International Plastic Modellers Society

PMS SOUTHLAND

Volume 3, Issue 1

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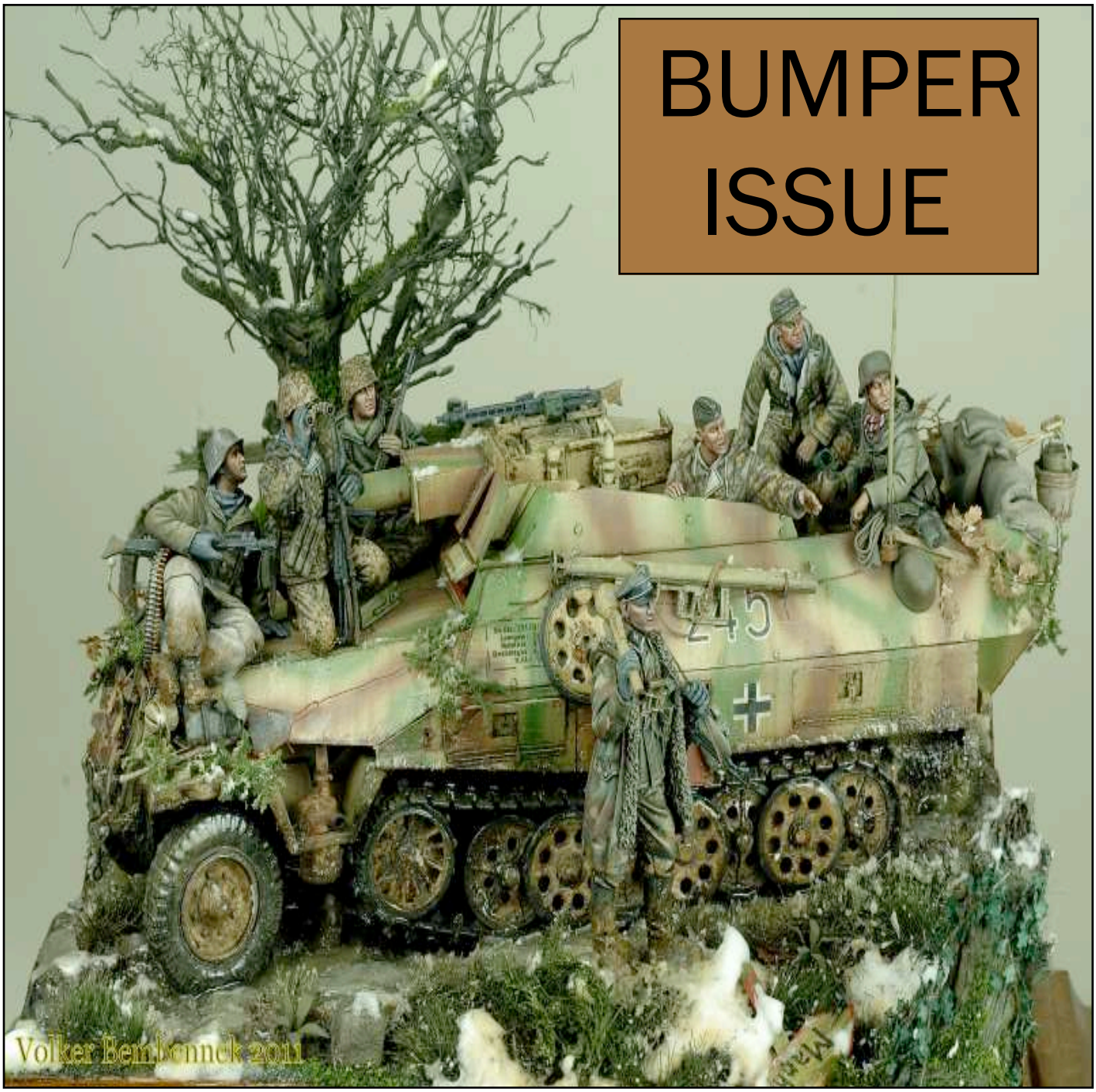
Invercargill Plastic Modellers Society Newsletter



Tutorial: How to do a Snow Diorama
By Maxwinamp

Here is a short write up on how to 'snow' on yoru diorama.

Materials
1. Bicarbonate Soda (Cake Section from supermarket or provision shop)
2. Glue (Transparent type or white glue[those that dries clear type])
3. Water
4. A small plastic spoon to layer the snow..

Step 1.

Mix the Soda with water and glue, stir until like a paste
(Add more soda to have a thick texture so that it is easier to control over the terrain)

Step 2.

Layer on the snow onto the surface.

This is what it looks like when it is still wet.

When it is dry
(but while the snow is a bit damp.. press your kit into the snow so that the snow engulf the sides of the kit)

Step 3.

Once the bottom snow is dry.. it is time to snow.

Coat the diorama with KLEAR (so that the surface is damp to stick the soda while it is blown onto the surface)

BUT, I am not sure what other alternative to use other than KLEAR.
Gloss coat?? it may dries too fast before the snow has fallen..

Anyway..
Once the surface is damp.

Pour the soda onto a piece of paper and use an airbrush or use your mouth to blow the soda upwards of the model so that the soda can land downwards onto the diorama (snow falling)

After that. leave it for a day to dry, and you can flat coat over the whole diorama..

Done.

