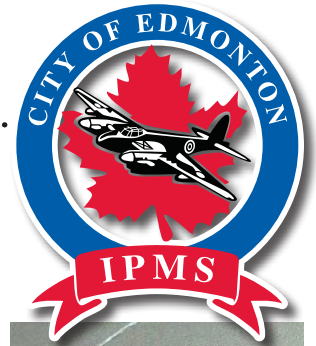


BULLETIN

The Newsletter of the International Plastic Modelers Society of Edmonton

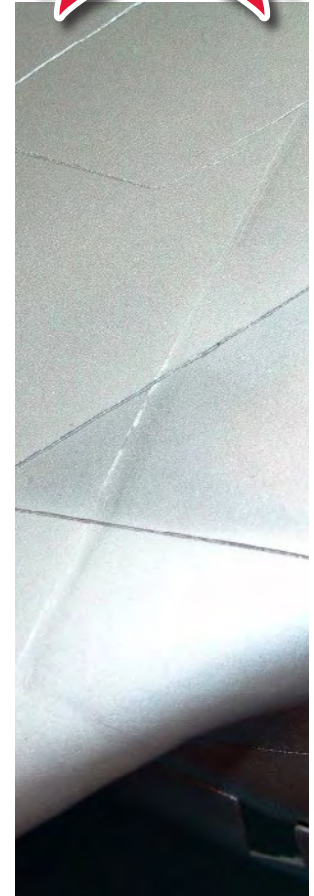
FEBRUARY 2008



3 Sunlight and Old Decals – Does Sunlight Really Remove Yellowing?
Dennis Weber



4 2006 Dodge Charger Daytona R/T
David Andersen



6 Competition Conundrums 1: Ghost Seams
Vic Scheuerman

FEBRUARY 2008

The **BULLETIN** is a monthly publication of the International Plastic Modelers 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.

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 > dmkhealy@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:

- February 12 Orient Express;**
Japanese, Chinese, Indian, Korean, Vietnamese, or other subjects from the Far East.
Demo: Armor weathering with pastels and pigments – Jim Carswell
- March 11 Ides of March
Anything Italian
Demo: Applying Zimmerit - Tom Cockle
- 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



JANUARY DOOR PRIZE WINNER:

Glen Rodway was last months winner of a \$25.00 Gift Certificate for Great Hobbies.

Sunlight and Old Decals – Does sunlight really remove yellowing?

Dennis Weber

Got some old, yellowed decals? You've probably heard that placing them in a sunny window will help them lose their yellow tinge. Does it work?

Curious to if this is an old modelers tale I decided to give this a try with some really old decals. To conduct the test, I used decals from three 1/48 Monogram Mosquito kits that were recently added to my collection. Using the copyright information on the kit instructions as a way of estimating the approximate age of the kit (and decals), my guess is they are circa 1965, 1970, and 1984, respectively. I have no way of knowing if the decals were produced identically from issue to issue or what their condition of storage might have been before they came my way. Each set of decals had a different colour for the backer sheet. A fourth sheet, from an Airfix kit, was tested too. This one had really severe yellowing. Chances are your yellowed decals are surrounded with similar mysteries.

Anyways, the Monogram test subjects were taped to a sheet of paper and scanned on a flatbed scanner at the start of the process and then periodically taken down and rescanned to check their progress. The scanners settings were saved for the testing to ensure that any changes in the decal sheets were from the test and not the result of changes during scanning. However, I made an error with this process. My first scan was placed flat into the scanner but subsequent scans were rotated 180° and this introduced some inconsistency with the test. It didn't occur to me to make sure that the orientation of the sheet might change the scan settings in my test, but sure enough that affected the colours in the scan. Oh well, I'm not a scientist and thus omitted the starting scan.

The decals were then placed in a window that gets at least some direct sunlight for a portion of the day. My house windows are old double-paned from about 1950, so the glass is not likely to have been treated with special UV coatings. Generally speaking, my house is very dry.

The Airfix sheet was tested in a different manner. That sheet was cut in half. One half was taped to the window in the same manner as the other sheets and the other half was stored in a Ziplock bag in my model room with no exposure to sunlight at all.

