

**NOVEMBER  
2003**



## **Lest We Forget**

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### **A Word from the New Chair By Gavin Rees**

First, I would like to thank Scott and the rest of the Executive for all they have done for this club. I hope I can maintain the level of interest and input that we have had to date.

I believe that this club has a responsibility to both our fellow hobbyist and the industry to keep this hobby growing. To that end, I wish to see this club have a higher public profile. I want to try and have mall shows, more participation in museum, and special days.

I am looking forward to being the chairman for this next year, and I am always open to any input from you all. Thank you.

### **Who was working on what at the last meeting?**

Dennis Daly—  
Paul Holmes—  
Derwin Emro—Ta-154 Moskito  
Lo Flinder—An-26  
Bruce Mackie—Hasegawa B-25J  
Scott McTavish—Hawk 100's  
George Spelitz—  
Allan Yeats—USS Defiant  
Tom Calbury—Tyrrell P34  
Massimo Santarossa—  
Gavin Rees—USS Ingersol & Arleigh Burke  
Chris Rees—1/144 Hind  
Dennis Kaye—Scratch Built Fittings  
Randy Tebbutt—Marder II & Figs  
Serge Nefyodoff—1/72 US Navy assortment

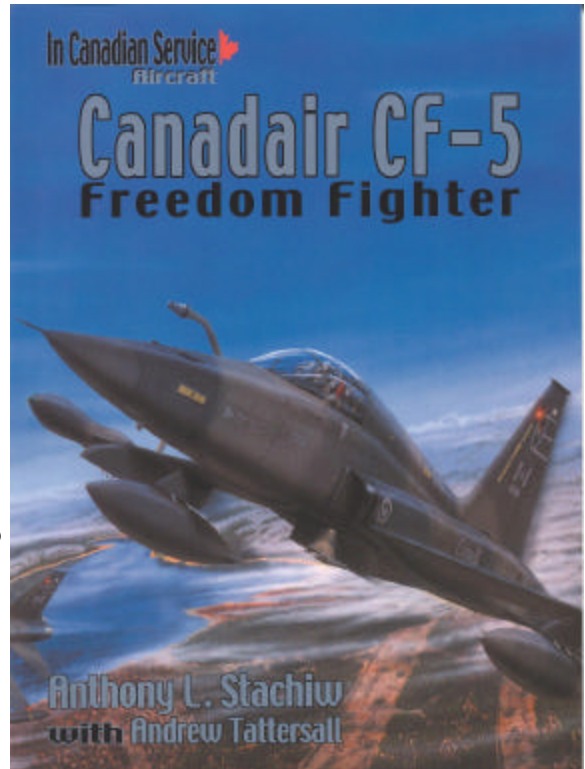
***Www.RockyMountainModelClub.com***



## In Canadian Service: Canadair CF-5 Freedom Fighter

By Massimo Santarossa

Back in 1985, Sabre Publications of Ottawa produced a series of books on modern Canadian fighters. There were four books printed covering the CF-5, CF-100, CF-101, and CF-104, following the pattern of the Squadron In Action series. The books were actually quite good considering their limited size and presented some useful information specific to the Canadian operation of these aircraft. Well, the book on the CF-5 is back, if not in form then at least in spirit. Vanwell Publishing recently released what apparently is the first in a series of books on Canadian aircraft, this one entitled In Canadian Service: Canadair CF-5 Freedom Fighter. By Anthony L. Stachiw with Andrew Tattersall



I recently purchase this book at a store in Ottawa as I had seen something about it on the Aircraft Resource Center web site, and also because I'm always on the lookout for good reference material, both from a historical point of view and also for modeling purposes. The book is 111 pages long, bound in soft cover, and contains both colour and black and white photographs. My copy retailed for \$29.99 before taxes. I found the book to be both useful but also lacking in some areas, which is not surprising considering that you can only put some much information in a limited number of pages. As I go on writing, and hopefully as you go on reading, remember that this book is aimed at model builders, and the author says as much on the back cover. With that in mind, let us continue.

