

Announcements:

Next General Meeting Fairport at “The Church of the Assumption” 20 East Avenue, Fairport, 14450.

7:00 pm: April 1st, 2019

Build Nights: Thursdays Seabreeze Bill Gray’s 5:00 to 9:00

Condolences to Justin Hanna on the passing of wife Samantha Hannah – see General Comments section.

Upcoming Contest and Shows [Check for events <https://calendar.ipmsusa3.org/all-events>] :

- TRICON 2019, March 30, 2019, hosted by IPMS 3 Rivers Pittsburgh, A.W. Beattie Career Center 9600 Babcock Blvd Allison Park, PA 15101;
- WrightCon 2019, April 5 to 6, hosted by Wright Field Scale Modelers, at Hope Hotel and Conference Center 10823 Chidlaw Rd, Dayton, OH;
- MosquitoCon 28, April 6, 2019, hosted by IPMS New Jersey, Wayne PAL Hall, 1 PAL Drive, Wayne, NJ
- BuffCon 36, April 7, 2019, Hosted by IPMS Niagara Frontier, Justin & Columbus Hall, 2735 Union Road, Cheektowaga, NY, 14227
- DowneastCon 2019, April 7, 2019, hosted by Southern Maine Scale Modelers, Thornton Academy, 438 Main Street, Linnell Gymnasium, Saco, ME, 04072;
- NOREASTCON 48, April 12-13, 2018, Host IPMS Northeast New York Chapter, Holiday Inn Express, 400 Old Loudon Road, Latham, NY, 12110;
- CAN/AM Con '19, April 27, 2019, hosted by IPMS Champlain Valley & Mount Mansfield Scale Modelers, Williston Armory, 7846 Williston Rd, Williston, VT, 05495;
- AMPS 2019 International Convention, May 9, 2019 to Saturday, May 11, 2019, Adam's Mark Hotel, Buffalo, NY

General Meeting:

Attendance: 22. Voting: 22. Guest: None

New Members: Richard Senges – various with railroad, full size jeeps and now 1/6 scale scratch built vehicles.

Topics/Agenda for Next Meeting: Open

President Comments – Ken Brent:

Club has received donation of 70 to 80 model kits from an estate. The collection has a variety of models including the Visible P51 and USS Missouri. Potential is to use kits at contest raffles and possibly in other ways. Any charitable tax implications reside with the estate donating and not the club since we have communicated that we are not officially an IRS recognized non-profit charity.

See ROCON 38 for details on new venue, Moose Lodge in Henrietta.

See NorEastCon 49 for hosting of 2020 NorEastCon.

Seminars - Schedule:

Hair Spray Weathering

Weathering using artist oils

Wood Graining: John McKeown

Stencils & precut masks

Glues

Making seatbelts

Odd Plastics and Vinyl from Europe and Asia – how to handle and what have members learned

Airbrushing, contrast and compare airbrushes and paints.

Vice Presidents Comments – Cliff Wiley:

Announced upcoming shows – see previous announcements section.

Treasurer Comments – Dave Schwab:

Treasury Checking: \$ [REDACTED] [please remove before general public release].

Region 1 Business – Dave Schwab [<https://calendar.ipmsusa3.org/region/region-1-northeast>]: See

NorEastCon 49 for more information.

General Discussion:

Contest and Show Report:

BlizzardCon 46, hosted by IPMS Columbus [Boat Steve Smith]: The contest and vendors were soft. Ten vendors did not show up – there usually are vendors out in the hallways because there are so many. They were also light on entries. The host club still makes money since they have a very low operating cost. Jim Incavo won a couple of trophies.

ROCON 38 [Ken Brent]:

We have secured the Moose Lodge [Genesee Valley Henrietta Moose Lodge 2290] in Henrietta for ROCON 38. The lodge at 5375 W Henrietta Rd, West Henrietta, NY 14586 on Route 15A has two floors and will supply the tables. The tables can be grouped to be 6 foot or 9 foot to work around pillars. The pillars have different spacing, 12 foot and 11 foot. We are required to put the tables back to where they are normally located and any chairs returned downstairs.