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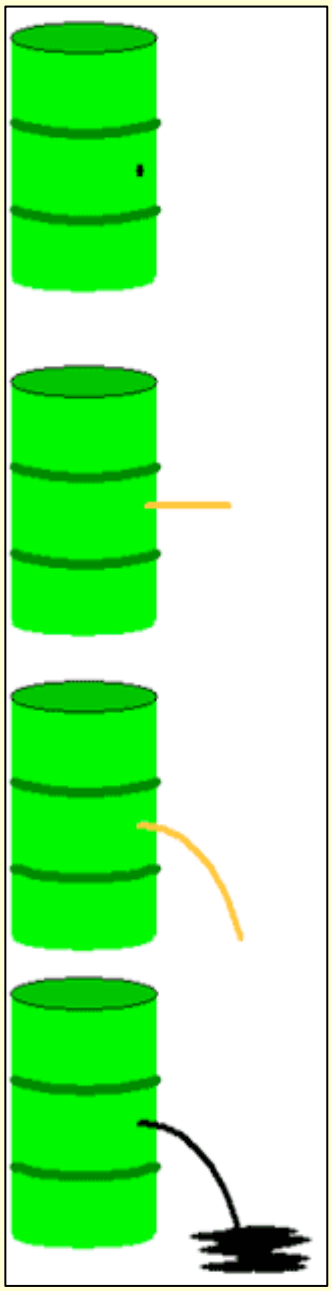
Make a Leaking Barrel of Oil!
By Keith Magee

A realistic effect for your next scene...
Here's a neat little trick that will add an interesting touch to some area of your next diorama . An oil barrel has been punctured by some nearby debris, and is now draining away onto the ground below. The gloss flow is easy to simulate with black enamels, and the effect takes 10 minutes to complete.



Step 1
Use a pin vise drill to slowly make a hole in a resin oil drum. Use a slow speed and make a nice tight hole. If you get a little flash on the outside, that's fine... it will look like torn metal!

Step 2
Insert s piece of plastic sprue or perhaps a thin strip of Evergreen or Plastruct. Be sure to locate the hole at the center or below if you have a short section of strip.

Step 3
Once you have dry-fitted the sprue, pull it back out and quickly pull it through your pinched thumbnail and forefinger. Do this several times and a natural curve will begin to come into shape. Once you have the desired shape, paint it with gloss black enamel paint, and set it aside to dry. Once the paint has dried, place a drop of glue on the end of the sprue, and push it into the barrel hole. The "stream" of liquid should reach the ground level... if you are a little short, then either re-cut a new piece, or use a little heat to put a more "downward" direction on the strip.

Step 4
Paint a puddle of gloss black enamel where the stream hits the ground. Experiment with a little spatter on the drum and near the spill. If people are walking nearby, perhaps a few footprints would be in order.

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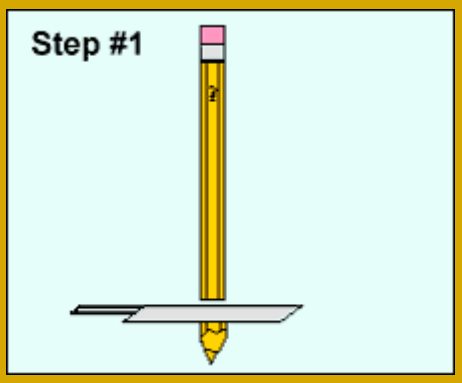
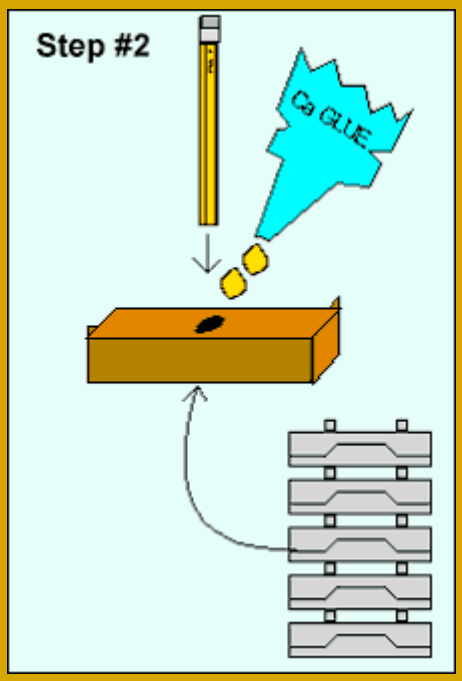
Making Tank Tread Impressions!
By Keith Magee

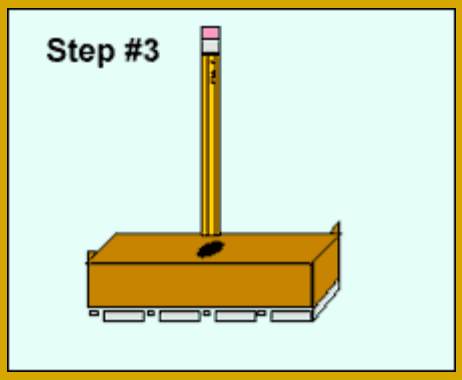
Lots of people ask the same question… "What's the best way to make the impression of tank treads in my diorama turf?" Here's a simple and effective way, that can also be adapted for a variety of impressions… including footprints (just use the "leg" section of a scale model figure!



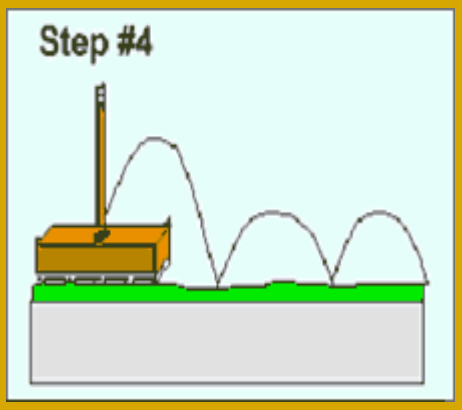
Begin by sawing off the end of a pencil or other similar style and shape of wood. I like pencils because the rubber eraser comes in handy from time to time in the studio… and also makes a nice cushion for the palm of your hand to press against.



Drill a hole into a block of wood making the hole similar in diameter as the pencil. The block should be no more than 1/8th wider than your actual tank tread… or else you won't be able to see the position of the tread in the final stage.



Next, glue a section of tread to the bottom of the wood block and allow the entire assembly to dry for at least 24 hours. You may wish to make the tread temporarily attached however, if you have to update your inventory of tread patterns for a variety of tank styles. I preferred to simply make a Press Mold for each major tank type I may run across. The finished "stamping tool" appears below.



