



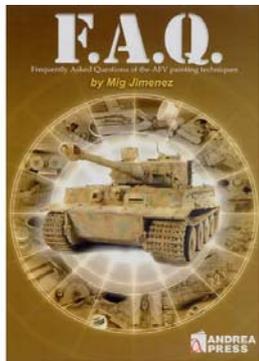
# "STICKY FINGERS" Magazine.

## **Peters Prattling**

Next month – February 2007 – Demonstration Night. Does anyone have anything modelling related they want to show us?

## **A Happy New Year to you all.**

Hopefully you all received appropriate modelling presents. I ~~bought~~ received a copy of the recent book on Armour modelling techniques from Mig Jimenez. This to me is a useful book which goes through a whole load of how to techniques from applying mud to tyres to paint chipping. It is quite expensive at list price at £40 but places like Amazon on the Internet are taking up to 34% off that.



## **Milton Keynes Show**

We have 9 foot of double table space allocated to us. This is slightly less than the usual space we have, the show has become well subscribed from traders and clubs that the organisers are cramming us in a little. We should be able to take the corner units and at least one of the longer sets of units to increase the space if we get enough people turn up.

## **Decembers Meeting**

Unfortunately this was a little sparse for attendees but none the less those that turned up appeared to enjoy themselves. My thanks to Danny for putting together an interesting quiz on some things Essex and Christmas films. The planned slideshow on the Wittering trip was held over so more people can enjoy them, I would suggest we do this in February, after all this is demo night?

## **Modeller's Musings by Lee Kolosna**

I read this on [www.ModelingMadness.com](http://www.ModelingMadness.com) and thought how appropriate this was for our club too, I would be interested to hear from any members who have issues "completing". From my perspective the main issue I have is time and then motivation. There never seems like enough time to settle down and concentrate on painting. The lack of motivation is for me caused by having more models partly built, either waiting for painting or some other bit that just needs finishing before it can be signed off, sometimes it's a canopy that needs masking up to make the aircraft ready for painting or the canopy needs adding or if it's a tank it's usually the wheels needing painting/masking. Perhaps I need to "bite the bullet" and invest in some Eduard pre-cut masks to speed the process?

"The model club that I've belonged to for the past ten years is a small one. We have about twenty or so members who show up regularly for each monthly meeting. A tradition that we have at the December meeting is to bring in every model that we have built in the past calendar year. It's a nice way to review the year's

accomplishments and it also provides a mini-model show for everyone to admire. I always enjoy this meeting as people are filled with festive holiday spirit and do little else than talk about models.

One thing that always strikes me, though, is that only about half of our members actually finished a model in the past year. Think about it: this is a model club, with people passionate enough about the hobby to join, get in their cars each month and travel not inconsiderable distances to go meet others that share their same interests. And yet, half of them didn't build one single model over a year's time. Not one!

How can this be? Oh, there are the usual explanations: we're all too busy with families, careers, and other obligations to allow us enough time to build a model. That's certainly a legitimate influence. There is also the space issue – people move to new houses and apartments and haven't been able to setup their workbenches. But over a year, one can't find a couple dozen hours of time in which to complete a model? How much of that year's time was spent watching mindless TV shows on the idiot box? I suspect it might add up to hundreds, if not thousands of hours. "Dancing with the Stars" rather than a nice P-51 on the display shelf? Really?

So what gives? Why do so many self-professed modellers so rarely model? It is a curious phenomenon. What's even more interesting about the guys that don't show anything in December is that a good number of them haven't built a single model in a decade. They have all the supplies – they still buy kits, aftermarket items, and decals by the handful, and they subscribe to modelling magazines. But damned if they actually ever glue anything together. Amazing!

I've thought about this paradox for a long time, trying to understand how it comes to be. Why spend time and energy on collecting, but never actually doing? I don't know if there is any one answer, but I can say that the idea of modelling not as fun, not as relaxation, not as an outlet for creativity and craftsmanship (which of course, I and many others find modelling to be) is also accompanied by the notion that modelling is work. Work – meaning a methodical and often tedious repetition of tasks that are required to get a model to the completed state.