There is a full kitchen and grill that serves burgers and fries for \$3 to \$3.50 with an eating area around the bar. Yes there is a bar as well. The agreement prohibits outside general food setup such as donuts and pizza. We can, however, bring donuts for the club during set up and there will be coffee available from the kitchen. For anyone interested in checking out the kitchen and facilities, it is open Tuesday evenings, 7:30 pm, for Bingo.

We will have less room for vendors and will work this on a first come first served protocol. Vendors will be on the lower level.

Cost for this venue with tables is \$250 with an additional \$150 refundable security deposit which will be returned after post event inspection of our cleanup.

We will have a new flier for BuffCon with actual contest date and location.

NorEastCon 49 – 2020 [Dave Schwab]:

Buffalo/Niagara has approved co-hosting NorEastCon 49 with us.

Motion: Co-host NorEastCon 49 in 2020 with the Niagara IPMS Chapter. 20 for Co-hosting and 1 abstain.

Justin Hanna of Section 8 Hobbies:

As previously mentioned Samantha Hanna passed away unexpectedly the last week of February. For those wishing to leave a message:

<https://lombardofuneralhome.com/tribute/details/12788/Samantha-Hanna/obituary.html#content-start>

Justin and Samantha had been together 20 years and have a son. Justin and Sammy ran Section 8 together

Motion: Give Justin Hanna \$50 worth of restaurant gift cards to help in the near term.

Unanimous.

February 4 2019 meeting [Armand Miale]:

Apologies for the confusion on meeting room and day last month. The Church participates with several other local Churches to provide housing for homeless families. Each church has a week for the housing and it repeats when all the churches have hosted for a week. Cliff Wiley donated some toys to the families. Toys and clothes can be accepted. Talking with the people running the program they need help with cooking and said the best way to donate to families and program, RAIN, is to donate through the church and designate it for the RAIN program. This will allow the program to

acquire the things the families need beyond toys and clothes. We discussed making a donation to RAIN and will decide at a later meeting. Next cycle for Church of the Assumption is in May [May 6th].

Ontario Public Library [Ron Levy]:

Ron attended a presentation from a Pilot of a B-24 who flew the Burma Hump. The C-47's could not make the hump due to the altitude so B-24's were used.

Scale Aircraft Modelling [Jim Elam]:

Jim continues to purchase these magazines and when finished sells them at \$5.00 each. The entire purchase price is donated to the club. See Jim to review and purchase any of these magazines.

How To – Resin Casting by Ken Brent: From March 2017. Ken presented an update. The original how to is presented for completeness.

Ken presented an informative How To and demonstration on molding and resin casting to make replicas of existing parts or from one up masters we make.

Ken was using Mold Putty products purchased from Michaels [available elsewhere <http://www.moldputty.com/>]. The mold material is Amazing Mold Rubber that mixes in a 10:1 by weight ratio and is pourable, which is

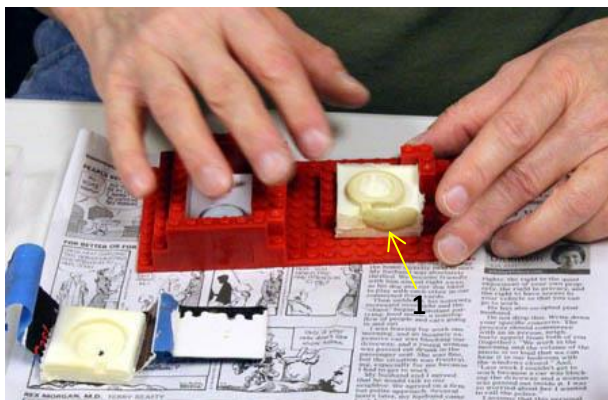
a key feature to mold around moderate to complex shapes. There are various viscosities of mold materials where thinner, less viscous, mold material will conform to complex parts better than thicker but may take longer to cure. Be aware that both mold raw material and resin have expiration dates, not printed on the bottles, and will not work right if they are past the date.

