

AN UNAUTHORIZED (mostly due to unnecessary, also because I said so being I'm the Author) PUBLICATION

The BUZZ – of The Fremont Hornets V.1

Issue 3

December 24 2012



Somehow managing to wing it for now over 35 years...

Welcome

IN THIS ISSUE – You will find:

A Short Take on Present BUZZ (This Issue's Editorial, in case you needed clarification)

BIG NEWS – (well okay, cheers up the Web Editor is all) WWW. FREMONTHORNETS.ORG is out of hiatus now

Schedule of upcoming near meets, other year 2013 events of possible interest to Hornets and their friends

Reminder – “ Cars” (GB 2012) still on for entering at Petaluma, KOC 2013. GB 2013 = “ SNAP TIGHTS “

For Hornets, A Short Look Back at December's Holiday Nest

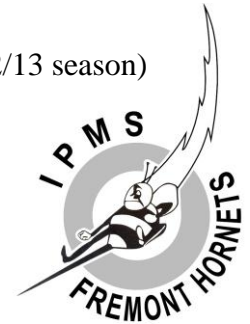
LASTLY -

EXCLUSIVE to the Buzz, excellent treatise on mastering Airbrushing with PollyScale Acrylics ! It pays to be a Hornet.

THE Latest BUZZ (as of Dec 24 2012 midday)

(a Short Take On Present Buzz) by Mick Burton, Buzz Editor (& Hornets Treasurer a Deux, Current Contest Director for 2012/13 season)

Yes! With now FOURTH issue (prototype was #0) The Buzz claims its 1st Generation format. A suitable way of keeping things Fremont Hornet and R-9 interests related, updated until such future unknown time when I can relaunch the Website I ran on behalf of the Fremont Hornets.



It now is a moot point. Fortuitously, I've gotten a suitable and sensible Web site "in exile" up and running as of 12-19-12. Next night, getting in touch with Vladimir (master designer and crafter of my site for Hornets which ran fine for over two years) during dinner, built quickly on this effort. Now there are linkages so that no matter what, any avenue taken when seeking current Fremont Hornets news and info on web is congruent. Meaning work on repair and improving the "big site" can be undertaken sensibly, on a coherent schedule, next year !

(ABOVE was written three and a half weeks later, after originally writing this whiny selfish rant BELOW ...)

Or maybe, some entrepreneurial soul decides he's had it with waiting. So wrests it away from me, to show the entire Region Nine (and with it, the world!) how a website SHOULD BE DONE. Probably great at that for say, 5 or 6 months, may be even a year. Then novelty wears off. The lack of rock star status and more importantly, an income of same caliber becomes clearly the future end all/be all. So, off to do something ever so promising, while this "loser idea of a club website all that work and no personality cult or immense bucks to make it worth all the work" is left hanging. No more time to "waste" on that "...stupid idea. I mean, come on, why do THEY need a website, anyways?" Yes, thanks Mr Know It All, Be It All. Glad you were so helpful, thoughtful. NOT.

Sorry, yes I've had some first hand volumetrics with this issue. Oddly enough, one happened to be with (gasp!) this very club's web presence. So kinda, sorta, does "uh", make me, a LOT f+\$#&^*! CRABBY, y'all. Well, enough of my belaboring.

My deep thanks and appreciation to you all for another great year of full scale fun and discovery. Utterly jazzed that Phil Ludolph chose this vehicle to share with us his expertise. Fabulous gift to share for end of year! - *mickb*

The Hornets Nest Night coming up Friday January 11 @ Irvington Locale

WILL BE

A BUILDFEST, Model Talk and Business Night

In the next year ahead, we have already two rather generous and unique offers that will add yet another “main agenda item” potentially to this page. That would be “Special Guest Speaker with A/V show” a pretty nice offer. Also an item that’s not always well managed or in manner that makes a hosting club want to try again. Since we’re damned good at what we do, in addition to being a tough audience (ask our Presidents for one sampling) a Guest Speaker won’t challenge us unduly. More likely vice-versa. I bring this up here and now to illustrate one less obvious, but a true challenge for us as a club. Namely being ready to share space with potentially a larger number of “interested audience guests” than we’re normally accustomed to.

