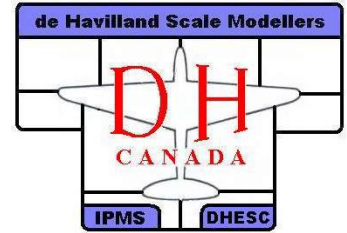
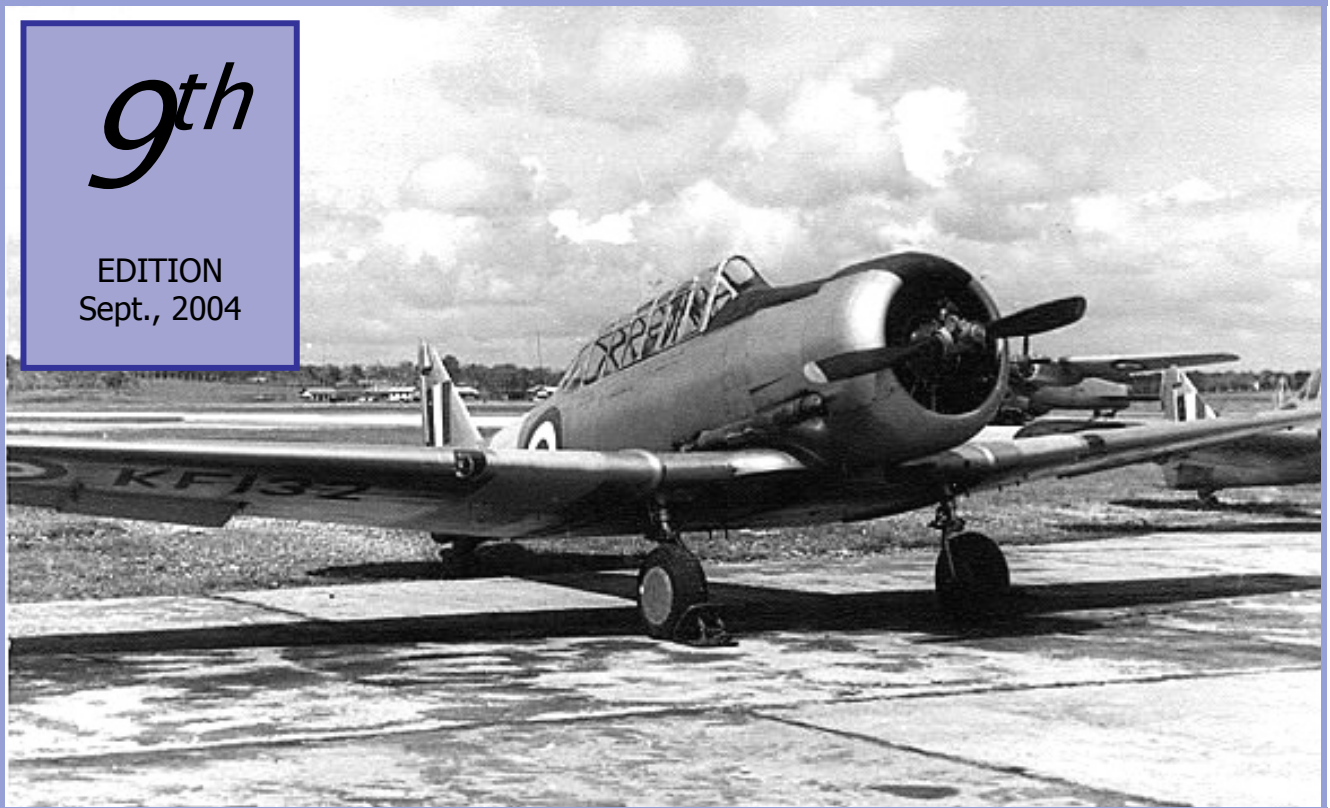


DH Scale



9th

EDITION
Sept., 2004



This is the next in a series of articles written by Derek Pennington, which chronicle events in his long career in aviation, as they relate to his modelling subjects

Derek's Diary - I Worked On That!!