Molds should be large enough to contain the part being reproduced, allow room for mold material to flow around and under the part as needed, and to make it easy to weigh out the components to scale resolution [a scale resolution of 0.1 g really means a minimum mass of 4 grams for the greater component which is 3.5 cc and could cover a large area], and permit air to move out of the mold as resin is poured in to form the part. Many times molds are made from Lego™ type building

blocks as Ken has in his hands in the right hand photo. The building blocks permit the fast assembly of a mold to fit the part or parts being replicated. They are also cost effective since no external mold form needs to be stored or trashed. In the photo Ken has extra pieces in the storage bag and has framed up a rectangle for some parts. It is important for a base from a flat base sheet in the mold form. The blocks should be staggered as you would see with a brick wall to reduce the potential for leaks.

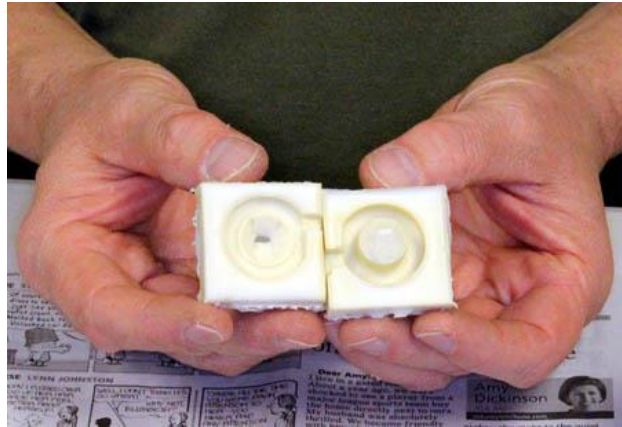


Ken will use Tacky Glue to hold parts down to form the molds. So far we are discussing single piece molds which mean the casting resin will be poured into the opening at the bottom of the mold once it is cured. The images that follow show a close up of the mold form on the left and the addition of an aircraft nose cone whose actual mold is the white block on the right. These parts are simple enough to be single piece molds with openings on the back. No release agent is required to remove the original part from the mold or the mold from the blocks but care should be exercised to prevent tearing of the mold itself.



For complex shapes like a drag racer tire, a multipart mold is required. Generally these are two part molds with special vent holes added. It takes two rounds of mixing and pouring the mold material. The image on the left shows half the tire mold on the base plate with a cast tire in it. In the front left is the other half of the mold. The arrow from the "1" points to the pour hole for casting when the mold is assembled. These pour holes must be planned when making the mold.

On the right are the two halves of the tire mold. Ken uses pins to suspend the tire master in the mold frame so that mold material, RTV [room temperature vulcanizing silicone], can flow under the tire to form a side of the mold. Sprue can be used to form fill and even casting vent holes. Fill the mold form to half full and let cure. Once cured the RTV should be coated with a mold release [lubricants, Vaseline™, etc.] before pouring the second fill of RTV. The mold release is needed because RTV likes to stick to RTV.



Some form of keying may need to be added to assure the mold is assembled correctly for the casting pour. This could be as simple as marks or cuts on the outside of the mold to depressions and extrusions made in the mold surfaces as they cure.

Resin is mixed 50:50 [1:1] by weight or volume. Ken uses Alumilite White (Amazing Casting Resin). Once mixed this starts to thicken in 2 to 3 minutes so should be mixed right before pouring. It will set up and can be removed from the mold in 5 to 15 minutes depending on thickness and features. It is recommended to warm up the mold so the casting resin will coat the entire inside of the mold smoothly [this can be done in a microwave for 1 minute].



Vent holes are used for complex shaped parts so that the air in the mold can be pushed out as the resin is poured in. In some cases bubbles will appear on top of the pour surface and Ken will pop those before the material hardens. Bubbles will leave depressions in the casted parts surface. Those depressions can be filled with super glue during part preparation to remove them. For casting no release agent is needed.

