



## The News Letter of the Hobart Model Aero Club Inc. October 2016

PO Box 1117 Rosny Park Tas 7018  
Editor Stuart Smith 62477423  
stuartsmith@netspace.net.au

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### More from the camera man



Much visual improvement re pilots at KF, may encourage some members to buy and use a razor.



Kelly Field has a new "Sheppard"

Or is this another lost sheep



A few members may remember helping Ray search for this model, it was returned a few days ago, it now flies again even better than it did before. Or is it that some ones skills have improved ??

## Bill's scale column



Not a great lot bone this week as you can see I have a new Jeti radio instructor and have been flat out learning "stuff".

Although I thought the following how to do other "stuff" might interest some of you. How to weather an ARF.

The first—and most important—part of the process involves the “search.” Much like the documentation hunt for that “just right” paint scheme, photos of actual aircraft are essential. This search for a weathered appearance is a little bit easier than the complete documentation phase, as you don’t need a specific airplane; photos of any airplane operating under similar environmental and service conditions will do. Typically, WW II subjects operating in harsh environments like deserts or salt air will tend to look “beat up” in a shorter amount of time. Without the benefit of hangars, covers, shelters, or daily maintenance, they took some serious abuse and it showed.

### Panel lines



Left: A small artist’s brush is used to flow the gray wash into the molded panel lines. Wipe the excess away with a paper towel and the residual gray will stay in the panel line.

Since I had decided not to repaint the model, there was no need to remove any of the manufacturer-applied markings, prepare a new stencil or markings, or even mask for color separation. All that was required was a light spray of glass cleaner to the overall model, a thorough wipe down, and adequate drying time. Since this Corsair has crisply molded-in panel lines and surface detail, the first step was to highlight these details with a medium gray wash applied to the panel line with a fine brush. I use water-based acrylic paint (latex house paint will work) and thin it so that it flows easily into the panel lines. Apply this wash to each panel individually and, with a paper towel, wipe the excess wash off the adjacent surface, leaving some wash in the groove. You should do this fairly quickly after application of the wash but don’t worry, any excess film can be removed later with fresh, clean water. The key is to leave some residual wash in the groove and allow it to dry completely. If you’re really nervous

about making mistakes, start on the bottom surfaces first; by the time you reach the top, you'll be an expert!



As with most weathering techniques, the key here is a light hand. When you reach the point where what you've done is obvious, you've gone too far.

Sun and sand OK, the panel lines now all pop out visually and you're probably quite pleased with the transformation. Well, there's more to be done. Let's get out that very same wash that you allowed to accumulate in the panel lines to make them stand out. This time, starting at the leading edge of all flying surfaces, dab some wash onto the surface with a brush and immediately use a paper towel to spread it aft toward the trailing edge, always in the direction of the airflow. The density of the wash will determine the intensity of the streaking. I suggest diluting the wash to the point that it is just visible when first applied with the brush. Once again, when in doubt, go to the underside of the model! As with most weathering techniques, the key here is a light hand. When you reach the point where what you've done is obvious, you've gone too far. Using water-based paint for weathering, however, removes a lot of fear factor from the process, as most of it can be removed for "re-dos!" You want some very subtle streaking (tone changes) created by airflow over the surfaces. In the case of the fuselage, the direction of the streaking should be vertical, from top to bottom; long periods of being exposed to the sun will do that. Again, subtlety is key.

**Wear and tear:** Small, spring-loaded panels, like this handhold, lose a lot of their paint through daily use. Silver paint, randomly applied with a fine brush, creates the illusion of chipped edges. In those areas requiring wear, rather than the chipping replication, I use a craft material called Rub 'n Buff applied with either a cotton swap, paper towel, or my finger.

Getting even more excited about your efforts, huh? Sure, it's looking great and luckily there are just a few steps left. The part of the weathering process that seems to get the most attention but is easiest to overdo is the panel wear or paint chipping. I usually start by sizing up the level of wear I've already applied and imagining how some of the panel edges would look after frequent opening, closing, or removal. How much of the finish on the leading edges of the airplane would be beat up by sand, stones, and other debris found on operating theaters like that desert we mentioned earlier? You can be sure that any painted surface kept outdoors and exposed to regular dirt, sand, or rocks found on most airports, will suffer the effects of these materials. Naturally, the worst wear usually occurs at the leading edge.

The next step is deciding how to simulate the wear or chipping. For sharp-edged panels or large chipped areas, as on the leading edge of wings, I use a fine, pointed brush to randomly apply silver paint stippled along the edge of the panel. The drier the brush the better; you don't want a lot of paint, just a suggestion of metal peeking through on the edges.

Chipping uses the same paint, but application is better handled by random dabs of a coarse, mostly dry sponge dipped in the silver paint and blotted before you apply it to the surface. Using a different corner of the sponge for sequential dabs will prevent a "repeat pattern" look. Also, when going from one leading edge to the opposite one, try not to look at the first one to "mirror image" it. Avoid symmetry of chipping if it never happens that way!