There're lots of tasks in modelling that are no fun at all. I don't think anyone thinks that filling and sanding seams is anything but drudgery. I know that I am not particularly happy about canopy masking. A B-25J that I'm currently working on as a presentation model gives me pause every time I pick it up because I know that very soon all those turrets and greenhouse canopies will need to be meticulously masked and painted, which will mean hours of work. Sometimes tasks like this can be soothing because they are repetitive and one can get into a Zen-like trance while doing it. Wax on, wax off. But more often it's just something that has to be done and over with.

I know several modellers who are afraid of airbrushes. Sometimes they own several, but the process fills them with such fear that they do everything they can to avoid it, which unfortunately means that no models are built at all. I'll suggest building single engine models with monochromatic paint schemes that can be applied with spray cans, but they don't usually take that to heart and instead just collect more kits and never confront their fear of painting. They would never paint the model with a brush, lest they be considered somehow less of a modeller -- which of course is a ridiculous notion, but one that they nevertheless feel. No, they just don't build at all. They discuss models enthusiastically, they enjoy looking at other models, yet they themselves never get to really participate. That's kind of sad, isn't it?

In previous columns I've explored the question of whether modelling is actually fun or not, whatever that means. How does one define what "fun" is? I know that I get a great sense of satisfaction when I complete a model. I only build four or five a year, but that is all I'm looking to complete and I'm satisfied with that leisurely pace. But is it fun? I don't know. Parts of modelling are fun. I get excited when I get a new kit, just like everyone else. I enjoy fondling plastic and dreaming about paint schemes that I might apply. I like retreating to the throne room with the Squadron flyer and go through the listings looking for bargains. I like taking my box of decals out every once in a while and look through them, savouring the pretty colours and ogling the profile artwork. All of that is certainly fun.

But life isn't all fun, all the time. Sometimes you have to earn your fun. In college I went to class, studied hard, and did my homework Monday through Friday so that I could go out on the weekend and have fun chasing girls and drinking beer. That was indeed fun, but I knew that if I did it every day, I would be (1) dead after a month, and (2) wasting my life. The fun was a diversion from the real task at hand, which was to get an education and ultimately make a living for myself.

Are those modellers that don't build models just doing the fun things and skipping all the work? Wow -- that's an interesting hypothesis. Just do what's fun and easy – buying kits and supplies, going to club meetings and contests, looking at pretty pictures of models in the magazines, but never actually building anything. Building is work, and therefore not fun. So why do it?

Well, I can't say that my non-building modelling friends look at it that way. More often than not there's a regret that's filled with an apologetic sadness. They really seem to want to build, but something is preventing them from doing so. It could be environmental, but it could also be emotional. Emotions based on fear of tedium, or fear of their own lack of skills, or even more disturbingly, fear of failure. That they can't build a model because they're afraid that it might not turn out okay. Maybe they're afraid that others may mock them, or maybe they're intimidated when they see models superior to what they are capable of producing.

Ultimately it's sad. Scale modelling is a wonderful hobby, and to not participate is to deny oneself rewards that almost always outweigh the investment. But it is work, and that can't be avoided if you are to truly encompass the core process. As the bodybuilders like to say, no pain – no gain.

Each year I gently chide the non-builders and say something along the lines of, "I'd really like to see you to build a model next year. Don't do anything overly ambitious, but pick a simple kit with a simple scheme of a subject that you really like. Build it out of the box and use the kit markings if you think they are okay." That will usually elicit a weak smile and just a glimmer of enthusiasm as they contemplate the challenge. But more often than not, the next December those same modellers will arrive empty-handed again."

#### **Forthcoming shows in 2007.**

Shows with **highlight** have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

<b>2007</b>	
4 <sup>th</sup> February (Sunday)	<b>ModelKraft 2007</b> , Milton Keynes show
11 <sup>th</sup> February (Sunday)	IPMS Wakefield and District at the Huddersfield Sports Centre
17 <sup>th</sup> March (Saturday)	North Somerset Modellers' Society (IPMS North Somerset) presents the 12th annual North Somerset Model Show at Locking Castle Campus, Weston-super-Mare. Doors open 10 am to 5 pm
25 <sup>th</sup> March (Sunday)	Les Garagistes wish to announce the second 'Modelsport' show to be held at The Holiday Inn, St Quentin Gate, Telford, Shropshire. 'Modelsport' is aimed at the motorsport enthusiast, be that cars or bikes.
28 <sup>th</sup> April (Saturday)	Plymouth Premier Model Show in the Main Guildhall. Doors open 10 am to 4.30 pm.
28 <sup>th</sup> /29 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals to be held at the Dewars Centre, Glover Street Perth PH2 0TH, Scotland. Show open from 10am to 5pm both days.
26 <sup>th</sup> May (Saturday)	IPMS Torbay Show to be held at the Torquay Town Hall
16 <sup>th</sup> September (Sunday)	Sutton Coldfield's 31st Model Spectacular at Sutton Coldfield Town Hall, West Midlands. Doors open 10 am to 4.30 pm
November 11 <sup>th</sup> & 12 <sup>th</sup> (Saturday and Sunday)	<b>IPMS Scale Modelworld 2007</b> to be held at the Telford International Centre

