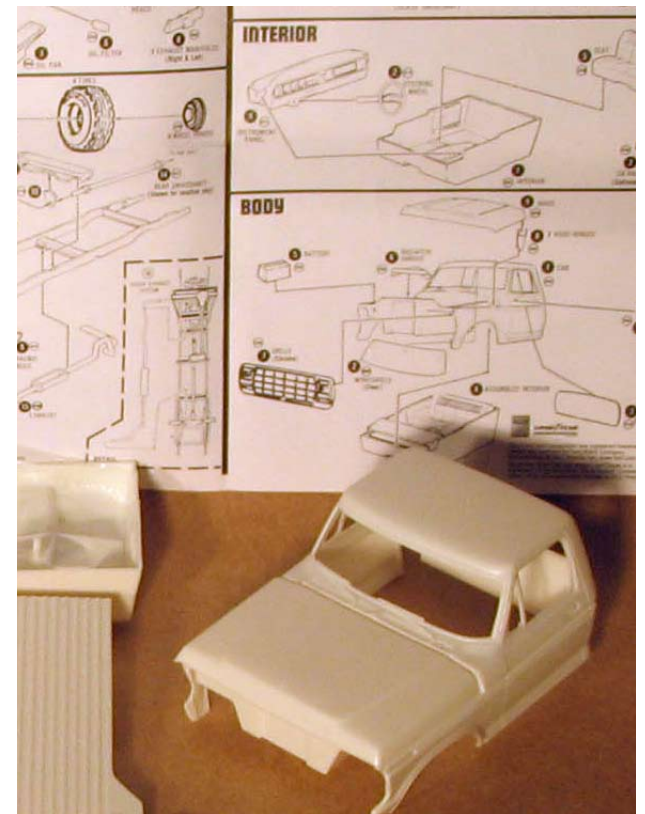
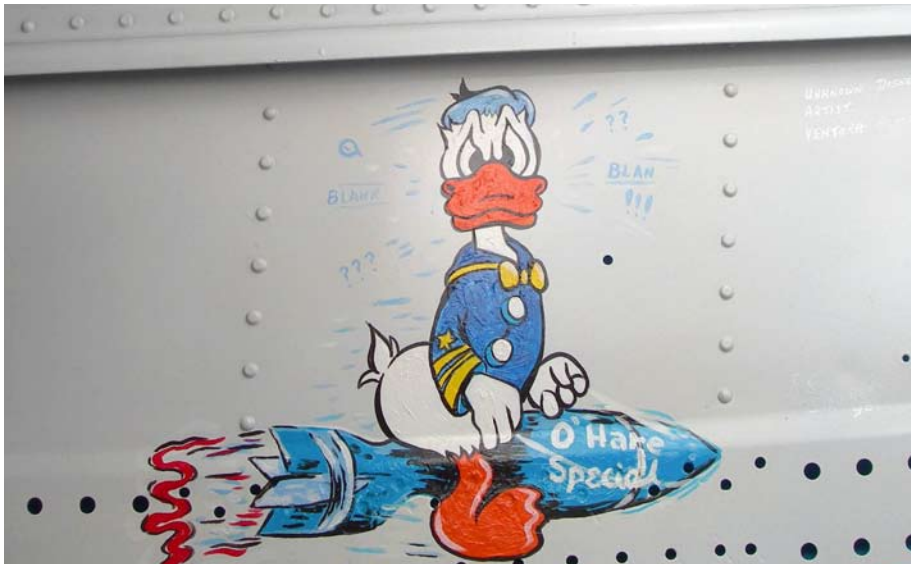
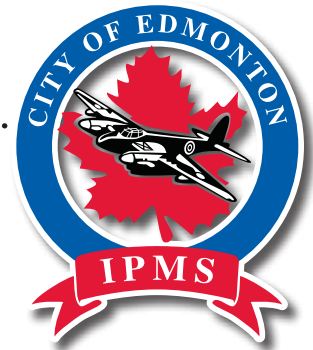


BULLETIN

The Newsletter of the International Plastic Modellers Society of Edmonton

MARCH 2008



4 **The Ventura & Northern Wings 2008: Ventura Trophy**
Vic Scheuerman

4 **1/72 Minicraft Ventura II**
Vic Scheuerman

6 **Glue: A Guide for Modellers – Part 1**

Brent Fordham

8 **1979 Ford Ranger XLT Pick-up 4x4 F350**
David Andersen

MARCH 2008

The BULLETIN is a monthly publication of the International Plastic Modellers Society, Edmonton Chapter. It is distributed to all members in good standing from September to June. Articles in the Bulletin may be published in other IPMS Newsletters if credit is given to the author and IPMS Edmonton.