Now, for those areas where the paint was worn through rather than chipped, I use a craft material from Amaco called Rub 'n Buff. Crafters use it to create a metallic look on candles and other items. It's wax-based and I apply a small amount to a cotton swab before touching it directly to the model's surface. Don't apply it too heavily or you'll be on your way to a chrome-plated leading edge! Excess can be removed with alcohol but you'd best practice on something other than your model until you feel comfortable with the process and result.

Finally, there's the exhaust staining and grime accumulation that is best handled with an airbrush but can also be convincingly duplicated with pastel chalks or even ground-up pencil leads. Again, subtle is better! You will notice in your photos that the engine grime starts behind the cowl flaps, as you would expect. No need for masking anything here, just take the cowl off, do your thing, and replace the cowl; the stains will begin exactly where they should.

Below: The final appearance of the model is anything but monochromatic and you've created a look of realism; don't be afraid to try it!

Before

After



There you have it, breathing life and realism into a great foamie warbird in a small number of easy and inexpensive steps. It is easy, but you'll never know until you try it. Just think of all the admiring looks your new weathered warbird is going to receive at the field; go ahead, go for it!

Bill Jennings

## **Presidents corner**

I recall starting last month's Presidents report with optimism of how the weather was improving. Sorry about jinxing that!

Anyhow, to update you on club business, the committee is very enthusiastic at running some club based fun events, some invitationals too as well as a fun working bee with the customary BBQ!

While the unpredictable spring weather has us scratching our heads for suitable dates, I can mention that the AXN glider fun day will return along with DLG invitational, Reno fun fly which will include friendly pylon racing and any surviving Rare Bears, an invitational vintage day for older aircraft (not modellers!) including control line, an invitational car boot swap or sell, Scale Fun Fly invitational and of course our HMAC Christmas lunch.

A full Events Calendar will be sent to members soon.

In other club news, Stuart Smith and Chris Rowe have come up with a working solution adding EFT for HMAC use into the constitution. I would like to extend thanks to Stuart and Chris for their expertise and sorting this out. The amendments should be included elsewhere for perusal. An SGM considering this matter only will be called once we have our events roster sorted with the SGM held before the events start and hopefully a yes no vote can be held in reasonable time frame without impacting on members unduly or requiring special visit to the club, of course assuming members would participate or join in an event!

I would also like to thank Barry Gerrard for also rehangng the front entry gate recently. I am sure those that arrive first or last to leave also appreciate the improved gate operation. Thanks Barry!

We also have several new members, so I would like to give a warm welcome to Luka Smillie (junior member), Ray Millington (senior member) and John Gard (social member). I am also told Vic Parkinson will be returning, for those members that remember him.

Unfortunately, we have had yet another complaint from our northern neighbour, this relating to noise. Since we have measured previously and satisfied council of noise concerns nothing further came of this. A decibel meter is stored in the clubhouse to take readings if anyone is concerned.

Lastly I will be travelling north on the 8<sup>th</sup> October to Phoenix Flyers club in Launceston to represent HMAC (if I fly well, otherwise anonymous) in my first pattern competition. Anyone interested in also attending is welcome to come along of course. With some luck I won't jinx myself and others in hoping for some good weather soon to practice!

See you at KF

Regards,

Jason Bedelph

## **Constitution amendments**

### **8. Banking and finance**

(1) The treasurer of the Association, on behalf of the Association, is to –

- (a) receive all money paid to the Association; and
- (b) immediately after the receipt issue official receipts.

(2) The committee is to cause to be opened with any bank, building society or credit union the committee selects an account in the name of the Association into which all money received is to be paid as soon as possible after receipt.

(3) The committee may –

(a) receive from the Association's financial institution the cheques drawn by the Association on any of its accounts with the financial institution; and

(b) release and indemnify the financial institution from and against all claims, actions, suits or demands that may be brought against the financial institution arising directly or indirectly out of those cheques.

(4) Except with the authority of the committee, a payment of any sum exceeding \$2 is not to be made from the funds of the Association otherwise than by Electronic Funds Transfer or by cheque drawn on the Association's account.

(5) The committee may provide the treasurer with a sum to meet urgent expenditure, subject to any conditions in relation to the use and expenditure the committee may impose.

(6) ~~No cheques are to be drawn or Electronic Fund Transfers made on Cheques are not to be drawn~~ on the Association's account except for the payment of expenditure that has been authorised by the committee.

(7) All cheques, drafts, bills of exchange, promissory notes, and other negotiable instruments shall be signed by the Treasurer and another officer of the Association, and all transactions by Electronic Funds Transfer shall be initiated by the Treasurer and independently authorised by another officer of the Association approved by the Committee.

*(8) The Electronic Fund Transfer payment system used by the Association must require a password(s) activation provided by the Associations financial institution. The use of this(these) password(s) is restricted to the Officers of the Association (President, Vice President, Secretary and Treasurer)*



**And then the hare spotted that it was Ken W. flying his Radian**