So forewarned, be advised we are seeing into our ability to host a talk with slideshow in the nearer future on: the exciting developments aboard The USS Hornet Museum, or an expansion of member Phil Ludolph’s excellent sharing knowledge on airbrushing, Pollyscale acrylics in this issue.

SO please show up in any case to the Nest and enjoy, contribute. REMEMBER, “Buildfest” nights, like “Model Talk Only” nights, are not mandates which force you to bring anything besides yourself, or do anything more than be there to share some air. If you don’t feel like doing any “building as we talk”, bring a project finished or not like always for “Model Talk” portion. Or come on down to enhance the sarcastic swagger, without any target of your own on tables. Business as usual, you might put it. Speaking of business, here’s few calendar item notes of which you may need knowing.

REMINDER : We plan to try to show the flag at Hobby Expo (Petaluma) February 9 2013 and Kickoff Classic March 23 2013 with “CARS”

Friday, January 11, 2013 – Fremont Hornets first meeting of the New Year. Buildfest & Model Talk, Business night.

Saturday, January 12, 2013 – IPMS Santa Rosa’s “ SUPER AUCTION” 6pm -10pm Round Table Pizza, 1003 Guerneville Rd Santa Rosa

Saturday, February 9 2013 – Hobby Expo 2013 “Models from the Movies” theme, Petaluma Community Ctr, Petaluma 930A – 4PM

Saturday, February 16 2013 – NNL West hosts Western Nats 2013, Theme “1963” Cars, Santa Clara Convention Ctr, Santa Clara 9AM-4PM

Saturday, March 23, 2013 – SVSM hosts Kickoff 2013 “Go The Distance” Theme for Record Setters, Endurance Champs, etc. Hall D, SCCC.

Our last opportunity for the Hornets to aim for a take home of an award for Gruppe Build “Cars”, with an entry in “Collections”. Don’t miss it !

Saturday, April 27, 2013 – IPMS Seattle hosts Spring Show, Renton Community Ctr, 1715 Maple Valley Hwy, Renton WA

Saturday, May 4, 2013 – IPMS Las Vegas “Best of the West 18” Railroad Pass Hotel & Casino, 2800 S Boulder Hwy, Henderson NV

Saturday, June 15, 2013 – North Olympic Peninsula Modelers Society, Peninsula Model Show & Contest, Fort Worden State Park Bldg 204
Fort Worden State Park, Fort Worden WA

Saturday, July 20, 2013 – IPMS Dragon Lady hosts their Summer Show. Theme is “Get ‘er Done”. First United Methodist Church, 3101 Colusa Hwy, Yuba City, CA.

Saturday, September 7, 2013 – Reno High Rollers host “#14” Desert Heights Elementary, 13948 Mt Bismark, Stead, NV

SHORT REVIEW of The Hornets December 2012 Night

In December the Hornets Nest traditionally shifts gears slightly (less models, more sarcasm) as means to make room for ...Chocolate Chip Cookies (thanks again, Cliff Kranz !) various scrumptious treats and other snack foods appropo for this holiday, plus of course: PILES of PIZZA & Sodas.

We had a very solid crowd show up. President Louis arrived attired properly festive, delivering on his enticing surmise that a brand new Uhu (Revell Germany 1/32 scale He-219) was to be the Raffle Prize Majeure for our Xmas Party. Raffle fun for that night almost included a new Sword Spitfire ! One which turned out, was Roy Sutherland's, just accidentally placed into prize array after someone had looked at it earlier. Several other nice prizes were given out, but normalcy reigned as shown below. Yes, "Southern Lad" Frank Babbitt winning first call on the tickets drawn. Goodbye, Owl ! Tasty end of the year, y'all.