**Peter**

## That BRG Question

I for one thought that after we had decided on British Racing Green, that it never changed, but no. There was a decision by the CSI, the international motor sport governing body, that after 21/06/1946 the racing colour for the U.K. would be blue and with a Union Jack the size of 1575 sq cm on each side.

The change was requested by Earl Howe



*Earl Howe (with carnation) and Tazio Nuvolari, seated in T59 Bugatti.*

Who had a dislike of green and raced all his cars in blue, but he was actually conveying the wishes of the RAC's Competition Committee, and so it became for 1947-48 British Racing Blue which was more of a Royal Blue.

When the motoring press at the time got wind of this change the air turned blue! With letters and petitions being presented by the motor sport in general; one was presented by BRDC to the RAC Competitions Committee. Earl Howe its Chairman took the entire blame for the change in colour, but it was not until September 1947 that the change back to BRG became official.

Alan Carr.

---

### **Happy New Year One and All.**

I was going to say something about the December meet but Peter has said it for me.

Did you get that latest model you was after and dropping hints at the other half the few months leading up to the Christmas Morning or the usual Socks, Socks and even more Socks.

Well I got a bit of both.

Danny.

---

### **Quick Tip**

For a quick Liquid mask try mixing together some PVA the white wood glue with a drop of washing up liquid and a drop of food colouring so you can see where you have put it.

I did try it without the food colouring and mixed about 70% PVA 30% washing up liquid and painted it on a piece of paper and the next day it just peeled of easily. Weather or not it would work on painted surfaces is try it first.

# Scratch building and Detailing in Detail

## Styrene and Scale

When choosing material for scale scratch building, styrene in sheet, strip, rod and tube form is usually the first choice. Not only is it familiar, it is relatively inexpensive and lends itself to many applications. One of the largest selections available is from Evergreen. They have recently added structural shapes to their already extensive inventory. Plastruct has produced strip and tube in styrene and many structural shapes in ABS plastic. New styrene based structural shapes are closer to prototype in cross-section and easier to use. Styrene materials are available in limited forms and sizes from several other catalogue sources.

Most styrene stock is sold with dimensions based on the inch and usually the metric equivalent is included. Complicating the matter, some material is measured fractionally while others are decimal. This is similar to the real world but usually the actual item is in fractions of an inch or metric while the material is measured in decimal making conversions an approximation rather than a precise equivalent.

For example, to make a piece of 2x4 lumber in 1:35 scale, you will have to decide on .040 x .100 or .060 x .125 as there is no perfect size. Since real 2x4s are sold undersize, it is better to err on the smaller side.

When it comes to scale thickness it becomes more difficult. It is not practical to exactly simulate 1/8 inch sheet metal in even 1:35 scale since this would be much thinner than the .005 sheet normally available. Even .005 sheet styrene doesn't hold its shape well and is readily dissolved by normal solvent glues. If you try metal sheets you are playing with foils which are too delicate to stand up to most modelling needs. The ubiquitous tube lead foil is actually thicker than .005 inches thick. Fortunately, in miniatures, visually acceptable is more important than scale exactitude. Small boxes and box lids can be made from .010 sheet styrene which is relatively workable. For longer parts, such as 1/4 inch armour plate, .015 or .020. Inch will hold its shape better and not look oversize. Of course, if the edge is not visible, then use thicker styrene for strength where practical.

For ammunition and other round items, notice that scale 7.62mm (.30cal) is only .22 mm which is about 1/3 the size of the smallest commercial rod (.64mm) and that 12.7mm (.50 cal) is still 4/5 this size. Fortunately there are etched brass ammo belts available from Verlinden and others and although they are flat, with judicious painting they will appear three dimensional. Stretched sprue will have to suffice for those scattering spent casings around.

