

**JAN / FEB
2005**



Revell HMMWV 1/72

By Scott McTavish

This new release from Revell is not the first Hummer in this scale. TOW and Canvas Cab variants have been previously released through an eastern European company called Military Wheels.

This kit however is much more builder friendly and crisply molded. Opening the box reveals 2 models can be built from the box, with a choice of 3 versions. The standard sloped back hardtop, a canvas covered rear compartment, or a cargo transporter with side rails are presented.

Construction is well laid out and straight forward. A direct comparison to the larger 1/35 version from Academy cannot help but be made, as the parts breakdown is exactly the same. The only portion of the kit that I found troublesome was the windows. A separate acetate sheet is provided and one has to cut out each window. Nothing a modeler cannot handle, but they give templates and measurements within the instructions. Neither match each other or the space on the kit. A bit of extra trimming was required.

The wheels are also void of any tread pattern, only the outer edges have detail. Several resin sets are already available to fix this, but why should one have to spend 1/2 the kits cost extra?

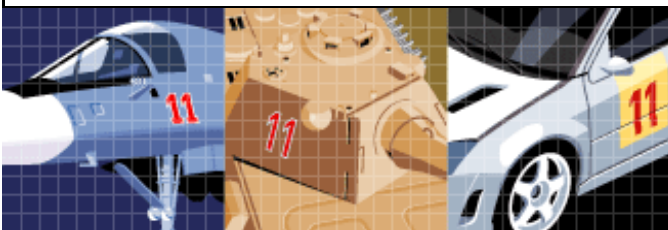
Decals are provided for either the Euro Cam or Desert schemes. I was in a bit of a rush and only applied a mid shade of green. This was weathered to represent a machine that the CDN Forces were temporarily using over in Afghanistan. I enjoyed this 3 day build and had it ready for last months 4X4XMore contest.

IN THIS ISSUE:

KIT REVIEWS:

**HASEGAWA HELLCAT
REVELL HMMWV
MODEL PHOTOGRAPHY
RM F-15E**

**CONTEST DATE: MAY 14
2005**



May 14, 2005

11th
WESTERN CANADIAN REGIONAL
Model Contest

ROCKY MOUNTAIN MODEL CLUB · CALGARY, AB · CANADA



Hasegawa's F5F-5 Hellcat in 1/48

By Trevor McTavish

I've always liked the Grumman Cats, the Wildcat, Hellcat, Bearcat, Tiger, Cougar, Panther, Tomcat and probably a few more I've forgotten. Despite my interest, I've rarely built a model of any of these planes, usually because of one major problem – I don't like their paint schemes. Blue this, grey that, my display case is more than full of these colours, and I don't want more.

Rewind to November 2002 and a posting on aircraftresourcecenter.com. A modeler had just finished a Hellcat in the colours of a Navy drone from 1946. It was international orange with white tail surfaces – truly a scheme to brighten any collection.

In 1946 the US government began a series of atomic tests in the South Pacific, specifically on the Bikini Atoll of the Marshall Islands. Two tests were carried out; 'ABLE' and 'BAKER' using bombs similar to the Fat Man dropped on Nagasaki the previous year. 'ABLE' was air dropped while 'BAKER' was detonated below the lagoon's surface. As part of the scientific study both the US Army and US Navy flew manned and unmanned aircraft throughout the tests with the unmanned drones carrying out the more hazardous missions – including flying into the mushroom cloud.

The Kit:

A local hobby shop was selling a bunch of Hasegawa and Tamiya kits at about 30 to 40% off (aren't discount bins great?), so I picked up the Hasegawa F5F-5 Hellcat and immediately set to work. Overall the Hellcat matches most of Hasegawa's other releases, medium grey plastic, fine engraved panel lines and reasonably decent fit. As I studied the kit I concluded construction shouldn't pose a problem.

Construction:

I started by assembling most of the cockpit, leaving the instrument panel and side consoles off until I'd painted the rest interior green. I'm content with the way the interior looks, there is room for improvement but I kept my canopy closed.

The fuselage and wings fit reasonably well, I did need some liquid putty to all the seams and smooth them with a sanding stick. The worst fit occurred when I glued the wing and the fuselage together. A fine bead of Squadron white putty had to be applied around the upper joints, which a good portion of liquid and Squadron putties were needed on the aft, lower joint. There were no surprises or difficult areas as I continued to build the Hellcat. I installed the canopy, tails and landing gear before painting.