CLUB MEETINGS

IPMS Edmonton meets the second Tuesday of each month (September to June) from 7:00 to 9:00 pm in the cafeteria of:
 McNally Senior High School,
 8440 – 105 Avenue,
 Edmonton, Alberta.

There is no admission fee and club meetings are open to the general public. Members and non-members alike are encouraged to bring models, books, accessories, or other modelling related items for show (or sale) at the meetings. The club is run very informally and is a great opportunity to learn how others approach the hobby. There are also workshops and demonstrations – if you would like to volunteer please contact a member of the executive. Monthly meetings have a very short business portion and members who bring completed kits to show are eligible for a members-only door prize. There is usually a raffle draw open to those who purchase tickets.

ANNUAL MEMBERSHIPS

IPMS Edmonton memberships cost \$20.00 CDN annually. Membership fees are due each September and include a Bulletin subscription and IPMS membership card. A good number of local hobby shops provide discounts to customers with valid membership cards. Membership gives you access to the club's decal bank, privileges to purchase raffle tickets, privileges to enter in the members-only contests, voting rights for the club, and the option to run for the Executive.

FEBRUARY DOOR PRIZE WINNER:

\$25.00 Gift Certificate for Kites and Other Delights

SUBMISSIONS

The BULLETIN is possible because of the voluntary contributions and participation of our members. You can be part of sharing your hobby by writing about your modelling interests. That might mean an in-depth build article, a "how-to" story, a preview of a new kit, or perhaps a review of a new book. Submissions can include photographs, drawings, or illustrations. We welcome your participation and have three people coordinating submissions according to theme:

- Aircraft Rep > Brent Fordham > bfordham@telusplanet.net
 - Armour Rep > Kevin Johnson > in person
 - Car Rep > Dave Anderson > dmkealy@yahoo.ca
 - Other > Dennis Weber > shreddy@telusplanet.net
- (Of course we welcome submissions in other topics too, so don't be shy about sending those too). If you are not sure what is needed to make your submission into the Bulletin, contact a rep and they'll help you through the process.

2007/2008 Event Schedule

Please note there have been some revisions made to the event and theme schedule since last issue:

- March 11 Ides of March**
 Anything Italian
- April 8 April Fools**
 Anything that didn't exist, Sci-Fi, Luft 46 etc
 (This meeting is also Bring-a-Kid Night)
- May 13 Movie Night II, The Sequel**
 Subjects from Hollywood, Movies, or Television
- June 10 Swap Meet**
 Bring items you want to sell.

IPMS Edmonton Executive

- President 780.406.4692
- Gary Fairfull bentwing@telus.net
- Treasurer 780.483.0279
- Geoff Robertson georob@telusplanet.net
- Member at large 780.473.0038
- Chris Aleong chris174@shaw.ca

HOBBY SHOP DISCOUNTS

Upon presentation of your IPMS Edmonton membership card, the following hobby shops offer members a discount of 10% off regular priced plastic kits:

- Alberta Hobby Centre
 14220 Yellowhead Trail
- Comex Hobby
 1780 West Edmonton Mall
- Comex Hobby
 115 Kingsway Garden Mall
- Great Hobbies
 5144 – 75 St
- Kites and Other Delights
 10024 – 21 Ave
- Kites and Other Delights
 1209 West Edmonton Mall
- Roundhouse Sales
 9532 – 87 St
- Brightside Hobbies
 10130 – 100 Ave (Morinville)
- Uncle Bill's Hobbies
 Calgary



President Message

.....
Gary Fairfull

Hello All. IPMS Chapters, in my humble opinion, are meeting places to both promote and support our hobby. One of my priorities in regards to our club is I would like to see it grow. I see this as a “win-win” situation for both the hobby and its members. The more IPMS members we have running around Edmonton spending money in hobby shops the better. The more we promote the hobby locally, the more we will be able to locate the items we desire within the confines of Edmonton and area.