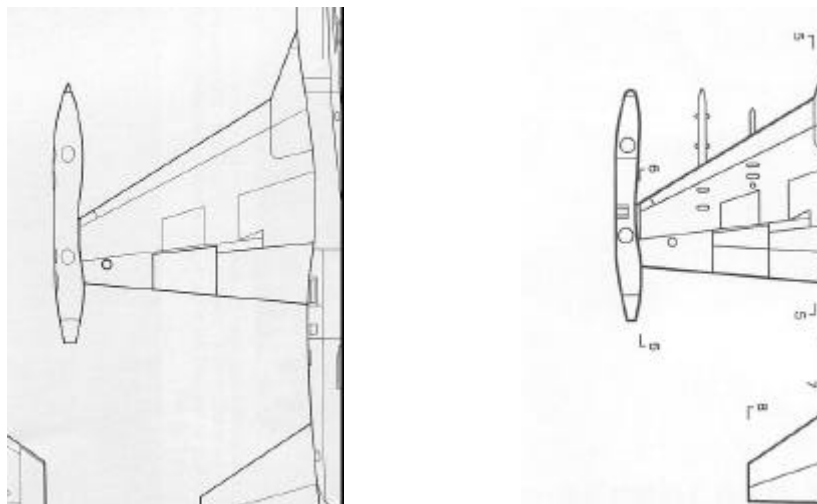
For the purposes of this review, I am going to divide the book into two distinct parts, the written parts and the photos/drawings. The write up consists of a several subsections, each containing some interesting information. There is a brief summary on the development of the F-5 and its subsequent production in Canada. There is, not surprisingly, also a brief history of its use in squadron service. I found these sections easy to read and enjoyed learning some things I never knew before. For example, when the military was looking to acquire a tactical fighter to support army operations, it had initially favoured the procurement of the F-105 Thunderchief (all you guys out there can now imagine that big, new Trumpeter Thud in Canadian markings). There was also a squadron that never was, 408 Squadron, which was supposed to equip with the CF-5, had pilots attend the training, but in the end was disbanded in 1970, though it was reformed one year latter flying Twin Hueys.

The book then goes on to give the technical data relating to various paint schemes that the CF-5 wore. Included in this section is information on the style and size of markings on the aircraft during various times of this career, but more importantly in my view is a listing of all the colours, including the FS numbers, and how they were worn.

We have all experienced that problem of trying to determine exactly what colour green or brown a set of instructions call for, and now we have some help, at least where the CF-5 is concerned. Apart from that, there is little other technical date on what distinguishes a Canadian Freedom Fighter, though this is no great loss as our CF-5's were basically off the shelf F-5C's (as used by the USAF in SE Asia) and the two seat F-5B's. There is a small section at the end in which some information on building a CF-5 kit is included, though this is limited to a list of some of the kits, decals and aftermarket items available. It does not go into any corrections or critiques of the various kits out there. Still, I give the write up in this book full marks.

I cannot say the same about the photographs and drawings included in the book. Remember what I said at the beginning, that this book is aimed at model builders, and what do model builders prize more than any other reference? Good photos. This is not to say that the images in this book are worthless, but there are some areas that do need attention. Right off there are a number of typographical errors in the captions of some of the pictures, like saying that the photo is of aircraft 116843 when you can see on the aircraft's tail that it is 166842. There is also a caption that notes that the speed brake is behind the main landing gear when it is clearly ahead of it.

And that brings up another problem. For a book that is designed to be used by modelers, there is a distinct lack of walk around style photos. There are just the basic profile pictures and some basic of shots of things like the landing gear, but little else. There are no pictures of the wheel wells, the after burner or parachute housing. There are no photos at all of the cockpit or the ejection seat, though there are some photocopy quality drawings of the instrument panels. There are some line drawing showing datum lines, which is great if you need to make some adjustments to your kit, but I found that some of the shapes are little off, specifically the profiles of the tip tanks. It is commonly known that the tip tanks have a bit of toe in, but in the drawings they are so curved that they look more like a banana, a banana with a rounded instead of a pointed nose.