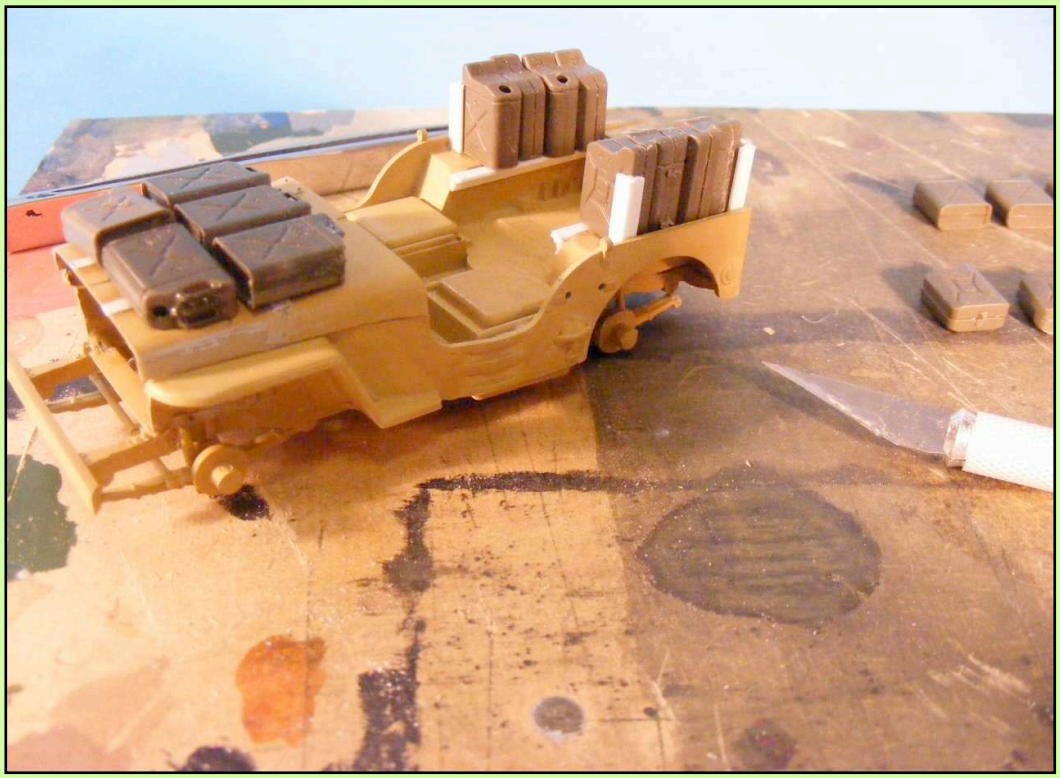
Now before you begin using the stamp, first, coat the stamp with some form of separation agent, such as silicone spray, or perhaps even water, to keep the still-wet turf from clogging up the tread… unless that is what your want! Now, gently press the pattern into the soft turf, remove after a few seconds, and then line up the rear width of the tread with the previous impression.

In Da Works.

In progress builds by club members.

Paul Connell has not long purchased the 1:24 scale Airfix Mosquito NF11/FBV1. Below is his progress to date. In future issues I will post photos of his progress. He tells me it is going to be from the 487 Squadron of the RNZAF.

Progress SAS jeep & accessories Jeremy Hughes



Progress M47 Patton Tank Tod Trotman

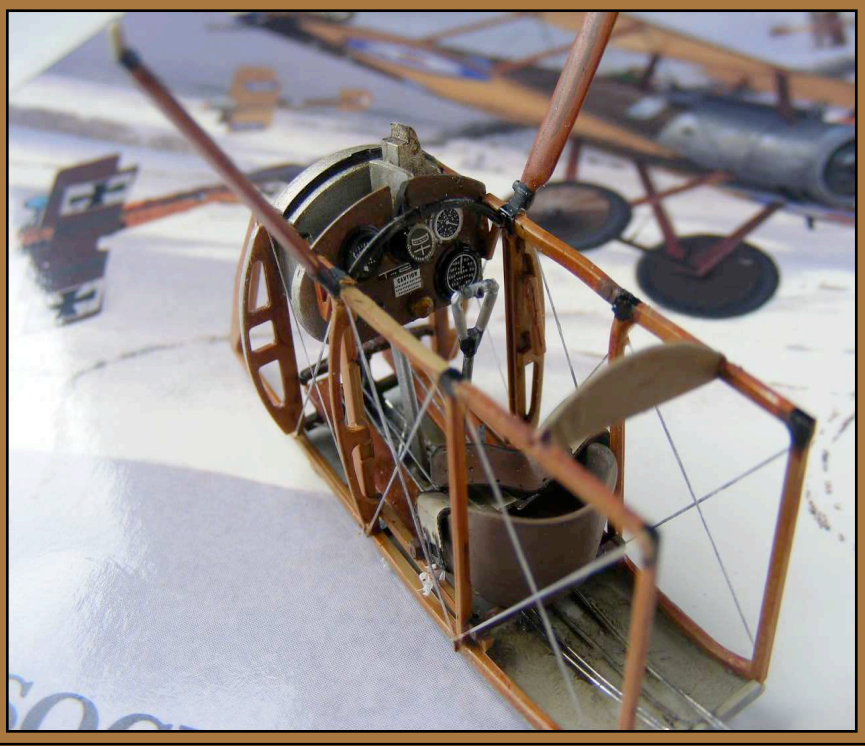
Wingnut Wings 1/32 RNAS Sopwith Pup
By Lester Kidd

I selected the RNAS kit as each of the 5 options is different, as opposed to the RFC kit where they are all much the same. I opted to build option "C", a Sopwith built type 9901 Pup , N6185, flown by 21 yr old Australian, FSLt. C.J.Moir, of4(N) Sqn. He claimed 2 enemy aircraft in April 1917, but was shot down & killed near Zeebrugge on 10 May 1917.

You need to select your option before starting. Building WW1 aircraft has many different aspects to it than building aircraft of other eras. They were made of wood & linen, & held together by struts & wires. The flying surfaces were controlled with wires leading directly from the cockpit controls, & were very visible. The framework of the aircraft was made up of wooden ribs & spars, covered with clear doped linen(CDL). Light could pass through the linen, & when viewed from the bottom, the ribs & spars of the wings could be seen as a shadow or dark image. The wing structure was held & supported using wires attached to the struts using turnbuckles; the control surface wires were attached to control horns, which protruded above &/or below the aileron or elevator.