For the larger calibres the picture is better and several sizes come fairly close. If you are making gun barrels, there are fine brass rifling sets out which will bring the scale calibre down very close to the correct size. Another method of reducing the bore to scale is to use aluminium tubing. For example to bring a 3/8" O.D. Styrene tube's bore closer to scale 203mm, insert a 1/4" aluminium tube and for 175mm or 18cm add the next size smaller telescoping tubing. See Table 2.

One of the more misunderstood and misrepresented part is the radio antenna. WW II German vehicles had thick rod antennas early on. Later Panthers and late command vehicles had thinner metal rods as better technology came into use. The "star" antennas still had a rather thick mast but finer rods. The longer rod antennas tapered only slightly.

U.S. Whip antennas were covered with a fibreglass coating and had several sections with connectors similar to today's camping tent fibreglass poles. Modern U.S. Vehicle antennas have thick bases and taper a good deal along the lower portion and have flexible mounts. Using inappropriate size wire (usually too small) will not lose the war for the Allies but it does change the appearance of the model.

On the other hand kit supplied antennas, handrails, and brush guards are usually too thick and benefit from the small effort it takes to replace with near-scale thickness wire or flat brass, or styrene rod. Notice that even the small size rod (.020 or .035) makes for a hefty handle while .035 is about the largest turret handrail you will ever see.

## Robins Ruminations

Good evening members, let me first wish you all a belated happy New Year. I hope that Santa brought you lots of Christmas goodies and that you had plenty to eat, drink and model over the festive period. Strangely enough I didn't get one kit for Christmas, but I did get a couple of modelling related books, so I had something to do while I was relaxing on the sofa after a large Christmas dinner.

I have finally finished my model of the Lippisch L13a, a very odd looking "Luftwaffe '46". A subject that I wouldn't normally build at all as the subject is to put it mildly, not to my taste. The concept of the aircraft being powered by methanol, hydrazine hydrate and hydrogen peroxide, a la, Me 163 to lift off and then a coal dust powered ram jet for the main engine, is for me just a bit too far fetched. After all, how many ramjet-powered aircraft have we got flying now? Let alone coal dust powered ones? In too many articles, books, TV programs and at model shows you get people telling you how good the Luftwaffe would have been given the time to develop its planned aircraft. These people never quite seem to ask the question that had the war continued and given the rate of development, what would the allies been flying? For instance would 1947 seen the operational deployment of F-86's and Mig 15's? Also, if the war in Europe had continued into some sort of stalemate, where would the first atomic bomb been dropped, Hiroshima, Berlin or perhaps Dresden?

However, I will jump down off of my soapbox and say that the Revell kit of the Lippisch was a pleasure to build having only about eight pieces. I scratchbuilt a cockpit tub and put a blanking piece just back from the air intake to stop the see through effect to the rear outlet. A pilot was sourced from another kit and inserted into the cockpit to enable the model to be put into a flying pose, as there is no undercarriage on the aircraft, it being launched from a trolley system. I painted the model in 1945 Luftwaffe colours and in the soft edged splinter type favoured at that time. It was now that I realised that I had mislaid the decal sheet and although I have had a good look for it, it has not turned up. I fully expect it to appear in plain view on top of something tomorrow morning as these things normally do when it's too late to be of use! As the aircraft didn't exist, I didn't have to be too exact on the markings and so I raided my decal sheets and applied a mixture of 48<sup>th</sup> and 72<sup>nd</sup> decals again in a 1945 style. All in all a simple and very different model that I have enjoyed doing, but I don't think that I will return to the subject matter for a good while. You might ask the question, why did I build such a model then? Simply, it seemed a good idea at the time, put it down to me having a funny half hour.

Tonight is of course competition night, so I want to see lots of entries on the table and a good clean fight, with lots of gouging and biting in the clinches! Don't forget that the Milton Keynes show is fast approaching, if you were thinking of attending please let Peter know and we can work out how many models to take. For those of you that have not been to this show before, it's well worth the effort, easy to get to and with a large car park at the front. So it leaves me only to wish you the best of luck for your models and for you all to have a very good evening.

*Robin.*