*Sabre Publication's wing tip profile on the left, and the Vanwell Publication's on the right. Note the distinctly different shapes.*



There are six colour profiles included the book, but I find their use limited as well. The profiles were clearly done by an artist more accustomed to paintings because there are shadow effects in the profiles and many of the lines and colours are subdued. This may look good on the den wall, but it hides too much of the detail needed by the modeler. A better approach would have been to produce colour profiles similar to what one finds in a magazine like Scale Aircraft Modeler International, in which the lines are very clear and the contrast between colours is unmistakable.

It is this lack of attention to the quality and quantity of photos and drawings that I find disappointing. For those of us who have a copy of the Sabre Publications book on the CF-5, this new book will act as nice compliment. The Sabre book has a number of very good walk around photos but is missing the technical data and history that is provided in this latest offering. If however this is your first book on the CF-5, then you will be forced into doing additional research before you can build your kit. And this is both surprising and disappointing because in the bibliography the author lists the Sabre book and others, some of which I also have, as sources. Why hasn't he taken some cues from these now out of production works?

So here's my verdict. For the written work I give this book full marks; nice job. For the photos and drawings I'm afraid I have to give a "needs improvement." Over all I give the book a B-, a mark that would be lower if it weren't for the technical data. This overall grade would also be higher if the author hadn't stated that the book was aimed to help modelers, and if that's what you're going to do, then you have to give the modeler what he needs. By way of improvement, I think the author could take a page for some of the other publishers out there. The write is just fine, no need to do extra work there, though a model kit critique like the one found at the end of a Detail and Scale book would be nice. As for photos, more and better quality walk around shots, as in the Sabre books, are required, and clearer colour profiles as well. Would I recommend this book? Yes. Would I say this is the only book you will need to do a CF-5? No. This is a good first effort, and it bodes well for what may come in the future. A little tweaking and this will be a series of books that model stores should have a hard time keeping on the shelf.

## **To Boldly Go... In a new scale: Polar Lights Enterprise**

**By Gavin Rees**

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Is Star Trek making a comeback? Hard to say, we have lived with the series for so long now that it is hard to imagine TV with out an episode from one of the 5 shows being on. How has this affected us as modellers? There is no good answer, for years AMT had the rights to offer models of the Start Trek ships and the varied in quality and appeal. Monogram had a go at it with licensing for Voyager. Again they were semi successful. For the past couple of years no one has been producing plastic kits of star ships until now.

Polar Lights out of the US have gotten the rights to produce Star Trek models. With the help of Thomas Sasser of Thomas Models they have kicked off the new line with a 1/1000 scale snap together Original series Enterprise. Oh No!! Not a snap together, great a toy for the kids right? Oh contraire! This is an amazing model. I haven't been this thrilled with a model in a long time. Remember when the car kits came with extra pieces to do different variations of the same car? Usually you could do it Stock, Street Rod, or Racing versions, well PL has taken this idea and applied it to the Enterprise.



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Over 50 parts allow you to accurately reproduce one of three versions, and the decals allow for multiple ships including the "Mirror Mirror" Enterprise. There was the original Pilot version. This is seen in the "Menagerie" which was the only two-part episode. Then the Second Pilot, "Where no Man has gone Before" which was the series pilot. And finally, the Production version that was seen in all the subsequent episodes. The differences range from subtle to major. The Bridge is a good example. Both the Pilot versions had a very prominent bridge dome while the production version has a lower profile dome. I am not going to go into all the differences here. Those who are Trekkies know what they are and those who aren't probably don't care.

After completing the model I have two complete warp nacelles and an extra bridge left over. These will be used to kit bash something else. Oh the joy of building Sci-Fi. Assemble of the kit was very well engineered. Even being a snap together there are very few seams that need work. The nacelles went together like a dream and you can hardly see the seam on them. These assemblies are made up for 8 to 9 pieces depending on the version you are doing. It was a stroke of genius to make the forward end caps a two-piece clear assembly. You have an interior dome that is captured between the left and right halves of the nacelle and then another clear dome is slipped over that one which also holds the two halves together. The pilot versions have a spike in the centre of these domes and I used them. I have always liked the spikes.