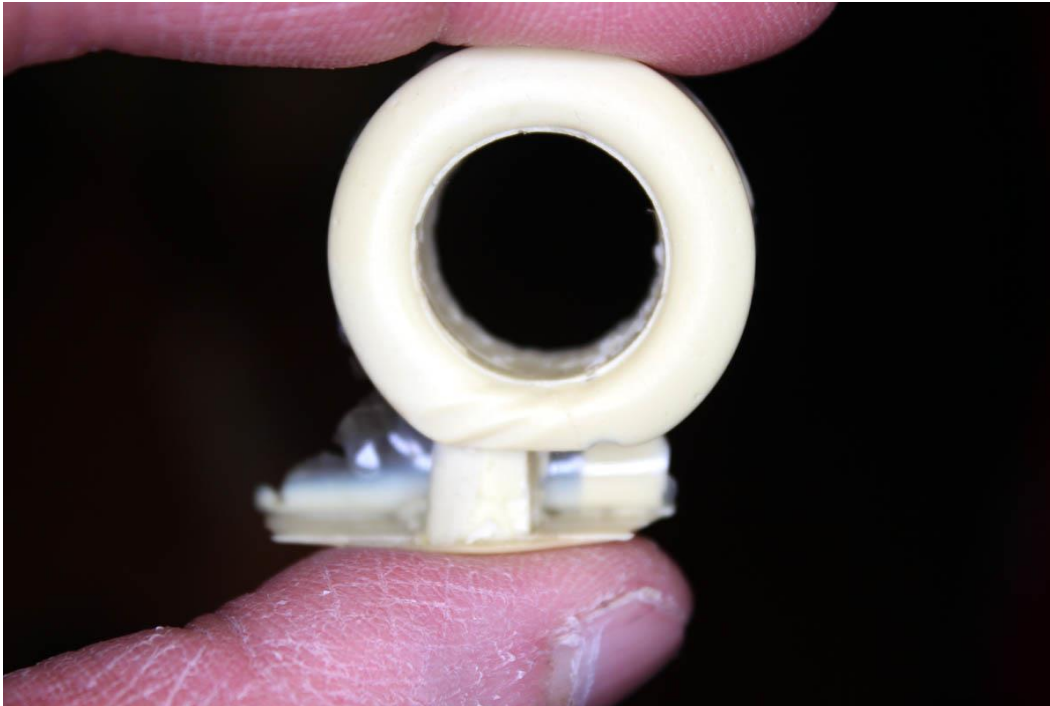


To the left are the two types of molds. The white block is the aircraft nose cone with a part in the mold that was poured from what is shown as the top side of the mold. The mold to the right with blue masking tape is the tire mold and shows how a multi-piece mold must be taped to hold together and aligned for a good part reproduction.

The resin used to cast parts will accept paint. It will need to be cleaned prior to painting as it can have silicone residues which can cause fish eye defects in paints or lack of paint adhesion. Ken used Bleche-Wite tire cleaner followed by the kitchen cleaner Soft Scrub. This should be done prior to filling any depressions with super glue or sanding the parts to remove any flash. Sanding

can spread silicones around or embed them to cause problems later.

Remember that resin dust is hazardous so as you prepare the part so use precautions when sanding. Parts can be attached with super glue and possibly epoxy depending on type of resin [polyester resins will cause epoxy to not cure]. Alumilite White is a urethane and will work with epoxy and super glue.