So, on to the build, which starts with the cockpit. The WNW instructions are the best you will ever get, but you need to be painting as you go, so keep all your wood colours & oils , black & metallic colours very handy.

I followed the instructions with XF59 basic wood colour with mixtures of burnt sienna , basic earth & yellow ochre to simulate wood graining. All parts go together without problems.



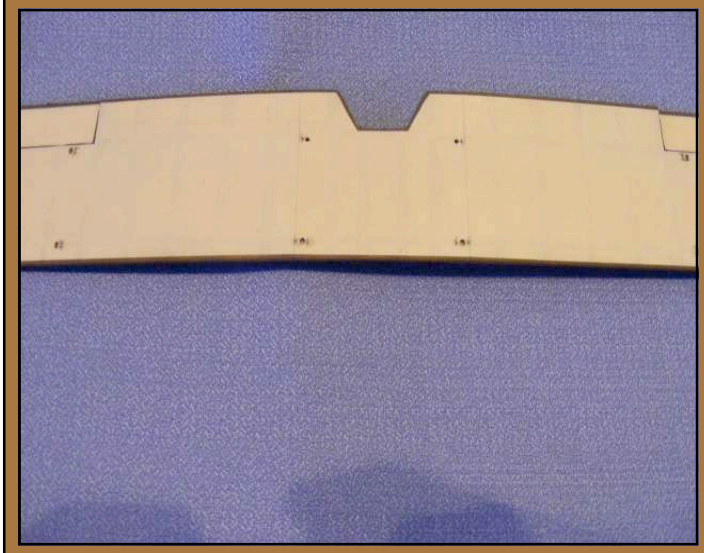
I painted the interior fuselage sides with a green colour first then CDL, XF55; this simulates the green PC10 exterior colour casting a dark shadow behind the linen.

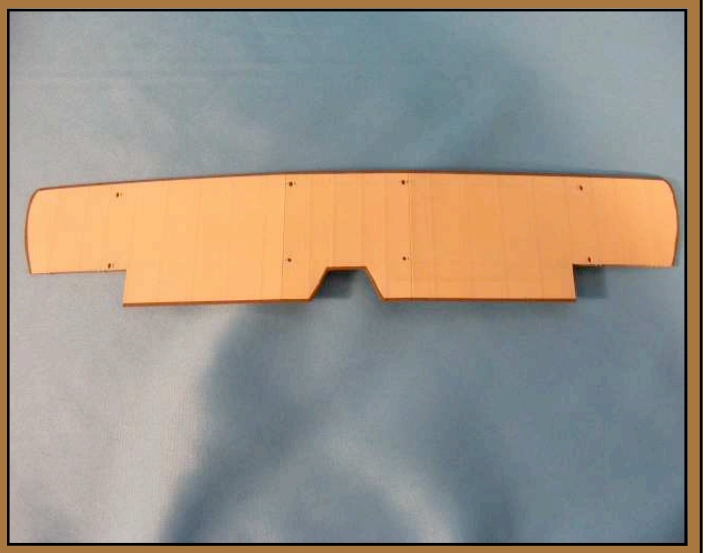
I used elastic thread to simulate the brace rigging in between the cockpit framework, & 2.3mm guitar string for the control cables from the foot pedals & control column, under the seat, running aft.

I painted the seat & cushion using Vallejo leather paints, annealed the p/e seatbelts & painted leather & XF52. They really did look like real leather.

Next I fitted & masked-off the engine cowlings, put together the engine & painted all with Alclad dark aluminium, as well as the front cowling.

Before painting the underside of the wings & tailplanes I pre-shaded the ribs & spars (only 2 in the top wing), by ruling lines with a lead pencil each side of each rib & spar, then filled in between the lines with a lead(retractable type) pen, then brushed over the lead with a shortened stubby paint brush. I used xtracolour enamel CDL with 20% Humbrol 121CDL added, to give a slightly tan look. The wings were then masked off & the underside edging painted PC10, the top surface colour.(I used XF51 to paint the edging).





Warning: fitting the bottom wing to the fuselage is not easy. I had to sand the cockpit floor to ½ it's thickness, as well as the floor/bracing sides before it would go even close to fitting (unusual for WNW kits).

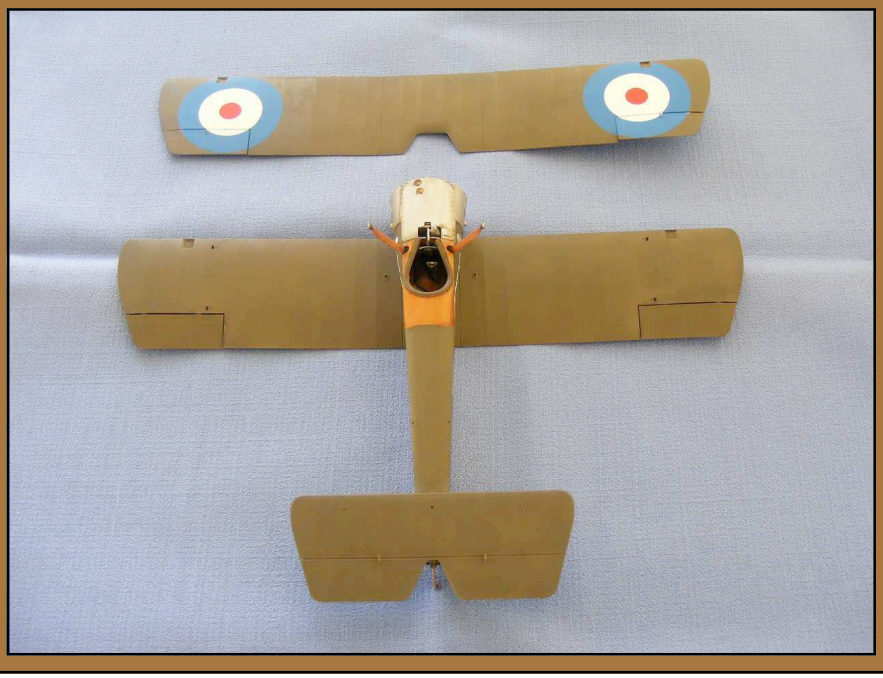
Sand the floor right from the start, bottom & sides. This will save a lot of trouble later on!