There are many ways to promote the club, through contests (which are fun), mall displays, posters, and word of mouth. Recently I was in conversation with a female modeller who expressed a desire to join our club. And trust me; she is both knowledgeable and gifted in our hobby. One of the questions out of her mouth was, “Are there any other female modellers in our club?”

I was tempted to offer her a free membership for the remainder of the year, just for being the first or only female member in our club, but I wouldn't do that without the approval of the club and the executive. At any rate, I am encouraged that she may join the club; I don't think she was dismayed at the prospect of being the only female member of our club.

Further to this, I was in conversation with another avid modeller who knew all about our club, but didn't want to join as he thought his ripe-old-age of 23 was far too young to belong to our Chapter. He didn't want to be the youngest person in the room. Sadly, there are many barriers we must confront when attracting people to our club. I don't think I was able to convince this person to join, but I am not going to give up.

I'd love it if the executive could give away a few promo memberships to people who are under-represented in our club. But perhaps the best method is to offer long-term members free memberships if they are able to convince new members to join for a year.

This would then reward those of us who have been loyal to IPMS Edmonton.

All of this text leads up to next month's meeting. Not only is it April Fool's theme night, it will also be Bring a Kid. I encourage existing members to bring out sons, daughters, nieces, nephews, and other youths, on this night. The target ranges are 8 up to 17 years of age (with flexibility on the bottom number). At present I have confirmed sponsorship for that evening.

The rationalization for this event is to increase the awareness of our club, to create a positive atmosphere, to give each participant a keepsake, and to add some youth to our club. The plan is to present each participant with a kit to bring home and complete. Hopefully they will return to our next meeting with a complete kit.

I will discuss this matter in further detail at the next meeting. As well, I will be taking a count to ensure I have enough kits on hand, so I ask that each club member please give some thought to the number of participants each member may bring.

Happy Modeling,
Gary ♦

Require 1/72 figures for museum displays

.....
Vic Scheuerman

At the recent meeting of the Alberta Aviation Museum Display Committee (I am part of this subgroup); Tom (the museums executive director) presented my June 2007 proposal as the basis for the future direction of the museum. In a nutshell it recommends; that a standard scale be used in individual display cases, a minimum museum standard be set for the models (IE 1/72 OOB with emphasis on getting a superior upper surface finish and colour and marking accuracy), that at least one model in the display case be mounted on a base with a figure for scale reference. Other guidelines are to focus on local aircraft, organizations

and historical events. A ten year goal of revamping the model collection was set.

Also at and during preceding meetings, various options were discussed for the museum to recognize next years milestone of 100 years of heavier than air flight in Canada. A proposal offered in January 2008 was approved. We hope to build five dioramas to celebrate the local contribution to this event.

First. Celebrate that the first commercial field in Canada was Blatchford Field that the current Edmonton City airport resides. This will encompass a small vignette based on a photo capturing that day that will involve two figures and a ski-equip Siskin. The major display will be a partial build of the original Blatchford Field hangar with a variety of colourful pre-war aircraft. This will occupy one display case.

Second. The adjoining display case will hold the four individual air related inhabitants of the historic No 6 Hangar that currently holds the museum.

Diorama No 1 will the largest and be at the base of the display case. It will feature the BCATP with the

appropriate aircraft, equipment and a large section of the hangar as part of the primary hangar history display.

Diorama No 2 will feature a B-25 and figures from the 418 (City of Edmonton) Squadron days and will have a part of the hangar as the back drop. It is planned to model museum volunteer Terry C 'Daisy May' before its famous attack on the hangar.

Diorama No 3 will show part of the hangar during the Dew Line support era and it will probably have an Anson V of Pacific Western Airlines (research under way).

Diorama no 4 will feature the current museum based on the Mosquito. This will be the only interior display planned and it will also have the surrounding display cases and with a tour in progress.