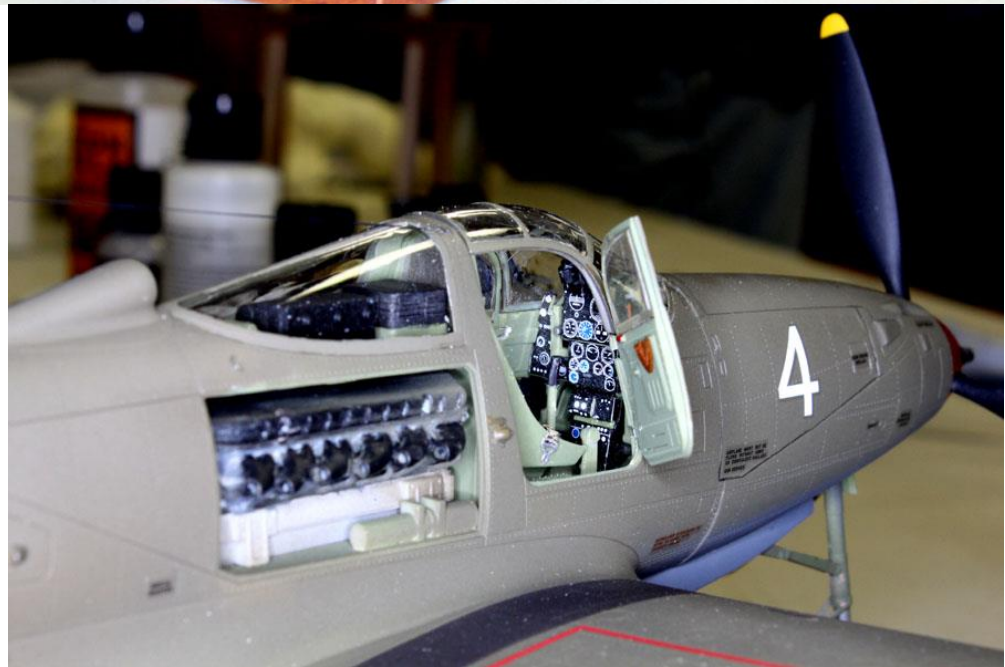
The finished tire – cast and ready for clean-up and use.



From small and delicate, the seats in the middle, to large, many items can be cast in resin.

SHOW AND TELL – Photos by Neil Farukhi.**Phil Pucher**

Phil went big with a Kittyhawk 1/32nd P-39Q Airacobra. It is a favorite aircraft for Phil. The instructions are vague and have incorrect color call outs; there are poor fits and a lack of positive fits. Lots of panels can be opened but they are not the same thickness, thinner, as the fuselage so if they are installed they will need support to bring to surface level. Some of the decals are good and some would not set, even with Solvaset. The navigation lights would not fit the small holes so Phil used Krystal Clear and colored it. He read on-line builds for tips and recommends this approach. Be careful with the guns as the aircraft had either 50 cal or 30 cal but not both. There was no room in the nose for weight although the instructions did have a value for the weights. Phil solved this with his display mounting.



Ken Brent

A Revell '32 Ford that has been out forever. The color choice is a German Gray Purple from Tamiya that he had used on a Blohm and Voss aircraft [perhaps RLM 77 Hellgrau]. Ken added engine wiring, painted details on the bottom like bolts and eyelets, as well as tail lights. Ken used Tamiya tape for seatbelts with photo etch buckles. The shifter knob is a ball of epoxy with a decal number 8 to represent an 8 ball.



Donn Wells

This is Don's first Hornet. Hasegawa and Academy have the best 1/72nd Hornets and this one is by Hasegawa and is his Secret Santa gift from Cliff Wiley. It was straight forward and simple [Donn wanted to get to know the kits as he plans on more Hornets]. Some areas did need work. The drop fuel tanks are accurately angled at 15° so they will peel away safely from the aircraft when released. Coloring is gray on gray but color can be added with colorful tails like the prototypes – this one is a Top Hatter squadron as shown on box side image. Squadrons can do their own coloring. Donn used Mission Models acrylic paint which is expensive, \$5 to \$8 a bottle. He thinned at 2x ratio recommended for airbrushing. He did use the additive. Clear coats acted differently and clogged up the airbrush. He was able to clean with Windex.