Next the main upper surface colour was applied. This colour is known as PC 10 Khaki, (Pigmented Cellulose Spec. No 10), which is a broad term for at least five individual preparations each differing slightly from the other. As a rule of thumb earlier varnishes were somewhat lighter and on the olive/brown side, while later pigmented dopes were rather more brown oriented. As this Pup was flying earlier in the War, I opted for the Xtracolour "PC 10" olive/brown, which I judged about right. The Humbrol 155 is "too green", & should be mixed with 098 Chocolate Brown to get an acceptable shade, depending on the timeframe being modelled.

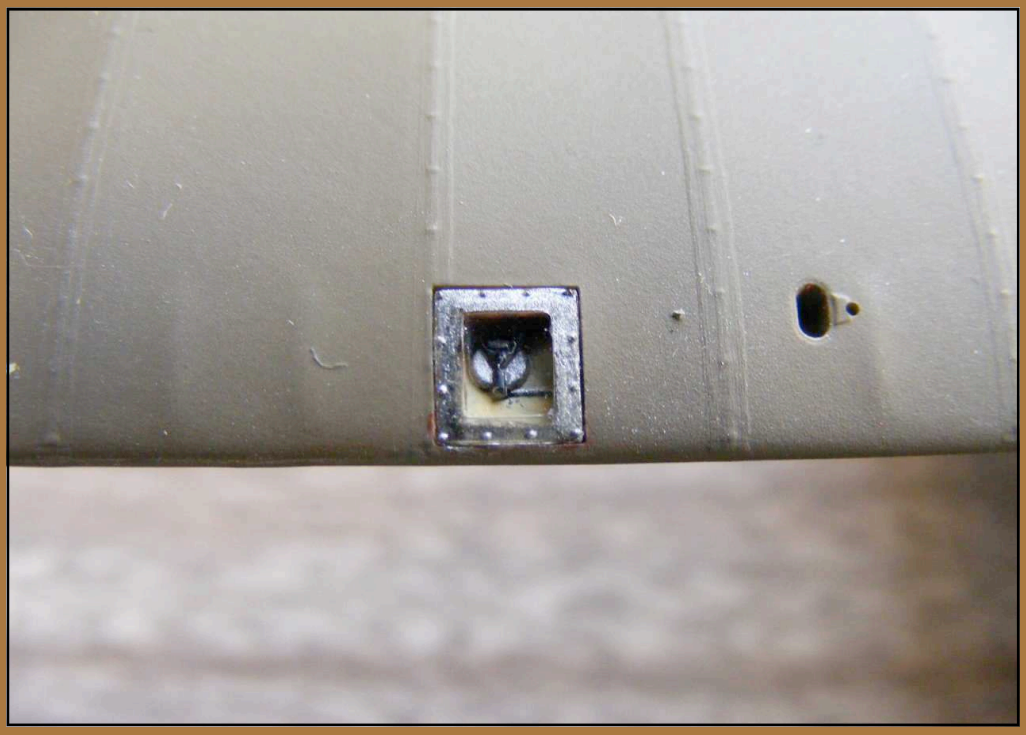
I applied a very light coat of XF51 to act as a primer, then 2 coats of Xtracolour PC 10. This went on the upper surfaces of the wings, tailplane & elevators, & over all surfaces on the fuselage. The fin was painted red, XF7, & the rudder CDL.

All surfaces upper & lower were given 2 coats of Testors lacquer gloss in preparation for the decals. I still wasn't happy with the "gloss", so brush painted Johnson's Klear over the surfaces that the large roundels were applied to. The wing roundels are shaped so that they wrap around the vertical edges of the aileron bay sections. To help the decal settle down I heated a damp cloth in the microwave until hot , then placed over the upper surface of the top wing decals. They immediately conformed to all surface configurations & wrapped around the aileron vertical edges.

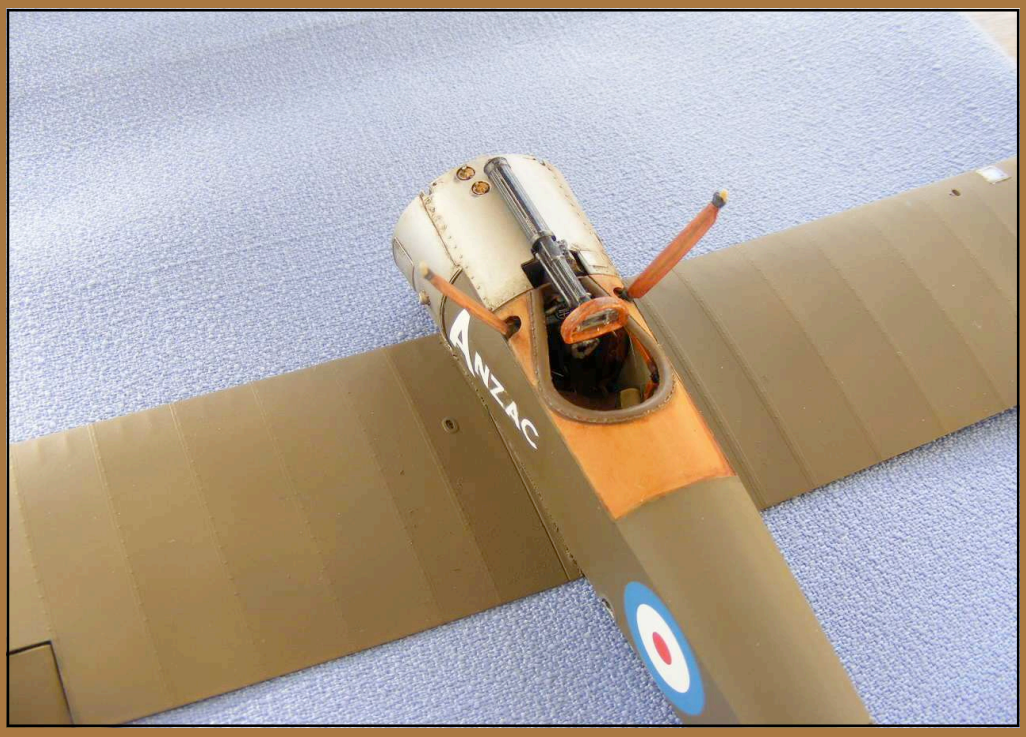
Very neat. BUT, the excessive heat caused a chemical change in the Johnson's Klear & it turned a bright chalky white!! I tried a few liquids to get rid of it, & eventually was successful with X20A, acrylic thinner. So, be warned!! Needless to say I did not use the heated cloth for the other wing decals. They did go down without any trouble or use of decal solvents. The fin decal was applied to both sides & wrapped around all edges. When dry the excess was removed with a fine sanding stick. All surfaces were next painted with Testors matt clear.



