

Newsletter



CAPE PENINSULA

June 2008

“THE Cape Scale Modeller’s Club!”



Cromwell's Combat 72 range – the Mifleset

Vice-Chairman's Chatter

Or, what to do with all the loft insulation?

I have been asked to write this column this month as Marc is away on honeymoon. Now for an ethical question: is it acceptable to go model shopping when on honeymoon? Answers on the back of your divorce summons, please.

I have recently had the pleasure of moving into my new house with much more space and an opportunity to unpack and sort out the books and models from my storage garage. It was like meeting old friends again. I soon reinforced my thinking that you can never have enough space. This compliments my thinking that you can never have enough models. Suffice to say, I have run out of space.

The result is the "loft insulation" that I had in my storage garage will now become "loft insulation" in my house. I regard it all as saving energy and not having to buy and install ceiling insulation: just doing my bit to help Eskom out of its troubles. As an aside, candles are great for stretching sprue, but not for general modelling by. The great part gobbling carpet monster seems to become more effective in subdued light.

Back to the point of it all: we all have a stash of unbuilt kits. Yes, most modellers become collectors, with the rationale that "one day" we will build that particular model. Only that there are normally more models than days. So, when is it time to rationalise a collection? Do you get rid of a model because an improved one has been released? Or do you keep it because it is a classic with unique box art? Was that perhaps why it was bought in the first place?

Perhaps these old basic models are just the right therapy to build a kit "out of the box" without putting oneself to the pressures of a myriad of aftermarket resin and metal parts and photo etched accessories. A perfect opportunity to rediscover old skills, such as scribing panel lines, or having to do an exceptional paint job to make up for the lack of detail.

Much has been written in modelling magazines and on internet blogs regarding the demise of the local hobby shop. The direct internet versus hobby shops debate seems to be hotting up. I would like to repeat my stance: I would rather support my local hobby shop than buy on the internet; I like to see what is on the shelf and talk with a knowledgeable enthusiast, then go home with my latest treasure that I will build "one day."

BUT, if the local hobby shop and or local agent / distributor does not bring the items in, then internet purchasing is the only option. Obviously items which are not imported (as there is no local agent) have to be ordered on the internet, especially most aftermarket items.

The internet is such a part of our daily lives and is a very valuable facility for communicating with other modellers, looking at reviews and tips from others that had built the model previously, viewing photos of overseas shows and forthcoming releases. But it cannot replicate the thrill of finding some exotic item on the shelf that you didn't expect to find.

I was in Johannesburg and Pretoria last week and took the opportunity to visit as many hobby shops as I could. I did not expect to find anything major, as I knew that no new stocks of Tamiya, Italeri, Revell, Dragon and Easymodel had arrived in the last month or so. But it is always interesting to look at what is there, especially as some of the shops buy in second hand collections, or carry stock which is not available in Cape Town, as well as talking to other modellers that you don't see very often. Visiting out-of-town hobby shops often leads to purchasing something that you would not normally do so. The only challenge is how to bring it all back on the aircraft????

On disembarking from the aircraft, carrying the huge 1/16 Trumpeter T-34/76 box, (yes, another "one day" purchase), I was asked if I built models. Resisting a sarcastic reply that I use the box to hide my actuarial / accounting / legal documentation, I mentioned that I did. The asker of the question collects die-cast aircraft and has a few metal (aluminium) travel agents display aircraft models, that are paint-challenged, and he was looking for someone to re-spray them for him. An interesting conversation followed on potential painting techniques and I invited him to come to our monthly meetings. Anyone out there that has experience in painting these?

I regret that I will not be at the monthly meeting on 6 June 2008 (the Anzio competition meeting) as I will be attending a meeting in Johannesburg. Bad planning, I know. If I get a model finished in time, I will ask someone to bring it on my behalf.

Regards and happy modelling.