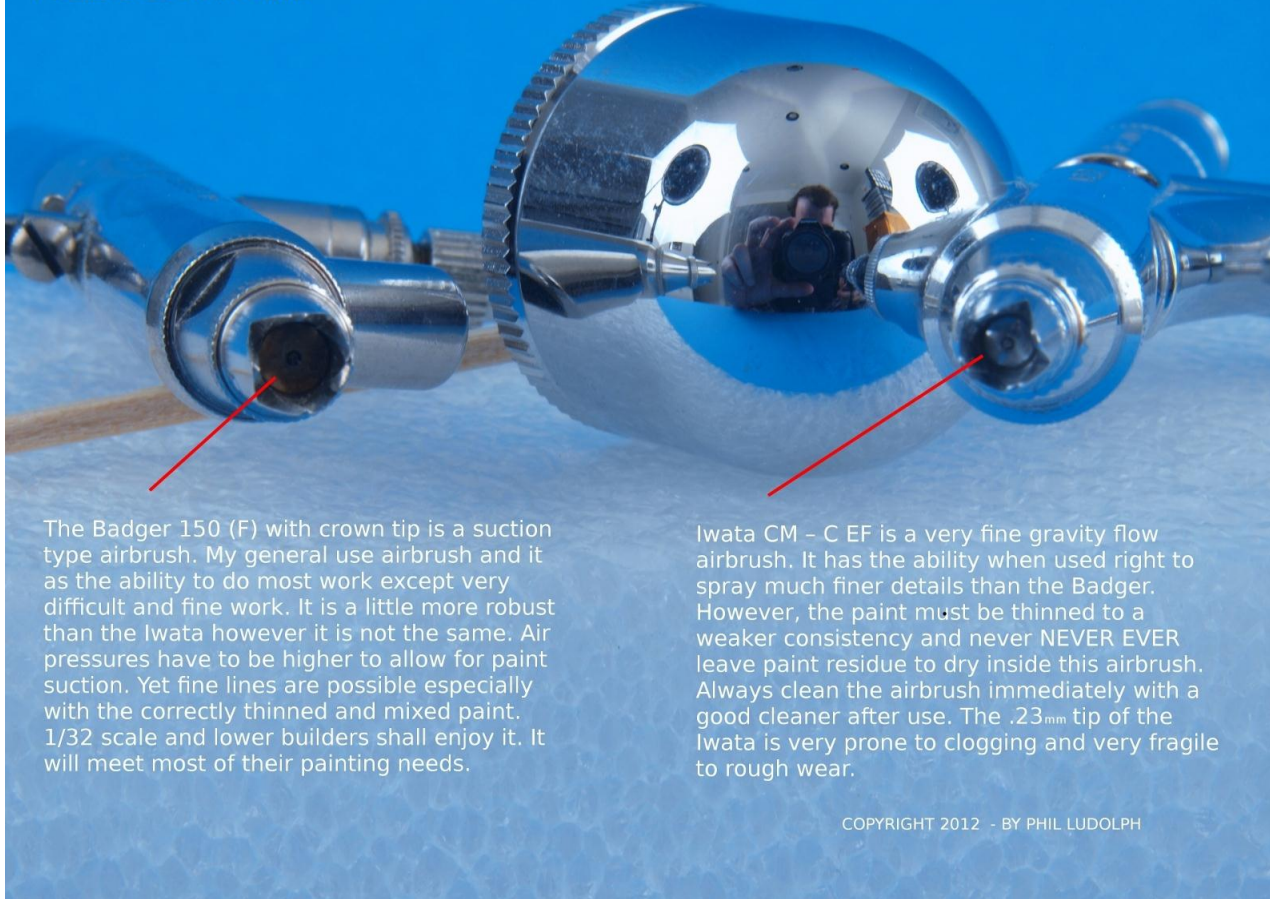
Mick Burton, madman at large – DAZE61283@mypacks.net
(sole fool responsible for all the bad content and rude comment here)
"Come for the models Stay for the Sarcasm"



POLLYSCALE – PAINT 101

IN AN EXCLUSIVE TO “THE BUZZ” PHIL’S “SECRETS” SHARED : AIRBRUSH & POLLYSCALE PAINT MIXING:

POLLYSCALE - PAINT 101



The Badger 150 (F) with crown tip is a suction type airbrush. My general use airbrush and it has the ability to do most work except very difficult and fine work. It is a little more robust than the Iwata however it is not the same. Air pressures have to be higher to allow for paint suction. Yet fine lines are possible especially with the correctly thinned and mixed paint. 1/32 scale and lower builders shall enjoy it. It will meet most of their painting needs.

Iwata CM – C EF is a very fine gravity flow airbrush. It has the ability when used right to spray much finer details than the Badger. However, the paint must be thinned to a weaker consistency and never NEVER EVER leave paint residue to dry inside this airbrush. Always clean the airbrush immediately with a good cleaner after use. The .23mm tip of the Iwata is very prone to clogging and very fragile to rough wear.