We hope to have this rather ambitious project completed by the end of 2009.

Now to the request. I have started to gather the information, models, decals and reference material and I can see that 1/72 scale figures for these displays; other than the BCATP and 418 this will be a challenge. If anyone would like to donate figures, equipment or vehicles (built or unbuilt) it will be gratefully accepted at any of our regular meetings. ♦

The Ventura and Northern Wings 2008: Ventura Trophy

Vic Scheuerman

As the participants of Northern Wings 2007 know, the Lockheed Ventura is to be the first of the Theme Aircraft for the contest. What makes this new addition so exciting is that the Theme Aircraft Trophy will be a piece from the actual aircraft. In that regard, the Ventura Memorial Flight Association, www.rcfavventura.ca, located at the Alberta Aviation Museum, www.albertaaviationmuseum.com, has donated a section of Ventura 2179 painted with Disney fuselage art (see photo). This particular Ventura G.R.V. served with No. 8 BR Squadron, RCAF on the West Coast during the later half of WW II. The artwork was researched and painted by Mr. Clarence Simonsen of Alberta.

A 1/72 scale Academy/Minicraft Ventura will be built to help promote the contest. Upon completion, the

model will be part of the Northern Wings Plastic Model Aircraft Contest 2008 show poster. The model will be painted as a Ventura II of one of the Operational Training Units based in Canada so it can be donated and displayed in the Alberta Aviation Museum's BCATP display case. The final mileage from the kit will be a Bulletin build article showing some of the kit assembly pitfalls and some extra information for those that my want to detail their kits for the October 18th, 2008 contest. ♦

Below:
Detail of a portion
of Ventura 2179
with Disney art



1/72 Minicraft Ventura II In box review

Vic Scheuerman

This kit has over 70 cleanly molded light grey and clear molded parts. The only readily noticeable flash found on this kit was on one propeller blade and cylinder head. Also, there are ejector pin marks on the cockpit fuselage wall and three noticeable ones on the vertical control surfaces. While the surface is engraved, it is very fine and may disappear with too much paint. This version of the Ventura has a glass nose with those small rectangular viewing windows like its predecessor, the Hudson. Thankfully, there are not individual windows



like the Airfix Hudson. Instead, there are two separate clear nose sections that has both the nose and large bottom viewing panel as separate attachments. A large bulbous Boulton-Paul turret is supplied as is the rear-view blister for the pilot side of the cockpit glazing.

An adequate cockpit has two seats, two control columns (incorrect configuration and these also have the later handles), floor, aft bulkhead (incorrect as a 'full' bulkhead) and instrument panel. There is no detail on the cockpit walls or instrument panel, though a decal is supplied for the latter. Both the glazed nose and aft lower gunner positions lack any detail. But given the model scale and the correspondingly small clear openings, this really should not be a concern. Minicraft did put a little more effort in the upper gun turret as there is some minor detail, but it could use some more.

Minicraft supplies well molded engines that have a separate gear housing/front cylinder row that attaches to the second partial cylinder bank molded to the engine bulkhead. This will look adequate given the small cowling opening that is partially covered by the paddle-blade propellers. Other things of note are the fully framed in main gear wells and separate engine exhausts. The only concerns on looking at the parts on the sprues are: a) the thickness of the main gear doors, b) a hatch that is molded on the starboard fuselage aft of the wing that does not exist, and c) the very noticeable ejector pin marks on the tail.