By Derek Pennington

In December 1954, having applied for a posting to the Far East, I found myself on Singapore Island, after I had flown out from England in a Handley Page Hermes of Airwork Ltd. The flight had been uneventful, except for an electrical storm over the Greek coast. Since it was Christmas, there was not much to do but wait until the break was over, sample the local Tiger beer and start on a suntan, which turned out to be a big mistake, as I got a bad case of sunburn. This was known in RAF parlance as a "self inflicted injury," and could end up as a chargeable offence, so I kept quiet about it and suffered in silence. *(cont'd on pg. 5)*

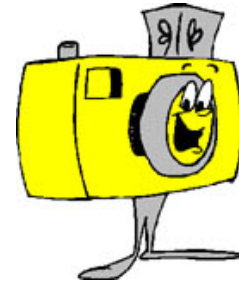


Coming Events

- | | |
|------------|---|
| Sept 25/04 | Weathering Tanks Clinic, Hornet Hobbies |
| Oct 13/04 | Next meeting of DH Scale Modellers
Club Build Contest Final Deadline |
| Oct 30/04 | Ajax XXIV Model Show & Contest |

On The Table

The club's September meeting had some more beautiful subjects on the table, and gave us a sneak peak of some the club build entries.



Joe Sheppard brought in a couple of very nice small scale subjects. First off was his entry for the club build which is the Academy 1/72 Corsair. Joe has modified the kit to represent a Fleet Air Arm Corsair IV, and added a nice personal touch by using Sky Model decals to represent the mount of one Lt. Sheppard of the RCNVR.

Joe also brought in a great 1/72 He 70, done using the Matchbox kit. Joe modified the kit to represent the Rolls Royce testbed A/C, with its annular radiators.



In a break from his usual armour gems, **Sandy McRorie** showed off his entry for the club build contest in the form of Academy's 1/72 FW190D-9. Sandy has done a beautiful job building this straight out of the box.

The ever-prolific **Mr. Pennington** brought us in his beautiful Revell 1/72 Sea Hurricane IIc. Derek's entry in the club build contest was built OOB, and painted with Humbrol Sky and Tamiya flat white.



On The Table (cont'd)



Last but certainly not least, the Grand Pooh Bah himself **Mr. Iain Fraser**, brought in a lovely little 1/72, clipped wing Spitfire Vb. Iain made this from the Airfix kit, finishing it with Polyscale paints and some aftermarket (Aviation USK??) decals.

Iain also brought in his club build entry, the Academy 1/72 A6M Zero, so we could look at his progress so far. It's shaping up into a real beauty.



Just a minute!!

Here are the minutes from the last meeting:



- The Club Build Contest has been extended to the Oct meeting. (Fortunately most contestants have at least opened the Box).
- Northstar Hobbies is now open at their new location on Dundas, beside the MUDDY DUCK and Lovecraft. (a complete family shopping experience).
- AJAX XXIV Show is on Oct 31 (Lots of treats there)
- IPMS Toronto had found an alternate meeting location, so did not take us up on our offer to host them at DH
- Brampton "Airshow" on the weekend of Sat. Sept 11.(WW I stuff and some fun flying)
- Club Executive Elections coming up. Nominations next month for all interested.
- Bill Buckley celebrated his 39th birthday (**again !?!?!?**), and was treated to a memorable, if not harmonious chorus of "Happy Birthday"



Styrene Sightings

Mike's brother **Mario Nicola** gives us a glimpse of his fantastic Tamiya F1 collection for our first "Styrene Sightings" gallery.



Derek's Diary - I Worked On That!! (cont'd from pg. 1)

All good things come to an end, and I presented myself to the Flight Sergeant in charge of the Malayan Auxiliary Air Force, Singapore Wing, who was much surprised to find that he had two Armament Fitters to service aircraft that were either unarmed or incapable of carrying bombs or guns. Somewhat disgusted, he told us to sort things out among ourselves, so Cpl. Roberts and I decided that I would stay on camp and Roberts would "live out," as he was expecting his wife out from England soon, and would take care of any instructing that needed to be done. Then began an 18month period, during which I was gloriously mis-employed, acting as a general helper for the other trades, who were always short-handed and appreciated someone who thought playing around with Tiger Moths and Canadian-built Harvard 2Bs was the nearest thing to heaven.