Author: Greg

Editors Notes

The club is 21 – what now

Before attempting to answer the question above, I first need to thank Linda and Murray on a lovely display of food and cake at our 21st “birthday” party. I do believe there was enough for everybody and had we been blessed by 20 more modellers, we would still have had enough. At the end, as with many parties, we had lots of food and cake left. On their way out the gate, Linda and Murray handed most of the food to the guards at the gate. They established prior to coming to the meeting that the guards were on duty throughout the night and thought it best to feed the poor individuals having to work over the long weekend. Thanks for the organisation.



We are 21 now – we are allowed to do anything we want without having to answer to anybody.

Author: Ed

Letters

There comes a time

There comes a time in every modellers life when he has to grow up and make a decision in his life. But way this Marc. You will now have to share that collection.

Congratulations you two and from all of us - Can we now get back to some serious modelling.



Sorry you two – this is the only nice photo I had. All the others were dark or one or both of you had your eyes closed.

Arrival Of The Queen Modjadji 1

The 3rd and final SAN 209 Submarine arrived in Simonstown on the 22nd of May at +/- 10H00. In true Naval Tradition, splendour and precision, the Queen Modjadji 1 sailed into the Simonstown harbour, followed by S102. The 2 subs sailed closed to the coast towards the dockyard and behind the 2 subs, no less than 9 ships from South Africa, Brazil, Uruguay and Argentina sailed past one by one. The Drakensberg led the formation of ships. It was breathtaking. A splendour I have not seen since 1997. What a lovely display of Naval power. A proud moment if you think that 5 of the 11 ships in the water was South African and in the knowledge that there were still 1 sub, 2 Frigates and a number of Strike Craft's waiting in the harbour. The Navy has arrived. Seeing all those ships in the water, sailing on their own power, manned by South African sailors and flying the South African Naval colours made me realize that everything you read in the papers and hear on the radio is not all true. The Navy is well equipped, well maintained, adequately manned and most of all, ours. All we need to do now is model the new Frigates and Subs. Would the display at Navy day not be lovely with one of each on the table? Any idea where we can get the plans?



Author: Ed.

Small Scale SIG News March and April 2008 Meetings

March 2008: Russian Armoured Cars: The scheduled SIG meeting for March 2008 was on Russian armoured cars. Due to circumstances, it was changed to Russian and Axis armoured cars of WWII. A table was set with models and books, which Michael, Mike, Mick and Greg discussed and shared information, prior to starting the braai fire. Murray arrived and joined in. Bruce was away counting penguins at Marion Island and caging flights in Kamov and Bk105 helicopters. Bruce has a wealth of knowledge on modern Russian equipment, hence the change in emphasis to WWII: his absence and subject expertise were sorely missed. Alic got lost, drove down the next block, then went home to phone that he wasn't going to make it: talk about a case for a cell phone!

A great braai was enjoyed, with copious amounts of red meat and the usual liquid refreshment, with the discussion topic alluded to, in between other modelling subjects. Clinton complained that there was more braai than discussion on Russian armoured cars, but that's the penalty for arriving late.

A productive evening was had by all, cognisance was taken of that the SIG meetings should be more subject discussion intensive.

April 2008: SAAF Aircraft of World War Two: It was decided to hold this SIG meeting at the SAAF Museum, Ysterplaat, as it would provide a great atmosphere and many visuals for the topic. No braai this time! It was a great evening; one of the most productive, and the usual renegades were there. We started with a general discussion of SAAF aircraft, squadrons and equipment, the Joint Air Training Scheme and the various airfields used, and went systematically through all the displays.

It is quite amazing that the SAAF started as such a small, under-equipped force at the outbreak of WWII and developed into such a magnificent and effective fighting force.

The Museum has a wealth of information; it is uncanny that we are all aware of the Museum, but always seem to discover new and interesting items when a more detailed look is taken. This time, Alic was able to make it and provided many interesting anecdotes about the models and dioramas, many of which are his work. Murray brought some interesting SAAF aircraft and a Junkers Ju-86, with the correct resin engine conversion sets.

This was definitely a case of the venue adding to the overall discussion and experience. Perhaps more thought should be given to utilizing venues which match the topic discussion. SIG meetings are open to all interested persons, and not just the regulars. A list of planned topics is available, so please feel free to join in.