So here is a series of scans showing portions of the original sheets before the test and at periodic intervals. To the right are the three Monogram sheets. The left image for each pair is a scan taken after one week of the test and then to the right another image shows another image after week three. You can see some of the changes in larger detail on this issues cover as well. For those of you reviewing the black and white issue of this newsletter will simply have to take my word that the yellowing had reduced over the test.

Local members of IPMS Edmonton would have some idea of how much sunlight actually hit the decals. For those of you reading this from afar might wonder "what was the Edmonton weather like" and all I can say is this: the test was started in our winter and being on the prairies we have fair bit of sunshine even in the winter.

The fourth decal sheet, at the bottom right of this page probably demonstrates best the difference since it is a complete before and after situation except that it uses different portions of the sheet. The NE•A detail shows very strong yellowing in the carrier film. The separate portion of the sheet with TH•M clearly has washed out the yellow to a large degree. I can't claim that any of my tests completely removed the yellow that was present.

What conclusions can one take from the the test? Placing your yellowed decals in a sunny window does work to a point. I have been told by some members of the club that if you leave decals exposed to sunlight for too long it starts to bleach out the colour of the decals themselves. All things considered, the sunlight trick is probably best reserved for decals that require only a modest reduction in yellow. ♦



Sheet 1, Monogram 1965?, Jan 9 (left) and Jan 26



Sheet 2, Monogram 1970?, Jan 9 (left) and Jan 26



Sheet 3, Monogram 1984?, Jan 9 (left) and Jan 26



Sheet 4, Airfix, no sunlight (top) & with sunlight (bottom) Jan 26

2006 Dodge Charger Daytona R/T

Testors – Lincoln Mint kit 5316
1/24 Scale

150+ piece kit
Skill level 3
Retail price \$24.99 CDN
Kit Review

David Andersen

Be careful what you wish for as I was whining for a Daytona version with all the stripes and rear spoiler and it looks like I used up all my wishes for 2008.

I now have four kits including the Revell kit #2052 which I reviewed in December 2007.

The second kit is Testors Kit #5315 is a more stock version of the 2006 Charger and it still has the 5.7 litre Hemi. It is the same as the Daytona kit but does not have the Daytona decals or the rear spoiler nor the black Hemi hood decal. It is the same tooling as kit # 5316 and is boxed as kit number 5315.

The fourth kit is a Lindberg Kit #73065 of the 2007 Dodge Super Bee SRT8 in 1/24 scale and when I took it out of the box it is identical to the Testors kits tooling so Lindberg must be getting this kit manufactured for them. The only difference is the wheels are the Super Bee Stock wheels and the front clip and hood are different and have the SRT8 hood scoop. It also has the 6.1 litre Hemi and all the decals for the Super Bee.

All three of these kits have lots of detail and will keep even the best modeler busy doing all the detail work.

I have moved the #5316 Daytona Kit to front of my model building queue and I am going to reproduce the 2007 Daytona with the 5.7 litre Hemi in sublime green. I was going to paint it right out of the rattle can using Model master paint #28117 Sublime green. After talking with Jeff Turlock, I could have made a mistake as I was



Dodge Charger kits: two of the Testors Lincoln Mint plus the Lindberg Super Bee

going to use the original Sublime colour but Jeff told me the 2007 sublime green has a bit of pearl-essence in it. I think I will paint a second car boy with this colour and see how it turns out and maybe I will add a pearl to the paint or get the 2007 colour.