The 4 pulley inspection panels at the front edges of the wings were painted as per instructions & the clear plastic cover applied over the top.

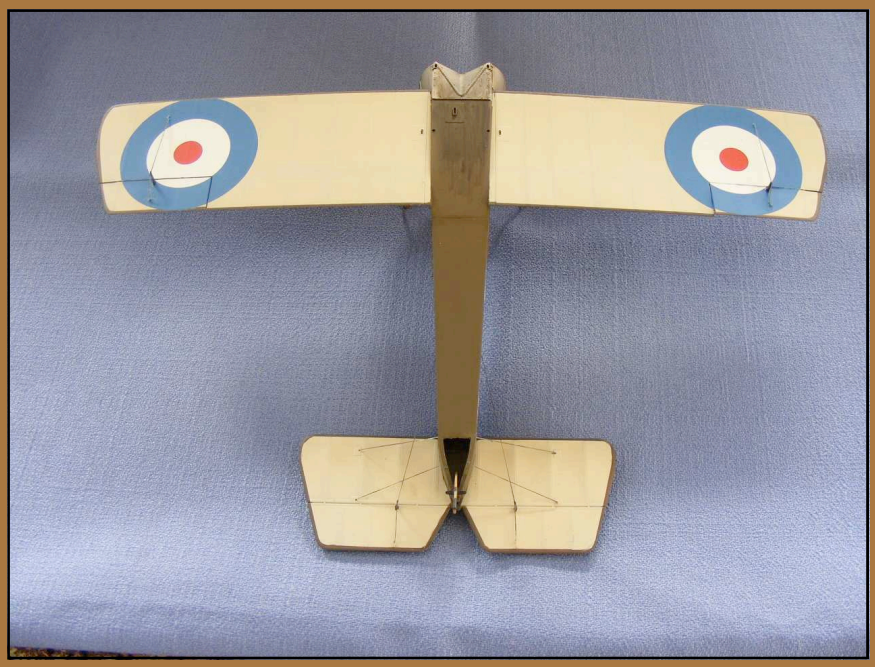


The Vickers gun with padded windscreen was assembled and painted, leather for the padding, matt black then graphite powder for the Vickers. The barrel end was drilled, & the p/e cocking handle attached. This assembly was glued in place.

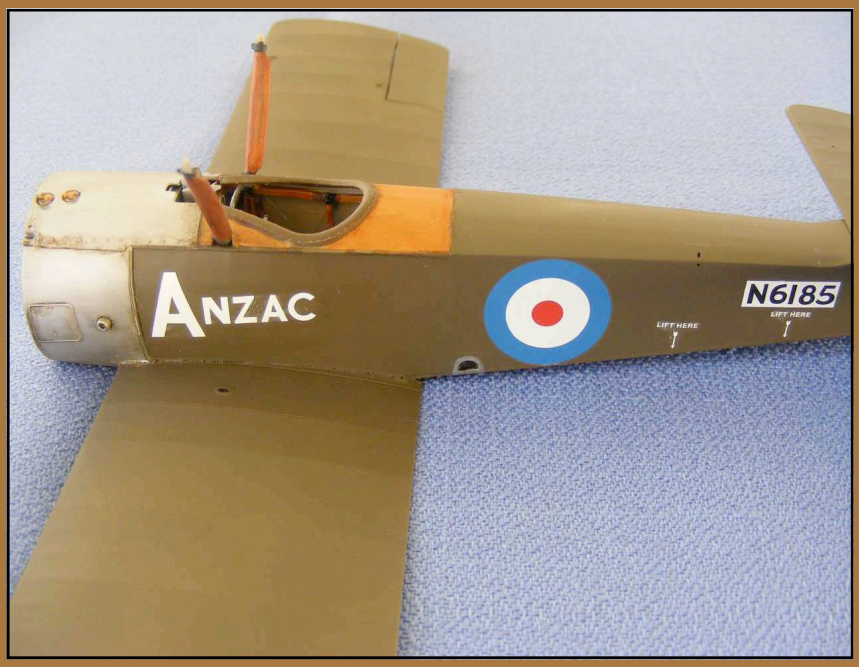


I then decided to apply the rigging to the wing ailerons , top of the top wing & underneath the bottom wing. Next I applied the tail skid steering cables & elevator control cables on the underside of the tailplane.

I used elastic thread & CA glue. Its all a bit of a learning curve & my methods & techniques will improve with more practice!



The wing struts have been base painted in XF59, then brushed with burnt sienna oils.



Assembly will be featured in the next newsletter.

Finished Models

The series of following photos is of Lester's Eduard 1/32 scale Messerschmitt BF 109 E3.