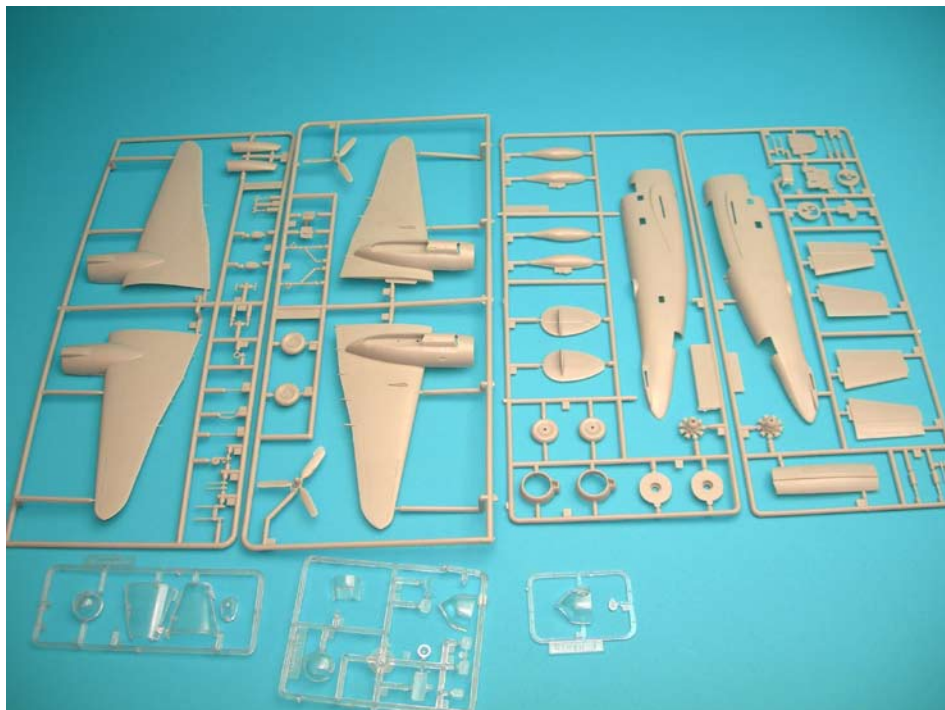
Both the 13 page assembly notes and the three views for the sole marking option are well drawn with a separate scrap head-on view showing the wing dihedral and landing gear door positions. Detail colour notes are included in most assembly steps. Perhaps the only

apparent disappointment is the kit's national markings that are out of register. The only option is an RAF Ventura of 21 Squadron RAF finished in the American equivalents of Dark Earth, Dark Green over Sky (referred to as Light Gray) with dull red fuselage codes.

As other versions of the Ventura were molded, spare parts for the spares bin include different cockpit glazing, Martin gun turret bubble and lower frame, nose ventral gun pack and wing tanks that apparently were not used on the Ventura I & II.

All in all a nicely molded and adequately detailed 1/72 scale bomber in the box. The few obvious deficiencies appear to be either easily corrected (thin the gear doors, fill in the starboard hatch and ejector pin marks) or replaced (national insignia). ♦

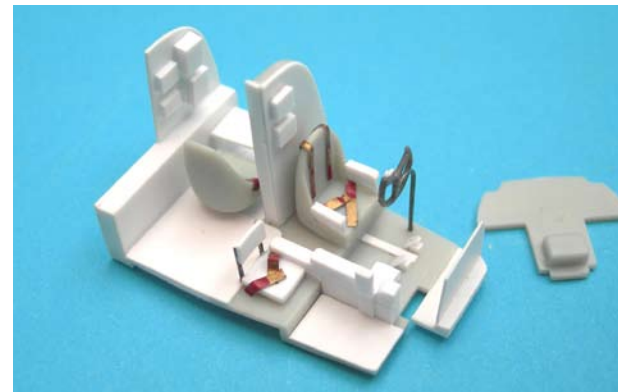
Part 2 will involve actual construction.



Left:
sprue samples from the
Minicraft Ventura II kit.

Right:
Cockpit with
scratchbuilding added.

Bottom right:
Minicraft Ventura II kit
decal sheet



Glue: A Guide for Modellers – Part 1

Brent Fordham

When I started, or rather, re-started modeling nearly ten years ago, I thought I knew everything I needed to know about glue. It came in little tubes as a stringy goo-like substance, or in small square bottles as a liquid. It always has “Testors” written on it. And it smells nice. In fact, to this day, I find that the whiff of good old Testors liquid cement gives me wonderful memories of a childhood spent on my dad’s workbench, happily bashing out cars, planes and big plastic knights of the black, blue and red varieties. But since then, I’ve learned much more about our smelly, goopy workbench friends. Testors isn’t the only player. And there are different types of glue, not just different brands. Knowing the differences between the different types can make your modeling life much easier and more rewarding.