At our January meeting, I took in Vic Scheuerman's demo on filling and sealing using Crazy glue and a catalyst to speed the curing up. I even went out and bought the Tamiya fine surface primer he recommended. The demo was excellent and it never ceases to amaze me the depth of skill and knowledge in our club and the willingness to share. Who knows I may have to go back and dig out that RCAF Hornet kit I was going to build. I could never get rid of my seams when I build planes and now I think this new knowledge is going to work so

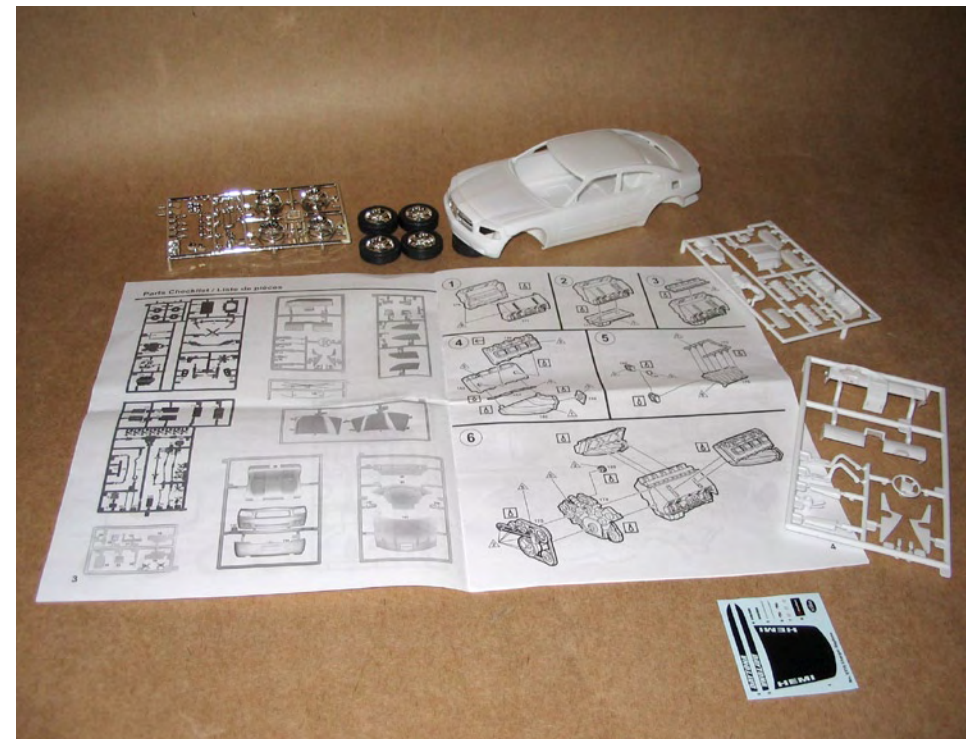
maybe I will have something to compliment my aircraft collection.

But for now back to my story, the car I am going to model this kit after is the 2007 car that my plant manager recently bought and it is car number 121 in this very bright Sublime colour. I took lots of pictures of this car and the 1:1 car has very little chrome. The grill as well as the chrome around the windows is blacked out and the rear trunk panel is blacked out. The engine cover does just that and a lot of the detail will be hidden. I did take note that it is in the original Hemi orange colour with chrome trim and any of the user serviceable parts are in yellow such as the top of the oil and trans. dip stick and the windshield washer cover.

The kit comes with everything packed in seven



Packaging, instructions, and kit parts and sprues



sealed plastic bags. The clear plastic parts are mounted to cardboard to keep the parts from rubbing and look in pristine condition. This include the head light covers as well and tail lights which will have to be painted in clear red and allows you to make a correct tail light with the back up light portion clear.

The body is crisp and clean with no flash or sink marks that will need to be filled in and the fuel filler door is molded separately.

Everything I have test fitted goes together very well and feels like a high end kit.

The chassis detail is faithfully reproduced with dual exhaust/catalytic converter, heat shields and sway bars. It has the 4 wheel independent suspension and the brake parts have the front and rear disks brakes but no caliper

detail. The wheels are the stock aluminum chrome 17 inch wheels and the tires are vinyl with good tread pattern but no sidewall detail.

The engine has lots of detail (32 pieces) and the transmission (3 pcs) that are attached after assembly. The serpentine belt is molded in and will have to be detailed and the coils are molded into the valve covers so you won't see any wires going to the spark plugs.

The interior is 28 pieces has the seats molded separately as well as the seat belts and seat adjuster. The instructions skip over the instructions for the steering wheel, column dash and gauges assembly. The gauges are supposed to be white with black numerals. There should be a panel on the dash that is painted the same colour as the car and has the number of the car represented as well

as a panel in the console to match.

