit of a Giggle.

A local law enforcement officer stops a car for travelling faster than the posted speed limit. Since he's in a good mood that day he decides to give the poor fellow a break and write him out a warning instead of a ticket. So, he asks the man his name.

"Fred," he replies.

"Fred what?" The officer asks.

"Just Fred," the man responds.

"Fred what?" The officer asks.

"Just Fred," the man responds.

When the officer presses him for a last name, the man tells him that he used to have a last name but lost it. The officer thinks he has a nutcase on his hands but plays along with it.

"Tell me Fred, how did you lose your last name?" The man replies, "It's a long story so stay with me. I was born Fred Dingaling. I know, funny last name. The kids used to tease me all the time. So I stayed to myself. I studied hard and got good grades. Then I got older, I realized that I wanted to be a doctor. I went through college, medical school, internship, residency, finally got my degree, so I was Fred Dingaling, MD.

After a while, I got bored being a doctor, so I decided to go back to school. Dentistry was my dream. Got all the way school, got my degree, so I was now Fred Dingaling MD DDS.

Got bored doing dentistry so I started fooling around with my assistant. She gave me VD. So, I was Fred Dingaling MD DDS with VD. Well, the ADA found out about the VD so they took away my DDS, so I was Fred Dingaling MD with VD.

Then the AMA found out about the ADA taking away my DDS because of the VD, so they took away my MD leaving me as Fred Dingaling with VD. Then the VD took away my Dingaling so now I'm just Fred." The officer walked away in tears laughing so hard, and tore up the Warning Ticket.