I should mention that my finished ship is a mix of different details that appeal to me and isn't an accurate representation of any of the versions. But that is the pleasure in modeling Sci-Fi, the freedom to do as you please. Then Nacelles have two different front caps and three different end caps. The support pylons are the one spot that the fit falls down on. They are a two-piece assembly that splits top and bottom giving to "V" shaped pieces. I found on mine there is a pretty bad seam where they join. But it's an easy fix with some putty. The secondary hull has an optional shuttle bay door piece. Both the Pilot versions have a smooth quarter sphere shape while the production version has the door segment detailed onto it. This piece is trapped between the left and right halves of the secondary hull. The front of the hull has the main deflector dish; again you get two versions to choose from. A large diameter one for the pilot version, or the smaller diameter one for the production version. The freedom and choice this kit gives you are outstanding. No other kit has offered this much variation out of box. On the primary hull you get two versions of the bridge and two versions of the lower sensor dome that is on the bottom. These parts are clear as well as the navigation lights on the outer rim. This kit is just begging for lights to be added. One big beef I have with it though is the stand. Once assembled and the ship placed on it. It is bow up and about a 30-degree angle! Not a great way to have it if you want to display it with other ships. This ship is to scale with the AMT Excelsior and Enterprise B kits. They make quite a display side by side.

We reached the best part of this kit now, markings. This is where the thoughtfulness of Polar Lights shows the best. The kit can be left unpainted and the markings applied with the sheets of stickers that come with the kit. This covers all the marking on the ship as well as the windows and the ones you have to be a Trekkie to know about. A young person can put together a very respectable Starship model with this. For those like me who are not into stickers on unpainted plastic, there is a beautiful sheet of waterslide decals for it. Both the stickers and decals allow for accurate marking for the three versions as well as the "Mirror Mirror" version. You can also combine the numbers to produce 3 other ships, Constellation, Defiant, and Exeter. This kit is a dream kit, and the dream is only getting better. PL has announced that the next release in this scale will be the Klingon Battlecruiser from the TV Series. I am looking forward to that and will do a review of it as well. Also due for release from them is a 1/350 scale NX-01 Enterprise. This to I am looking forward to getting as it will make an interesting display with my 1/350 Naval ships.



## **RCAF / CAF 80th Anniversary Group Build**

**By Trevor McTavish**

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As April 1, 2004 marks the 80<sup>th</sup> Anniversary of the Royal Canadian Air Force the Rocky Mountain Model Club (RMMC) in Calgary Alberta is hosting a group build. The rules are quite simple; from now until March 31, 2004 we want to see people building examples of RCAF/CAF aircraft. We'd also like to see examples of any Canadian Air Force aircraft you might have already built.

For those unfamiliar with the 'group build' concept, it's simply a matter of having modelers from around the globe building similar (or identical) subjects at the same time. At the end of the allotted time frame everyone who's finished posts pictures of their model. It's non-competitive and lots of fun. Good examples of 'group builds' can be found on [www.aircraftresourcecenter.com](http://www.aircraftresourcecenter.com).

For those who are wondering what this means for the webpage, besides the initial creation of some additional pages, the group build will appear as nothing more than another gallery. And in fact, that's all it is; a gallery open to everyone's submissions.

If you have any questions about our 'group build' I invite you to check our website for the soon to appear 'RCAF Group Build' button on the left hand side of the main page.

# **Rocky Mountain Model Club MODEL CONTEST**

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## **SATURDAY MAY 22, 2004**

Hundreds of models participating. Wide variety of categories, great prizes & special awards.

Entries accepted between 9:00am & 12:00pm.

Contest area open for viewing all day.

Award Presentations around 4:30pm.

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**Sandstone Valley Ecumenical Center**  
**1100 Berkshire Blvd NW. Calgary, Alberta**



## Building the USS. Enterprise “Cutaway” Kit By Allan Yeats

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I began work on this kit several months ago. As I am a fairly slow builder, this shouldn't come as any surprise to anyone.

I bought two of the 1:537 (22 inch) 'U.S.S. Enterprise' Kits off of Ebay as I knew that I would have to scavenge some parts from one kit in order to make the building complete. The part in question was the transparent dome on the starboard warp nacelle. In the kit, this dome is separated into 2 pieces. This would be fine in a 'cut-away' version was being constructed. As I had decided to build the model completely put together, I needed the proper one piece dome for the nacelle. I also now have a second kit in case I want to build another one.