**Steve
Coykendall**

This sculpture original of an emerging female mummy is from a year ago. Steve has been working with two part molds and a single piece for the base. He is finally into the molding phase. He tried to brush the silicone mold material onto the original to form a hard shell but that did not work as it had a soft spot in the mold. Conventional molding worked [see Casting How To] using 14NV Silicone from Mold Max. Steve positioned the wraps and arms in the mold to make paths for complete resin fill and to drive out air. One part leads to the next. Steve is using Smooth Cast 321 resin from Smooth-On. It has a 9 – 10 minute pot life which allows the pour and then use of a pressure pot at 50 psi to reduce presence of air bubbles.



Armand Miale

A 1/48th Hasegawa Mk IIC Hurricane that Armand picked up from a previous ROCON via Cowboy Dave. The kit he received had no decals and was missing the front of the aircraft. He contacted Hasegawa and they sent a replacement although it was from a different plastic in a gray color. He painted in a sooty black to represent a night fighter. Armand mixed red brown and black and also added some gray squiggles under a thin layer of black to add depth to the color. Dick Bagg had decals which Armand coated with two coats of Microscale Liquid Decal Film to help them hold together [one coat did not hold them together]. With two coats they would not easily release from the paper and once released would not set even with Solveset. Ultimately Future acrylic was pooled for the decal to settle into and it worked.



Phil Wright

Phil showed his in-work Hasegawa F9-F Panther.



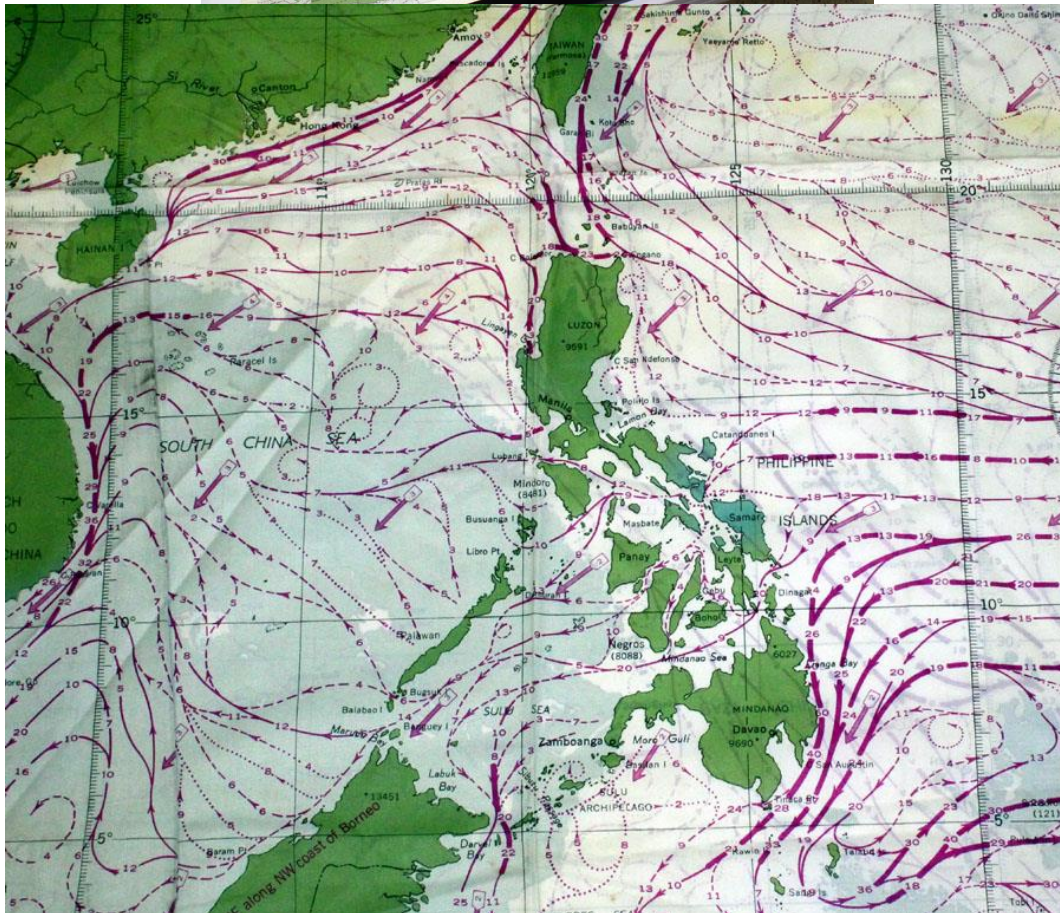
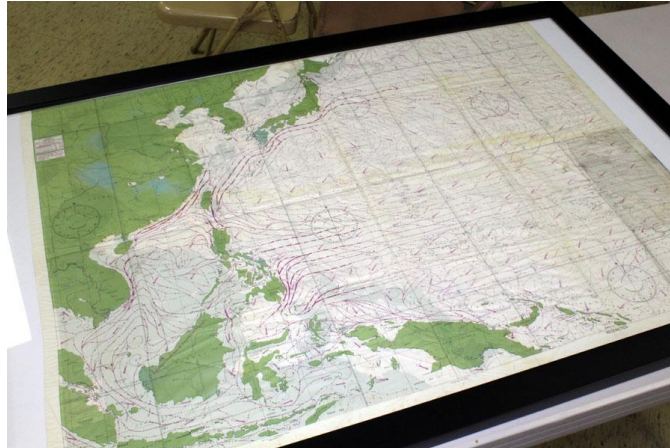
Steve Smith