Painting:

I sprayed the tail sections with Model Master's flat white enamel, allowed it to dry and masked. I then airbrushed the rest of the model, including the landing gear and wheel bays with Model Master's International Orange. When finished, I added a touch of white paint and airbrushed the upper surfaces in a representation of fading paint.



Decals:

Markings for the Operation Crossroads Hellcat came from the spares box. Aeromaster US insignia and some generic numbers, nothing fancy.

Weathering:

In addition to the faded orange paint, I added some oil streaks and exhaust stains around the engine. The idea of these drones was to gather information and return not get destroyed. As such, they would perform a number of flights.

Conclusions:

I'm happy with my orange Hellcat. The kit was easy to build and posed no trouble for novice builders. The colour scheme gives me not only a non-blue Grumman Cat but also brightens my display case at home.

How to do Pastel Washes:

I'd like to thank Paul Holmes for teaching me this technique one night as I was rushing to finish my F-4EJ.

I started by painting, decaling and sealing my model (using Future floor wax) before progressing with the wash. The start came by shaving some chalk pastels into the flat lid of a super glue container although any kind of container would do. It's important to use chalk pastels and not an oil based pastel, the difference is the difference between a finished model and a wrecked waste of plastic.

Inside the container I mixed the pastel dust with a small touch of water, making more of a paste than a thin liquid. Don't worry if you blend the paste too thin wait a while and let some of the water evaporate out of it. If it's too thick, add a touch of water. Now that I had the paste mixed use an old brush to apply the pastel sludge over whatever panel lines you'd like to high light. Do as much of your model as you'd like to at this time and don't worry about being neat or consistent with your brushing. Cover the whole panel line because what ever is excess will be removed later. Once you've applied your sludge let the model dry. Because there isn't a lot of water in your mix it shouldn't take long to dry.

Use an old rag, paper towel, napkin, ex-wife's wedding dress, whatever you're comfortable in ruining to remove the excess pastel sludge. Dip your cloth into some water and remove all the excessive moisture, what you're looking for is a barely moist cloth. Lightly wipe the pastel chalk off the model's surface, wiping perpendicular to the panel line. You should be left with a tiny amount of pastel left inside the recessed panel lines. If there's still too much in the panel lines, wipe parallel to the line. You might have to moisten your cloth but don't use too much water unless you want to wash all the pastel away and start fresh. That's the beauty of this technique. Unlike washes with paints, you can simply wash the model clean and start again. When I was happy with the panel lines I applied a coat of Polly Scale clear flat acrylic paint to the whole model. I don't see a reason why any other type of clear coat paint would not work. I then used some more of the same ground up chalks to create dirt and soot smudges on the model, sealed again with another coat of clear flat paint.



Model Photography

By Massimo Santarossa

Over the past few months models from our 2004 contest have appeared in three separate magazines, and many of the club members have had some of their models featured in print. One of the questions that has arisen from this is how does one take a magazine quality photo. What follows are some hints that I received on taking photos using a digital camera.

To get a decent printable picture 300 dpi are required, so a smallish 1 or 2 megapixel camera just will not make enough image information to use in print. A 3 megapixel camera will make a decent 4" x 6" image at 300 dpi, which works for most model-under-construction photos. However, 3 megapixels are a stretch for larger "beauty" shots of the finished subject, so for those you should use a 4 or 5 mp camera. 6 mp is a luxury that would be great to have. This is the best for a printed magazine, but for our club's web site, a 3 mp camera is more than enough, so you need not rush out to the camera store and spend \$1500 on a new camera.

Here are the important points for shooting digital.

☞ Most point-and-shoot digitals have a limited depth of field (usually f-8 or f-11). Therefore it's important to maximize the available depth of field. It is recommend that you set your camera on "aperture preferred" mode at the smallest aperture opening (largest f-stop number).

☞ This means the shutter speed will likely be quite slow to compensate for the loss of light through the small lens opening, so use a tripod. Even then, care must be taken not move or nudge the camera.