This article is geared towards the novice modeler, but hopefully I can provide an insight or two for the more advanced reader. I can only write about what I’ve used, so the brands and types I’ll discuss will hardly be exhaustive, but hopefully I can cover the basic types and get my main point across, which is: there is different glue for every occasion. Learn this and you can stock up on glues that will make modeling more fun. Glue is just another tool. Most modelers have more than one type of sand paper, and so it should be with glue as well. Please read on and learn how to work with glue like a conductor directs a symphony. Just

be careful not to glue your fingers to someone’s oboe.

Types of Glues

Solvent Cements

This is the first glue that most of us ever tried and is also the largest group of glues available to us as modelers. It was likely in the form of Testors “Tube Glue.” This type is of gel-like consistency, is stringy and takes a long time to cure. It’s good for kids to use as it’s less likely to spill all over the table and it’s easy to apply to the model where you want it to go. Other than that, I can’t think of too many positives for its use with the adult modeler. Or at least, I don’t use it any more, and therefore, I can’t comment. I think what makes it easy to control for a youngster is exactly what makes it hard to control for the more advanced modeler. It has a tendency to get all over the model and when our goal is a nice clean seam line that leaves the surrounding detail intact, tube glue can leave us wanting something better.

It is worth mentioning that these solvent cements only work on styrene plastic (with a few exceptions that will be noted later). They are not suitable for resin, and gluing these, and other “multi-media” materials will be dealt with in Part II.

As we got a little more experienced, most of us graduated to “liquid” type of solvent cement. To back up a little, the term “solvent” cement refers to the glue’s ability to chemically melt the two halves of the styrene plastic part we are trying to join. Once the melted plastic cures, we are left with one part. But here’s the cool part. There are many different types of solvent

cements, each with their own properties that make them useful in different situations.

Solvent cements can generally be broken into two different types: “hot” and “cold.” What this refers to is the chemical aggressiveness of the glue (I’ll be using the words glue and cement interchangeably, but cement is usually referring to the solvent type of glue). Cold glues evaporate slowly, cure slowly and are generally slower to melt the plastic. Hot glues evaporate quickly, cure fast and can distort thin parts or even melt them completely into little, misshapen blobs of unhappiness. Do not fear - the difference between these two types can work to your advantage. If you’re joining two fuselage halves together, it’s a good thing to get it over with using a quick drying glue. Because we are using capillary action to apply the glue (more on that later), we can pretty much line everything up before we start gluing. The cement cures quickly and we can move onto the next step of assembly. But what if we’re trying to glue some tricky landing gear parts in place? Maybe we’re attaching tail planes and we want to get the angle of attachment just right. That “hot” quick curing cement will cheat us out of modeling perfection by setting up before we’ve had a chance to get the part aligned properly. Now is the time for a cold solvent cement. The cold glues give us some time to move the part around until we like the look. It may be necessary to have some way to hold the parts together (clamps, tape, rubber bands, etc.), as the colder glues take longer to set.

Another place to pay attention to hot and cold solvent cement is with dealing with small or thin parts. Say you’re closing in a wheel well side wall with some thin, flexible 0.005” sheet styrene. The hotter glue will melt right through that paper thin plastic, leaving you with a big mess. Colder glues are the way to go here. Same thing goes with very small, slender parts such as a radio antenna.

Aside from the general concept of hot and cold types, the different brands of glue can work better or worse depending on the plastic being worked with. For example, not surprisingly, Tamiya glue works very well on Tamiya



plastic. But Testors brand doesn't work quite as well with Tamiya plastic. Admittedly, this isn't a big issue with the majority of glue and plastic combinations. However, some of the limited run kit eastern European hard plastic does not respond very well to Testors liquid cement. It's certainly a factor worth keeping in mind.

Liquid solvent cement differs from most other glues in the way it is properly applied. We like to use a principle called capillary action to get the glue to go where we want. The basic idea is as follows:

Test fit the pieces to be joined. This is also called dry fitting. I can't stress this enough. If you take your time and clean up the mating surfaces so that they fit well before you get out the glue, then your gluing operation will go that much better.

Hold the pieces together lightly. In the case of fuselage halves, some tape or rubber bands may help you out with this.