Nicht betreten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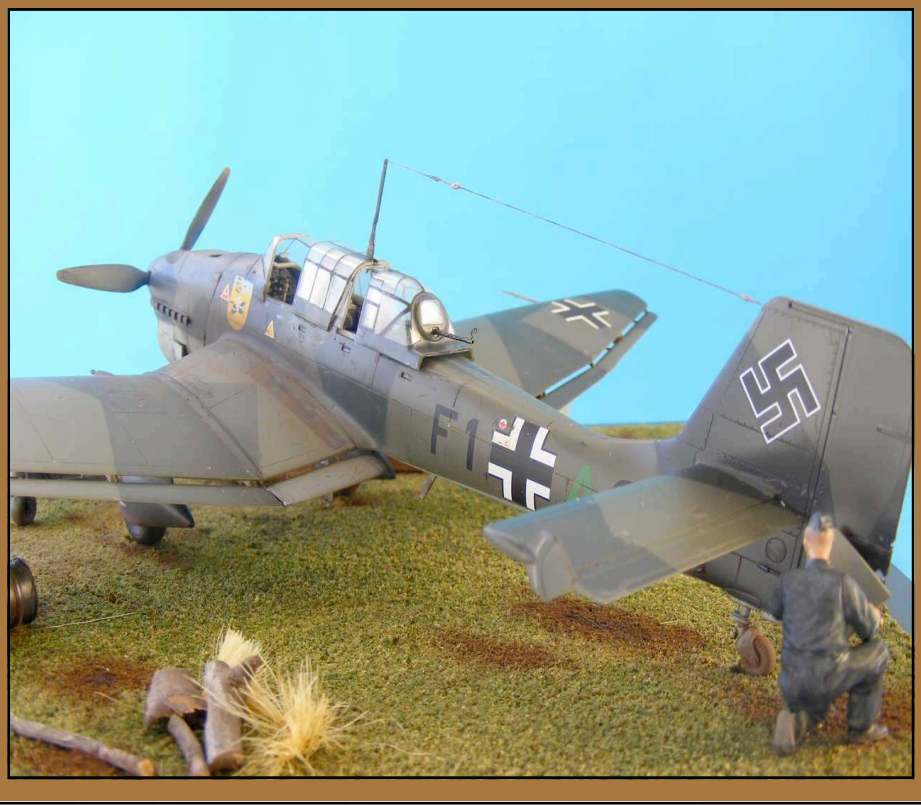
The following two photos show Lester's completed diorama scene of the Junkers 87 B-2. The inclusion of the ground crew member at the tail looking to repair recent battle damage is a nice touch.



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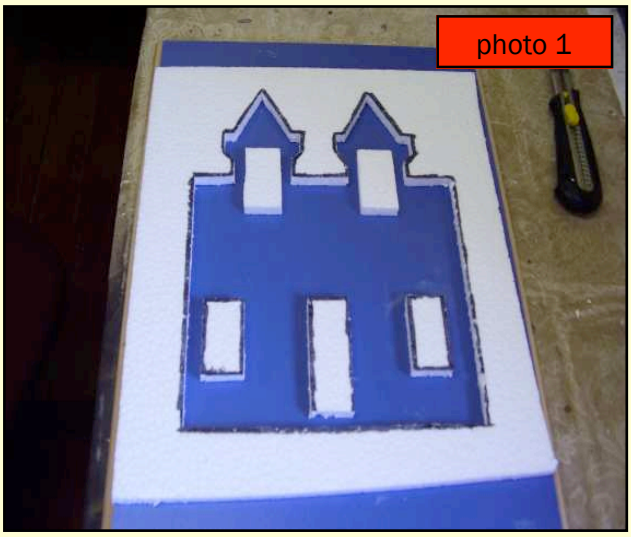
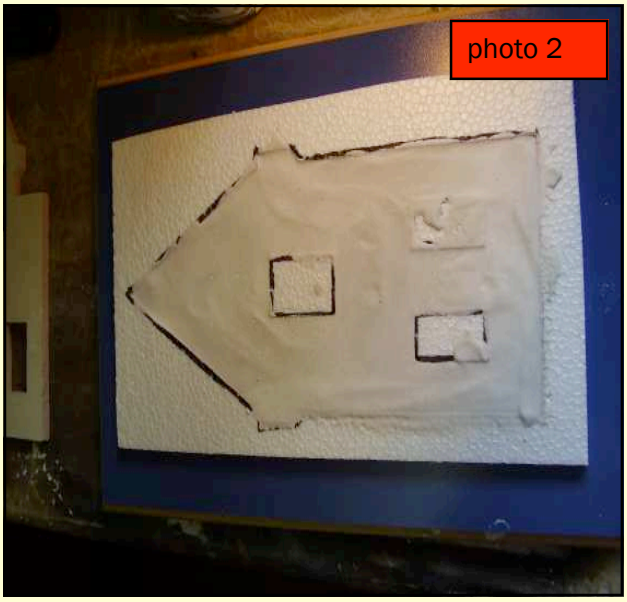
Creating a Diorama – Operation Cobra

By Cassio Raimann

Well, the assembly of this diorama was based primarily on a theme that was the town of Saint Lô in France. I reproduced in Corel Draw and coarse features in the size of the building at 1:35. After printing the design was cut with hobby knife and mounted to be placed at the base of the diorama and defined the location would be fixed. After having defined the place, started the process of cutting foam (10mm thick). To facilitate the cutting precision, it is interesting to use a knife blade is not very wide, and mark the cutting lines, pinned the paper pattern on the sheet of styrofoam with some pins and used a magic marker (hidrocor) and scratched out all traces on the Styrofoam. Then the mold was removed from the paper and started cutting the piece of Styrofoam and glue on a sheet of MDF with coverage, because if you use MDF without coverage, it will ruin because of the humidity of the cast (photo 1)