The squadron flew on weekends, and this left the rest of the week to do the servicing of the aircraft. I had quickly attached myself to the Painter and Doper, one George Cleaver who taught me how to use an airgun for painting, as well as the effort required to rub down between coats (that's right, we did it on full-size aircraft!). Normally, the aircraft were painted Airframe Silver, which after a while tended to turn powdery and a dull grey so George decided that, having an extra willing hand, he would repaint the aircraft and the first thing we would do was rub them down by hand to get to the primer colour. Since George wanted to start with one of the Tigers, we began the tedious process of using a solvent to get to the fabric, re-applying the primer coat and then spraying the Silver. Meanwhile, the training program was going full steam ahead, and so our Tiger Moths at times looked rather strange!

Over the next three months, the aircraft took turns being worked on; the Flight Sergeant pronounced himself pleased with the way they looked, and then came the turn of the Harvards. We had emptied a five-gallon can of silver paint, so we went to the Stores to get a new can. The Warrant Officer in charge looked at our form and said, "Sorry, lads, we don't have any Airframe Silver in stock, and we aren't going to order any more." George and I looked at each other, both thinking of the Harvard sitting in the hangar painted overall in green primer paint. What to do? ...Course, what I do have in stock is gallons of Vampire High Speed Silver, but I don't know if that will do," said the Warrant Office. George asked a few technical questions, and decided to try it out. It was an instant success; the paint went on smoothly without any of the "blushing" due to the high humidity, and when it dried it had a depth that looked as though it had been waxed.

(cont'd on pg. 6)

Surf's up

Here are some modelling related links:



<http://www.ontheway.us/>

- Site dedicated to 72nd scale armour
- Nice gallery and great articles on construction techniques

<http://www.one35th.com/>

- another nice site for the armour enthusiast
- good gallery content

<http://www.modelingmadness.com>

- excellent general modelling site
- insitefull reviews of new releases

<http://hans.presto.tripod.com/fonts/stencil5.html>

- site offers downloads of fonts used by various airforces (eg. USAF, RAF, Luftwaffe, etc.)
- lets you make your own A/C markings on your PC printer

Derek's Diary - I Worked On That!! (cont'd from pg. 5)

A few days later, we pushed the aircraft out of the hangar for an airing, and so that I could take some photos. In the Malayan sun she gleamed, or as "Tug" Wilson, our Engine Fitter put it, "It shines like a shilling up a chimney sweep's arse." Word of our unusual use of this paint had reached the ears of the Wing Commander Engineering, and he came to see for himself. Since George wasn't around, I had to answer his questions, which were quite technical, and he asked for a full report on how we used the paint, and wanted us to check on it's wearing properties every 25 flying hours. We wrote the report, submitted it and thought no more of it. To our astonishment Headquarters, Far East Air Force Command, sent a delegation to look at the Harvard, and to watch us spray the next aircraft. It seemed that all silver aircraft in the zone needed painting and that the use of what was the first of the new polyurethane paints in this fashion was of great interest, as there had been talk of sending the machines back to England for repainting.

The MAAF Sqdn Commanding Office, Squadron Leader Langer was pleased with the attention, and determined to fly the painted Harvard heavily to build up the hours. After some three weeks, during which I flew some leaflet dropping sorties (so you thought that was only done in the Big One, did you?), sufficient hours had been built up for a preliminary evaluation, and this was pronounced OK. So, such diverse aircraft as Percival Pembrokes and Vickers Valettas were duly painted in the same fashion.

Modelling the Harvard

For those wanting to model the Harvard, there is only two kits worth thinking about.

In 72nd scale, the re-released Heller kit under the Revel label purports to be a Harvard 2B, but Revel lie in their teeth, its really an AT-6G, so there will have to be changes made to the kit, some of which are quite straightforward, such as painting extra canopy lines. But the one that will require some work, is to make the longer and reshaped rear canopy, which is the most obvious feature of the Norduyn-built Harvards that were used extensively in Canada, and by the RAF in Malaya and elsewhere.