Using a suitable old paint brush or the applicator that is attached to the glue bottle lid, load the brush with glue and touch it to the seam. Be warned though, you'll want a fairly pointy brush tip to help you control the application, and sometimes the glue bottle applicator brush is too thick to be useful. The glue will be drawn into the seam by capillary forces. Generally, you only have to touch the brush in one spot. This helps to preserve any surface detail along the seam line, since any place the solvent touches will cause some degree of surface distortion. Depending on how things work out, you may have to draw the brush tip along the seam line or touch it to the seam in multiple locations. This style of application is where having a pointy brush works better than a big, fat one.

Gently squeeze the parts together until you see a little melted plastic squish out. If you're using a colder glue, you may need to give the glue some time to act on the plastic. Hotter glues will be ready right away.

Note that some circumstances require a more traditional application method. For example, with the halves of an aircraft fuselage at the tail section, we are

faced with a large flat surface where capillary action will not reach. In this situation, we need to apply cement to each, wide, flat surface of the tail before we squeeze them together. Here, glue choice is critical. If we use a very hot glue such as Tenax (see list below), the glue will be dry before we have a chance to mate the parts. Something like Testors Plastic Cement is the smart play in this situation.

The following are glues that I have experience with and I am listing them, as best as I can recall, from hottest to coldest:

Tenax – just about as hot as they come. If you leave the lid off by accident over night, half, if not more, of it will be gone when stumble back to your work table the next day. Cures very quickly, but gives you almost no working time. Is odourless, but we *know* it evaporates, so I'm sure it's still as harmful to your health as any other.

Tamiya Extra Thin – as stated earlier, works nicely on Tamiya plastic. Cures reasonably quickly. An excellent product.

Ambroid ProWeld – Good general purpose glue. Not too hot, not too cold. Goldilock's favorite. Has the added advantage of working on butrate, ABS and acrylic, should this ever be of importance to you (sci-fi scratch builders using exotic materials such as Leggs egg-shaped pantyhose containers or old plastic radio knobs take note – George Lucas probably had 5 gallons pails of this stuff).

Tamiya Cement – Tamiya Extra Thin's little brother, this cement is relatively cool and has a little body (viscosity) to it. This makes it a better choice for parts that need more drying time to aid in alignment.

Plaststruct Plastic Weld – a product from the producers of generic styrene rod and sheet, this also works on butrate, ABS and acrylic. It has a little body to it, and is notable for its exceptionally foul odor. An open,

smelly bottle of this on the work bench makes me wish my hobby was stamp collecting.

Testors Plastic Cement – slow drying properties make it a modeler's best friend. Shines in situations as described above (large flat mating surfaces). Its pleasant odor reminds us of a magical time before we had to pay income tax.

Microscale Microweld – claims to be non-toxic and actually smells of citrus. Can be used a bathroom freshener (just kidding). I was skeptical of this glue at first, but have found a situation where there is no better choice. It has the unique property of being slow to dry, but after a few minutes of setting up, allows the modeler to position the piece to his liking without having the piece change position. To make this point clearer, I'll use the example of an aircraft tail plane (the horizontal bits). As the glue begins to set up, it reaches a point when you can bend to tail planes up or down to get the proper angle and the parts will hold their position without you having to support them. This glue may not work on some of the harder styrenes often found in the short-run eastern European kits.

Ambroid Safe-weld – I'm fairly sure that this is the same stuff as the Microscale above.

There are certainly other solvent glues available, but these are the ones I've tried. ♦

Next month, in Part 2, I'll cover some other types of glue such as CA (superglue or Crazy glue) PVA (Lepage's White Glue), and epoxies. Hopefully, my rambling is starting to show that there is different glue for every situation that presents itself on your workbench. Although this topic can be a little dry, I'm confident you'll stick with me (hey, we all knew this article was just a bunch of bad puns waiting to happen).