Author: Greg
22 May 2008
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May 2008: The Battle of Arnhem

Well, another great armour SIG meeting was held in May, the topic being Arnhem, and the guys pulled out all the stops for this one. The meeting was held at Murray's house, so a big thanks to him and Linda for hosting the meeting.

The evening started punctually at 19:30, being the stating time for the SIG meetings, and we began with an overview of the battle, presented by Murray, who had constructed a mini diorama to show the general lay-out, the initial positions of the various forces, and then how the battle unfolded over the various days. Various members brought applicable built kits from their collections, (name a vehicle, and it's almost guaranteed someone will have one!), and altogether this made for a wonderful presentation and point of discussion by all. Amazing what difference a visual representation does for the understanding of history.

After the diorama discussion, the group watched the "bonus disc" from the "Bridge Too Far" DVD set, where there were discussions from veterans of the actual battle, as well as a lot of actual historical footage from the operation – again, bringing the history amazingly to life and making it all so real. I'm not sure of the practicality of this sort of input at every meeting, but as we saw so well in April's SIG meeting which was held in the Ysterplaat museum, where actual artefacts, etc, were on hand to view, this sort of "real input" definitely stimulates and drives member discussion and participation. One of the definite lessons coming from the SIG is that the greater the preparation going into each meeting, the greater the member participation in the meetings, and the better the experience for all.

After the historical movie and discussion, the group watched a slide-show of Murray's personal photos of modern day Arnhem, and again, this perspective brought a whole new insight to the topic. History absolutely comes alive when you can "stand" in the very road the British marched down, or look at the buildings where significant events unfolded or even look at the actual battle-ground where history was made. One of the facts that made the greatest impression on me personally when looking at these "then versus now" photo's was just how small the whole battlefield really was – how hundred, if not thousands, gave their lives in a battle-field not much larger than a rugby field.

The meeting consisted of all members bringing something to the meeting, ranging from relevant kit collections, to research, to books from personal libraries, (which again never cease to amaze me at their depth) and all learned something. And some really interesting facts emerged – 5 VC's were apparently won at the battle, (one being the only VC won by RAF Transport Command during the whole war); the operation actually consisted of 2 operations, Market and Garden; the current-day Commonwealth Graves are funded pro-rata by the countries that lost men at the battle, with South Africa contributing 2% to cost, etc, etc – Who knew?.

In summary, a great meeting was held by the SIG, and these meetings are getting better every month – a very big thanks to all who attended and participated.



How To

I have decided to change the "how to" to a question I posted to Murray at breakfast last Sunday.

John indicated once that you should put all clear parts into Future prior to starting the model. That way the clear parts are protected and ready to be fitted once the time comes. This has worked for me and I have had some wonderful results. Yet I still had problems with masking.

Charlie once showed me a method of masking the canopy by putting thin tape along the canopy frames, then fill the inside with masked area with Maskol. I tried that and believe me the masking is better and easier. Again, some wonderful results. However, I now had a different problem.

Combining the two methods resulted in a small problem. The Maskol contains ammoniac, and Future is affected by ammoniac. So I landed up with a dull spots on my canopy. You can fix this by putting more Future on the Canopy, but you never get the same result.

So the answer should be easy – apply the Future after the masking and painting of the canopy. But that would leave a very gloss frame compared to the rest of the model. I can fix that with dull cote, but that would mean I would have to mask the canopy again, leaving me with the same problem – dull patches.

Could somebody please help me out of my misery? This is driving me mad.

Author: Ed

Up and Coming

Item	Description	Dates	Contact	Numbers
1	Competition	June	Leonel	0836025498
2	AAD	Sept	Chris	0823373629

Requests / Sales

Request

Item	Name	Contact Details
Lockheed TF-104 G starfighter	AC Smith	merlin03@merlinps.co.za

Next Meeting

Date: 06/06/2008
Venue: Fort Ekapa (Acasia Park)
Detail: Competition
Request:

END OF NEWS LETTER