In 48th scale, there are two kits, the ancient Monogram kit and the fairly recently released Occidental, both of which are accurate for the Texans that they represent. But to model the Canadian version, some internal changes will have to be made with reference to the rollover pylon and cockpit. These models represent the T6 Texan, and so the longer canopy will have to be made.

Belcher Bits has produced various mods in resin that can be utilized to push the Harvard series back and forth. Whether Mike Belcher has done the longer rear canopy, I am not certain, but it is worth a look

Derek Pennington

Seen on the Shelf

The following are some new releases that have been spotted at local retailers:

<u>Subject</u>	<u>Scale</u>	<u>Manufact'r</u>
F3H-2N Demon	1/48	Grand Phoenix
BAC Lightning	1/48	Grand Phoenix
Mirage III C	1/48	Eduard
P-38J	1/72	Academy
Bristol Beaufort Mk I	1/72	Special Hobby

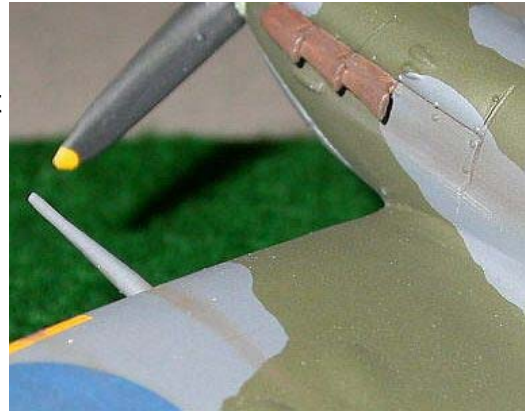
Tools and Techniques

Weathering with Chalk Pastels

Using pastels to weather your latest creation helps to give it life. It helps provide the illusion of reality, and of it actually being used.

To accomplish a credible weathering job, first review any photos and references of the subject. This will give you an idea of how the elements treated the real thing. It is important to know how much cordite staining will be needed, or how and where it rusted.

Once that has been determined, its time start.



1) **Surface Preparation**

- a. Flat (i.e. dull) surfaces are best because it's the surface texture that holds the pastels.
- b. Dry and Oil free, otherwise the pastels will not streak or shade as required.

2) **Colours**

- a. Use Chalk Pastels in colours that match the type of effect and will show up on the base colour of the model.
- b. Chalk Pastels are available at all Art Supply stores (Michael's, Loomis & Toles etc.) in a staggering variety of colours.

3) **Brushes**

- a. Use a variety of brush sizes. Fine for streaking, wide for dusting and a variety in between.

4) **Application**

- a. Into a Small container, and using a sharp knife, shave some of the desired colour pastel creating a powder.
- b. Dip the brush into the powder to "Fill" it
- c. Lightly brush the powder onto the model in the desired location and direction. Use a little at a time, more can be added. Use your references!
- d. Repeat steps 'a' through 'c' with either darker or lighter colours to blend and fade. Most weathering stains are not a uniform colour.

5) **Corrections**

- a. Minor corrections can be accomplished by using a dry tissue to remove some or all the pastel in an area.
- b. Washing the model off with water or wiping with a damp cloth can start complete revisions.

There are a couple of things to keep in mind when using pastels, or any other form of weathering. Weathering is a subjective thing. Too little or too much is your choice, so if it looks good to you, great. It will take some practice to get the effect you want, so keep trying. Try different colour mixes, brushes or combining pastels with other weathering techniques, have some fun with it. Pastel weathering is very "fragile". Once the model is completed, MINIMAL handling is the order of the day. Pastels will easily wipe off with a finger! And, I have yet to hear from someone who has successfully sealed pastels without having them disappear. Weathering with Pastels is fairly inexpensive and simple. It can turn a Good looking model into a Great looking model with only a little effort and very little risk. Have fun!

DH Scale is a monthly newsletter produced by and for IPMS de Havilland Scale Modellers (ESC).
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