After opening the boxes and examining the parts, I realized that I had a lot of work ahead of me. The usual 'AMT-Ertl' quality confronted me. I am used to that by now. After examining the decals, I knew I would have to replace the extremely poor, inaccurate & incomplete decal sheets. I ordered new decals from DLM & JT Graphics from Federation Models ([www.federationmodels.com](http://www.federationmodels.com)).

Basic construction started by sawing the base off of the lower hull. I usually create my own stand from base & wood. I installed a piece of brass tubing into the lower hull where a smaller piece of brass would be slid into to provide the stand. Reinforcement tabs of plastic were installed along the join lines as I knew I would be doing a lot of sanding & filling and I did not want any joints to pop loose.

The primary hull was the biggest challenge. Due to its moulding, it was in 4 pieces with uneven join lines. I installed reinforcement tabs along the seams as well as installing the 'cut-away' interior structure for added strength. I also installed small 'towers' of plastic card at intervals around the saucer in order to prevent any seams popping from any squeezing during the construction process. This worked out quite well.

I also had to create some missing details on the warp nacelles. The inner radiation cooling boxes were missing from the far end of each nacelle. I created new boxes from plastic card and grooved plastic card. I marking the outline of the location these boxes would be placed on the nacelle and sanded that area flat to receive the new box. Once sanding and filling were complete, the new boxes blended right in. I also created detail below the clear dome on each nacelle using (ironically) the domes off of an old 18" 'U.S.S Enterprise' I had lying around.

Once all of the sub-assemblies were glued together and cured, sanding & filling could begin. This took a long time until I was satisfied. At this time, I scribed the deflector grid into the primary hull using a straight edge and a compass with a needle installed. A couple of the grid line fell onto the infilled seams. A lot of time was spent on this problem until I was satisfied with the result. I also filled in all of the 'moulded-in' windows on the model. They did not look right and were in the wrong location. The JT Graphics window decals solved that problem. My filling materials were Squadron Green Putty, Gunze 'Mr. Surfacer' as well as Cyanoacrylate glue and baking soda.



After spending a lot of time fixing seams and other problems with the kit, I was finally satisfied with it. I prepared the model for painting. I polished the entire model with fine steel wool to remove any remaining scratches. I then primed the model with white alkyd (oil) primer and put it aside to cure. I then cleaned up all of the add-on parts which get installed after painting and decaling. I painted all over these parts and put them aside.

After the remaining scratches and other imperfection were removed from the primed model, I primed again and again until I was satisfied (there is no surface to lose, so why not). Once the primer had cured, I masked off the areas which were to remain white. I then sprayed on the detail grey & black areas onto the primer. Once cured, I masked off these areas. After checking the primed finish one last time, I sprayed on several thinned coats of a 50/50 mix of Testor's 'Duck Egg Blue' and 'Light Ghost Grey' as my final colour. After the paint cured, I removed the masking from all the white, grey & black areas. I touched any areas damaged by the masking removal.

After the model had cured for a few days, I began applying thin coats of Future Acrylic Floor Wax. I like this stuff because it is cheap, easy to work with and cleans up easily. After the model had received enough coats to have a nice glossy sheen, I set it aside to cure for a couple of days. After curing, I polished the model with steel wool to remove and dust particles & lint on the finish. I touched up the model with the base colour right over the clear coat and applied more Future. After polishing again, I installed the window decals followed by the pennant & other decals (I should have reversed this). After setting the decals in place, I clear coated the model with clear flat acrylic. I then installed the loose detail parts to the model at this time using super-glue for the solid parts and white glue for the clear parts.

For the final effect, I mixed some Testor's Dull-Cote Lacquer with a few drops of dark grey enamel paint. Using a fine tip on my airbrush, I applied 'weathering' streaks to the model in order to give a more 'realistic' appearance.

At last the model was done. It is sitting in front of me at this months meeting for all to examine and comment.

I'd like thank with wife, Kristiina, for putting up with me and my wallet for providing the kits and decals. I hope the final result was worth the wait.