Steve brought this 1953 Revell USS Missouri. This was the first ever injection molded kit and variations have been released from the same molds over the decades.



Steve Smith

Steve framed the silk liner of his late father-in-law's flight jacket. He was a naval aviator and an Avenger pilot. The map shows the prevailing winds and currents in the Pacific [see magnified image] and months on the different liner sides as the trade winds changed. His Avenger was crippled over Okinawa, April 1st 1945, and had two injured crew members so he looked to set down on the island. The US Army and Marines had just taken the airfield and were literally still battling at the end of the runway. Steve's father-in-law became the first US pilot and aircraft to land at the airfield. He and his crew evacuated the plane just before a Kamikaze aircraft took at the Avenger. Needless to say their arrival at the airfield was a surprise.



Paul Stirrup

Paul has gone beyond “It’s a boat” from last month to combine boats and planes. This is a display of Trumpeter’s 1/35th Chinook carrying a Tamiya PBY Patrol Boat. There is no detail in the Chinook interior even though this is a large model. There is tissue paper with white glue on the boats gun. The water base is clear resin with Tamiya colors. The acrylic rods were a challenge and will eventually bend under the weight if left for long term display. The base acts as a counter weight. The photo in front of the display shows this is a real capability of a Chinook.



Bill Gilman

This is the Supermarine Attacker, an end of WWII laminar flow wing aircraft with the wing sourced from the Seafang, the Fleet Air Arm version of the Spiteful. Bill said the conformal fuel tank makes the aircraft uglier than it is [not on the model]. Interestingly, for a jet, it is a tail sitter. It was a short lived jet as most first generation jets of the late '40s and '50s tended to be. This model is an AZ Models kit for which Bill did not have kind words. It is a short run kit and the arresting bay was only on the starboard side instead of both sides. He folded the wings. The cockpit is a resin chunk to which he added photo etch from Hannants which also covered external details. Bill added a brass tube for the exhaust and scratch built intake ducting vanes from 0.005 styrene.

From Bill's post on Britmodeller [aka Navy Bird] "Apparently, I cannot pull myself away from Czech short run kits. Even in the midst of building the superb 1:32 Tamiya Spitfire, where the parts actually fit together (sometimes without the need for glue - engineered molecular adhesion perhaps?), I find myself yearning for those halcyon days of putty and sandpaper and razor saws and bandages and cursing. Oh, and beer." Bill has confirmed the attacker had fewer parts than the Tamiya Spitfire rudder pedal assembly.