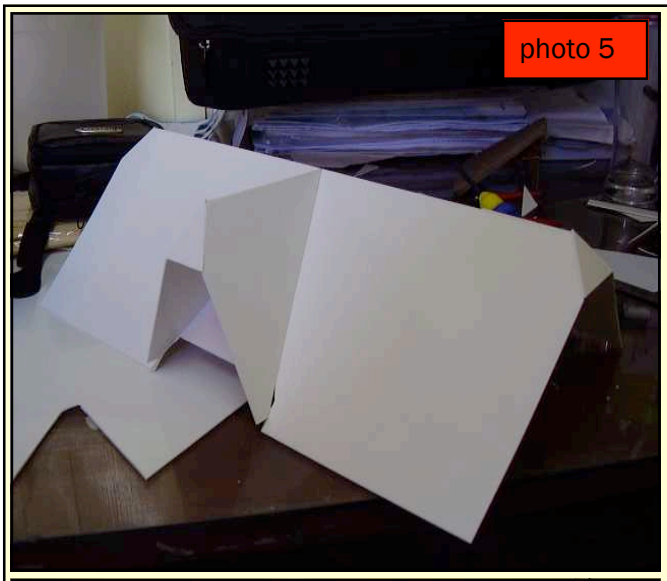
Since I have no pictures of the mold assembly of this building, photos 1 & 2 are from another diorama.



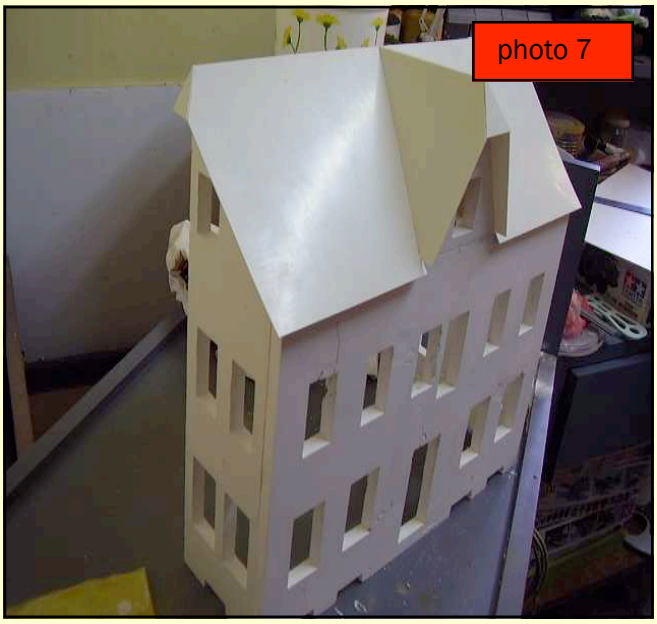
After 3 — 4 hours remove the cast from the mold. I recommend waiting about 4 days for the plaster is completely dry (cured). (Photo 3)

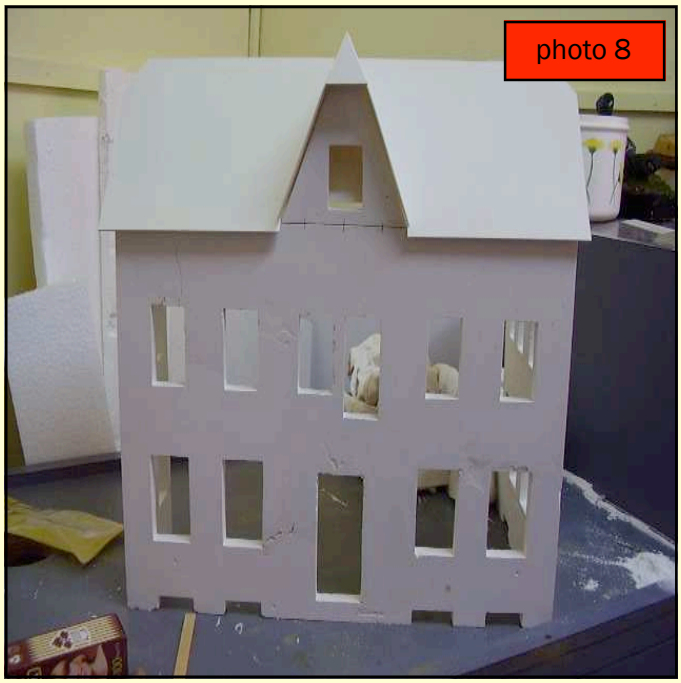
After the 4-day cure of the plaster, the process of sanding, alignment, design and assembling begins with the help of a good square. (Photo 4)

To improve the firmness of the glue from the walls, I make small holes lined the walls and put them on pieces of toothpick and cut these in turn, fit into the aligned holes of the other party. Wait one more day to complete drying of the glue.

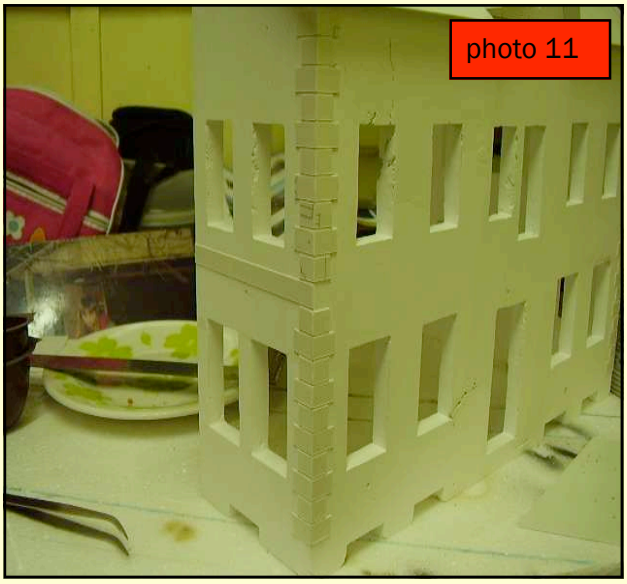


With the walls set firm I began shaping the roof, which required a little patience to set the angles. (photo 5, 6, 7 and 8)





When I finished this part of the assembly, put the building on the base and left for disposal options of streets and kits that had already mounting. (photo9 and 10)



Well, until this point, it's been 4 weeks. So I finished the basic assembly of the building, I started putting the small details, like windows, details on walls, doors, finally. (Photo 11, 12, 13 and 14)

Coming Next Issue

Creating a Diorama – Operation Cobra
Part 2

... AND MUCH

MORE!