1979 Ford Ranger XLT Pick-up 4x4 F350 kit review

AMT Model King Re-Release kit #21700P 1/25 Scale

110+ Piece kit
Molded in white styrene, chrome, clear
Tires black vinyl
Skill level 2 to 3
Retail price \$26.99 CDN
Kit Review

David Andersen

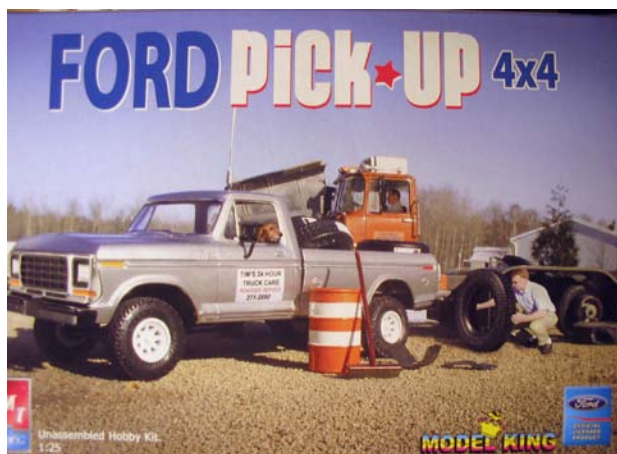
This is a re-release of a kit and tooling that was put out by AMT back in the early 80's and is re-boxed with new artwork and is one of the kits that Model King in the US has convinced AMT to bring back that we thought were long ago sent to the scrap heap.

The box art has four different builders' versions of the kit, just washed and showroom clean, a rusted beater work truck, an off-road 4x4, and a Service truck. The model builders are cleverly pasted into the photos to make the models look more realistic.

Looking at the kit out of the box you can tell it is from the 70s or 80s by the artwork of the instruction sheet and the quality of the kit.

The chrome parts are ok but there is a bit of flash that will have to be cleaned up. The grill chrome surround and head lights are molded in one piece so you will have to detail this to make it more realistic and will need to be careful removing it from the sprue as it is molded along the top of the grill surround. The tail lights are also chrome and will have to be carefully painted to give them a realistic look. The front and rear bumpers are attached at the sprue at what will be the underside and will be easier to clean up than the grill.

The rims are chrome eight spoke and the tires are



vinyl "Firestone All-Terrain TC" 15 inch rims" which are period correct. These are mounted to a backing plate and are attached to steel pins that serve as the axels and permit the model to roll but not pose the from tires. There is an optional set of disk brakes for the rear wheel drive only version.

The kit has a clear front and rear window but no side windows and the interior is a simple tub with the side panel details molded in a one piece seat. It has a well detailed dash with Ranger XLT molded in and optional "CB" radio. The steering wheel is the correct Ford two spoke but there is no shift selector or turn signal stalk.

The running gear has an engine which has 26 pieces and it looks like a 351 Cleveland or Windsor engine with a C7 automatic transmission and stock four barrel carburetor. You will be able to put some details into this engine as the Ford distributor looks like it will lend itself to the addition of wires which can then be wired to the side of the heads and will give the kit some more pizzaz.

The chassis is a one piece frame and the kit has both the 4x4 front axle as well as the Ford famous "P" beam front suspension if you just want a regular pick up version.

The cab is one piece with a separate hood with simple hinges that have little detail but function to help hold the hood open for display. The chrome trim of the XLT is molded into the cab as well as the box ¼ panels (ten



pieces) and can be detailed using bare metal foil.

Tailgate is two pieces and there are decals for the Ford script in the tailgate as well as for the hood and optional door decals for "Tim's 24 hour truck care Roadside service" if you so desire. There are also decals for the front signal lights in orange but I think I would use Tamiya clear orange. I would also use clear red instead of decals for the chrome at the back of the trim on the rear quarters. The other decals are the XLT 350 that goes on the side of the hood but no license plates decals.

The kit looks like they have cleaned it up and there is a slight mold seam that runs along the top of the cab and then continues down the back but it can be easily removed.

The other optional parts are the tonneau cover and roll bar with driving lights and CB antenna and front grill guard.

Conclusion

This is a decent truck model of a popular pick-up that has been out of circulation for quite some time. This is not a kit for a beginner and with detailing and a good paint job (or even using some of Jim Carswell's weathering techniques) it can become a nice addition to your collection. ♦

References

My brothers 1979 F150 and many years of borrowing it for moving etc.