☞ You may also require additional lighting (two lights -- a strong and a fill --recommended). Outdoor lighting in open shade or on an overcast day works pretty well too. A couple of well-placed white or foil-covered reflectors to fill in shadows works wonders. *(I my experience, limited as it might be, proper lighting is the single most important factor in photography.)*

☞ Avoid using the on-camera flash. These weak units are designed for what most people use them for 99% of the time, shooting people at four to six feet. They almost certainly will wash out close-up detail and will cause details in the distance to fall off in the dark.

☞ Save as JPEG or TIFF (preferred for magazines) file format. If using JPEG, save at the "Highest" or "Fine" quality setting in-camera.

☞ Save as (do not covert from) RGB color mode.

☞ Although most magazines require 300 dpi for print, do not "upsample" to 300 dpi in an image-editing program. Publishers want to arrive at 300 dpi as raw pixels, not interpolated (made up) from your 72 dpi images (a common camera default resolution). In other words, they would rather convert the image themselves than lose data from "interpolated" images.



☞ JPEG is already a "lousy" compression file format. That is, it makes smaller files by throwing out data it "guesses" is unnecessary. (That's why TIFFs are preferred, which are loss-less. However TIFF files may be unmanageably large.) If sending JPEGs, do not compress further in a file compression program.

☞ And finally, shoot on a backdrop of some kind. Photographers call these "sweeps" or seamless backgrounds. A roll of paper works best. Place it on a table, run it up a wall and tape it. This eliminates distracting details from your room or setting and equally distracting lines from table edges. White or light blue work best. The great strength of digitals is their macro capability, so be sure to shoot lots of close-up detail. One of the great things about digital photography is that no film is needed. This means that you can shoot and re-shoot your subject without having to pay for developing and waiting days to see if you did a good job or not. These above points should be helpful, but the most helpful advice I can give, and this goes for building you models as well, is go out and practice. Then when you have captured that "look" you're after, you can put some words to it then we'll have another article to read in the club newsletter.

Revell Monogram F-15E

By Yuri Hull

When I first opened the box I was just sat there for half an hour looking at the kit and thinking "Wow! It's as good as Tamiya but 3 times cheaper." I decided to start kit the very next day with cockpit, which is perfect. I sprayed the whole thing with mix of Tamiya Light Blue and Sky Grey. After the paint had dried I masked the cockpit floor and sides and sprayed Tamiya Flat black on side panels. Then I dry brushed it with a bit of silver and then painted the buttons in different colors (like white red and yellow). I also decided to add oxygen hoses. I took stretched sprue and wound some metal rod around it and painted it black, dry brushed with some silver. After the paint dried I glued the fuselage sides together. I also decided to drop the flaps so I carefully cut them out and sanded them to shape. Then I took a nail sander and went and sanded a bit on the wings from the place where the flaps were cut out from, just to make sure that the surfaces were even.

After the flaps were cut out I decided to put them aside until it was time for painting. I glued whole model together. I just needed a bit of filler on the left fuselage tank and between the forward and main fuselage sections. I also decided to close the intakes because I didn't like the way Revell did them. If I'd wanted to open them I would have been looking into a lot of work and sanding. Then came the afterburner cans. I sprayed everything white and dry brushed Model Master Stainless Steel all over the surface. They were glued together and I added 16 rods that ring the exterior of each burner can. I then decided to paint the small parts of the model before painting the bigger parts. I washed it with soap and old toothbrush and left it to dry for a while. First I sprayed the landing gears and landing gear bays with Tamiya Flat White. After it dried I masked it with Tamiya masking tape and stuffed it with tissue paper. Then I sprayed the whole model with Tamiya XF 24 Dark Gray, which works perfectly for Gunship Gray. I placed the model aside for a day to dry. Then I masked the back of the fuselage and sprayed it with silver. Then the nose was masked because it has a bit of a different shade. I polished the nose with a soft cloth, which gave it a nice different sheen. After the model had dried I decaled it and let them dry. I really didn't like the decals on this model as they are very thick and silvered a lot. After the decals had dried I glued all the small parts to the model including landing gears, wheels and canopy. I'm very satisfied with the finished result and I can't wait to build the ProModeler version with Verlinden detail set. It's a really great kit for a very reasonable price and I enjoyed the project from start to finish.