Conclusion

This is a good model of a one of a kind car. With detailing and a good paint job it will make a fine addition to any ones car collection. I am planning on having all four kits at the next meeting so anyone who would like to compare them can have a closer look and hope to have the body painted so that you can see how bright the colour is. ♦

References

Strada Mopar magazine, Classic Cars, Mopar Action and Mopar Muscle magazines as well as photos of Dodge Daytona #121 in Sublime green.

Competition Conundrums 1: Ghost Seams

Vic Scheuerman

This is the first part of a limited series that will offer some thoughts and advice on how to negate some of the pitfalls of modelling aircraft for a competition (or for your own pleasure). The format will have both a written segment in our *Bulletin*, preceded by demonstration at a regular club meeting. This combination should allow all club members to be exposed to the suggestions. In addition, it will allow the author to add some feedback into *the Bulletin* article that follows the demonstration.

Part of initial judging is seam lines. These are the joining surfaces of two parts, and on aircraft we are talking; upper fuselage join line, wing to fuselage join and the wing leading edge. Many an aircraft model that appears to be well built and does not show a normal seam line will; under some light conditions expose a ghost seam and this is primarily the upper fuselage join.

Why, if no seam is apparent, do we have a ghost seam?

The ghost seam is perhaps the result of different texture of the surface that reflects the light differently from the immediate surrounding area. It is perhaps caused by the type of filler used, but more likely; is the join or filler sealed and with what?

Preventing Ghost Seams (or any seam!)

One of the first steps in assembling any model is to ensure that the parts actually fit together well. Some preventive steps here can save you much work and angst later in the project. A tight fitting join is also the first step

to preventing a seam line and definitely will reduce the odds of a Ghost Seam.

Simply take two parts that are going to be joined (lets use a fuselage for this installment) and see if the surfaces match together. If it is a tight fit all along the join; great! If not, then try to locate where the problem(s) lay. One of the regular problems is that the locating lugs simply do not align properly. Simply cut them off. A useful step here is to remove the lugs, and sand the joining surfaces on piece sandpaper that is laid on top of a piece of glass or similar uniform flat surface. Lightly sand (and check often) until the entire half is uniformly flat. Do likewise to the other section and when you have a uniform tight join, we can move onto glue selection.

Would you like your glue Hot or Cold?

If using temperatures as a performance guide seems odd to you, then substitute strong for hot and weak for cold. An indicator of the glue strength is the applicator brush (if one comes with it). A hot/strong liquid glue like Tamiya's excellent Extra Thin Cement has a point brush applicator, while Testors excellent cold/weak Plastic Cement (liquid) has a wide brush applicator (see photo).

Before applying glue to the surface, one should do a test application and consider the area of the joining surfaces. The reason for the test application on a surplus

piece or a couple of sections of sprue is to see if the intended glue will actually cement the plastic together and in the case of vacuum formed parts, will not eat through it! With a wide variety of plastics and glue options on the market, you may be surprised with the results. A recent application of Testors liquid cement to a Classic Airframes parts showed this would simply not work well enough to use.

What glue do I use?

Having confirmed your glue(s) will work on the kit plastic, will allow you to move onto actual assembly. Again using a fuselage, start at the rear because of the wide contact surfaces of the fin/rudder assembly. This is a logical location to use cool/weak liquid cement such as Testors. Its wide brush will allow the surface area to be quickly covered, and at the same time because it is a cool cement, it should take longer to cure. That combination of factors will allow you time to ensure that the parts are fully lined up before letting them sit to cure. If a little too much glue was applied and some bubbles appear along the join, fine. You can either carefully wiped them off, or just leave them be to dry and then sand them off later. You may also wish to use clamps or tape to hold the join together. Not a bad idea, but be very careful with clamps as it may cause the parts to shift.

Once the tail has cured, then the remainder of the fuselage can be cemented together. If you have done your preparation correctly, the fuselage should be a tight fit. This then allows the use of hot/strong liquid glue like Tamiya's Extra Thin to be applied and thanks to the point paint brush and capillary action; this should be a pleasant experience. Starting at the rear of the fuselage just in front of the fin, gently hold the halves close together and apply a drop of glue with the brush tip. It should run along the seam, and where it stops is the location for the next application. Always do the upper join first. If any corrections need to be carried out, it is better on the lower surface that will not be readily seen. Again, you can use tape or clamps, but the same previous advice still applies.





But I still have a seam!

Sometimes, you will be stuck with a seam even with careful preparation. There are a number of fillers on the market, but they can be divided into two camps for this exercise; porous and nonporous. Just in case there is any question about which is what; super glue/gel/seam filler will be considered nonporous, all others are!

What do I do about panel lines?

Regardless of the filler use, some sanding will take place. If the kit you are working on has engraved panel lines, things are simplified. However, if your project has raised panel lines, some additional care will need to be exercised. One of the ways to preserve as much panel lines as possible is to mask the surrounding area or better yet, remove the damaged panel line to the next perpendicular one. It is simpler to engrave the removed raise panel line back than any alternative.

How do I use porous fillers?

With protective masking in place (if required), fill the seam only until it is flush with the surrounding surface or less if it is major seam. The reason for not filling it in one step is to allow the putty to fully cure (some brands



will shrink) before sanding and adding more. Leaving a filler to cure overnight is probably safe, but experience and misadventures will allow you to arrive at what time frame works for you. Another way to cut down on the amount of sanding is to use only and leave only as much is required to meet your specific application. Excess filler will take longer to cure and will require more sanding. I find that using a metal probe for tight spots (see photo) or small flat spatula blade (see photo) for flat surfaces works well. Some fillers, like Milliput, can be partial or wholly removed right away.

Why do you like Milliput so much?

One of the great characteristics of Milliput is that it can be removed *before curing* with a Q-Tip or cloth dampened with water. With some practice you should be able to remove the excess with little or no sanding. In addition, this two-part epoxy is a great filler on any kit with raised detail. No need to tape the surrounding area! Simply mix thoroughly, apply, wipe smooth and seal.

How do I fill a porous filler?

The first step to sealing these fillers is to apply a thin coat of *thin* superglue after the sanding is done. For a

wide surface use one of the disposable brushes, while I find a No 10 blade is great for applying a bead of super glue to a seam line or small area (see photo). Another alternative is to use fine wire to reach into tight spots. It does have the additional advantage that it can be bent to get around curved surfaces. As soon as the glue is applied, you can then cure it immediately with an accelerator, and I would recommend the latter be the liquid type that can again be applied with a disposable brush. As soon as the accelerator is applied, the glue can be sanded and the Squadron Sanding pads are a great place to start.

The real trick after sanding is to hold it under a light and check the reflection of the area addressed. If it gives a uniform reflection, you can move onto the next step. However, if it is not, then reapply some glue to the non uniform space and repeat the above sequence until it is all the same reflection.

The next step is much the same as above, only spray on a primer. I cannot recommend highly enough the great results to be had by using Tamiya Surface Primer (L) from the rattle can. Both Fine and Regular work great, but Fine does produce a smooth almost satin finish that is great if you are going after any type of metal or silver finish. As with all spray cans, gently heat in warm water and give them an adequate agitation to thoroughly mix the contents. Regardless of where you spray, you should wear a protective mask as these are lacquered base. Spray as directed on the can and let it sit for 15 minutes at which time it should be dry. Next, check the areas where the seams were filled and look for a uniform reflection. Odds are, it will not happen on the first application and any area that has had a porous filler used and is not fully sealed, will nicely stick out like a sore thumb. Again, repeat the above sequence until a uniform finish is achieved and then you can carry on to the next and final step.

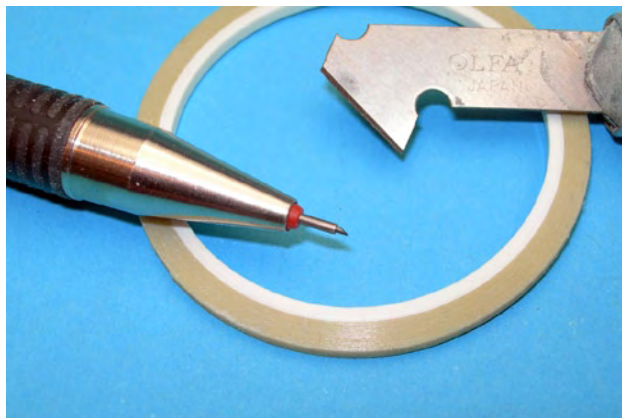
How do I replace raised panel lines?

As was warned in the beginning, you will lose raised panel lines. If you have removed them to the first perpendicular raised lined as recommended, then replace

the missing raised line with an engraved one is straight forward. A good combination is narrow Testors tape and the Olfa P-Cutter blade (see photo). Another great thing about using the Tamiya Primer from the spray can, it will make engraving much easier. You have two options here; you can engrave the line and apply a oil wash, or simply draw it with a mechanical pencil. While at first it may seem odd to use engrave lines to replace raised, but with some careful wash application the results are certainly adequate.

If going the wash route, apply as normal to the engrave lines. However, for the raised lines, apply the wash *in front* of the raise panel line (this is for the lines perpendicular to flight) or to one side of the remainder. Let it cure a little longer than normal, and then wipe off with a lint free cloth/paper using a cool/weak thinner. With some practice you will be pleasantly surprised with the finish.

The other method that is easier to do is to use a mechanical pencil (see photo) but first sharpen the point into a wedge or chisel shape. To add back the missing panel lines, use an edge guide and I find the narrow Testors tape works great for this. On all the rest, simply use the raised panel line as a guide and draw the pencil along it. This is also a good format to follow if you want to add all the panel lines to a older kit that has panel lines and you do not want to engrave the kit. Simply sand the entire surface smooth and after painting and before the



gloss coat is applied, draw on all the surface detail. Gloss, apply decals, matt and then carefully draw on the panel lines that were covered with the decals.

Hey, what happened to using nonporous fillers?

Go back and read the section on sealing the surface with thin superglue. Simply use the thicker super glue/gel to fill a wide seam, but *always* finish with the thin and primer!



Feedback

The demonstration did generate some comment and thoughts from the club members. Brent Fordham mentioned that he sometime gets ghost seams even after using the thin superglue on the seam. He thought there might be more of a chemical reaction than thought, and perhaps this leads to the ghost seam – and he also mentioned that it appears to be somewhat concave (my word). During the back and forth conversation, what did come out was that he does not apply a lacquered primer before proceeding to paint the camouflage on. When I went home I looked at some of the older builds, I did find that the limited production 1/48 Hi Tech Vautour did have these valleys (see photo) that Brent mentioned. I had used Milliput to fill the gaps and I thought I had sealed them with super glue. However, I certainly had not used the Tamiya rattle can primer then.

I firmly believe that applying a thicker primer like Tamiya's rattle can (perhaps the primer does not have to be lacquer based) in the manner described; is a required step to accomplish that uniform surface that will all want to achieve on our models. ♦

Express Notes

- ❑ 1 Ensure that the fuselage/join has a tight dry fit.
- ❑ 2 Use a combination of cool liquid (Testors wide brush-fin/rudder) and hot liquid (Tamiya Extra Thin with point brush-capillary action) on the remainder.
- ❑ 3 Use a generous amount (but not too much) along the seam and squeeze until the plastic bubbles (first seam filler).
- ❑ 4 If you are left with a major seam; use your filler of choice but consider using gap-filling super glue.
- ❑ 5 ALWAYS seal the seam with thin super glue!
- ❑ 6 Consider applying this glue with a No 10 blade (curved).
- ❑ 7 Sand the surface and look for a uniform reflection.
- ❑ 8 ALWAYS prime the surface before the actual final colours are applied.
- ❑ 9 Give very serious consideration to using Tamiya Fine Surface Primer from the rattle can. It will show a ghost seam better. Probably because its lacquer base that will attack or sink into any unsealed surface.