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AIRBRUSH :

There are two (2) airbrushes that I typically use.

One, the Iwata CM-C EF, a gravity flow type design, for the very fine work and complicated camouflage tasks.

Second, the Badger 150 IL, which is a suction type design, that has been slightly modified, as my general use airbrush. The reason I chose the Badger 150IL for general use is: it's simple to use, robust and easy (relatively) to clean. The Badger products are readily available, with many accessories and spare parts found at local hobby and craft stores near me. It's relatively inexpensive in cost and for most jobs it works real well, even though it is one of Badger Company's older designs. What I find most gratifying about Badger airbrushes: Their very kind offer to repair your airbrush and make it serviceable, for free ! Yes, free !

That's right, you read it, “ FREE ” ! However, you must pay postage and handling to their factory. Exact details on this offer are on their web page. The Badger 150IL I purchased over 15 years ago came outfitted with the medium (M) tip. For most plastic modeling, recommended that it be replaced with a fine (F) tip and needle. This

configuration should handle almost, if not all, jobs in 1/72 or 1/48 scales. Larger areas that need to be sprayed? The medium tip can be re-installed and should work satisfactory.

I've found to airbrush with an aim to achieve a brilliant finish, requires a twin-factor of important skills and ingredients. That is; the basic painting tools such as the airbrush with compressor combination; which need to complement each other. Yet, just as important as those tools, is the basic mixing of the paint to be sprayed. In toto, the type of paint, mixture, and airflow rates at which your airbrush performs to best, all combine to provide a great finish. My special little tricks ? I will try and spell them out individually through this brief article.



POLLYSCALE - PAINT 101

This is my general use airbrush, the Badger 150 dual action air brush. It was originally purchased with "medium" setting or (IL) configuration but was modified with a "fine" (F) tip and needle and new crown tip. A good value airbrush which operates at air pressures between 11 to 21 PSI, depending on paint viscosity. Its solid metal construction and ease of cleaning make it a great learning airbrush for the beginner.

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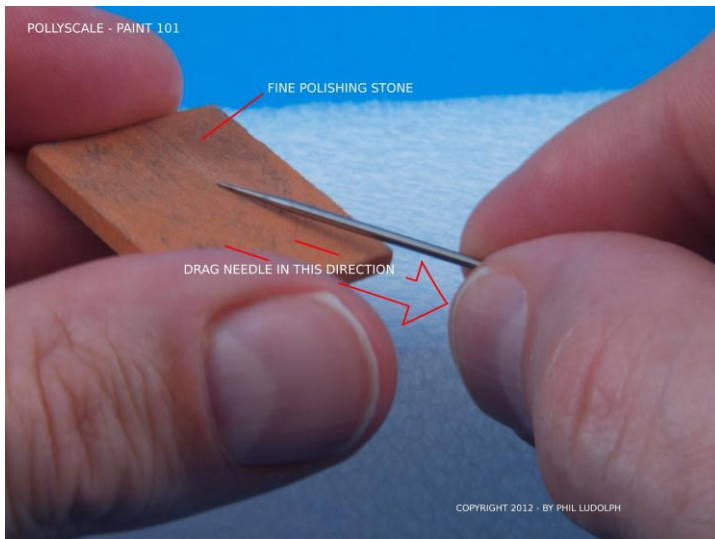
The Iwata CM-C EF is a fine gravity flow airbrush. "The Best of the Best" as it's marketed by Iwata-Meda. It's an expensive airbrush, and its quality is what you'd expect in a product like this. It is not recommended for beginners nor heavy handed individuals. It has a .23mm tip, which enables very low pressures to be utilized for complicated spray tasks. I would NOT recommend this airbrush as a general use type, as it is sensitive to abuse. It's essential to "KEEP IT CLEAN", to ensure the Iwata lives up to its reputation. Scales like 1/72 or HO/OO will benefit from using this remarkable airbrush. It's a wonderful product. I highly recommend it should you wish to reach the zenith of scale modeling.



POLLYSCALE - PAINT 101

IWATA CM-C EF Gravity flow airbrush

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POLLYSCALE - PAINT 101

FINE POLISHING STONE

DRAG NEEDLE IN THIS DIRECTION

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BADGER AIRBRUSH HANDLING AND MODIFICATIONS:

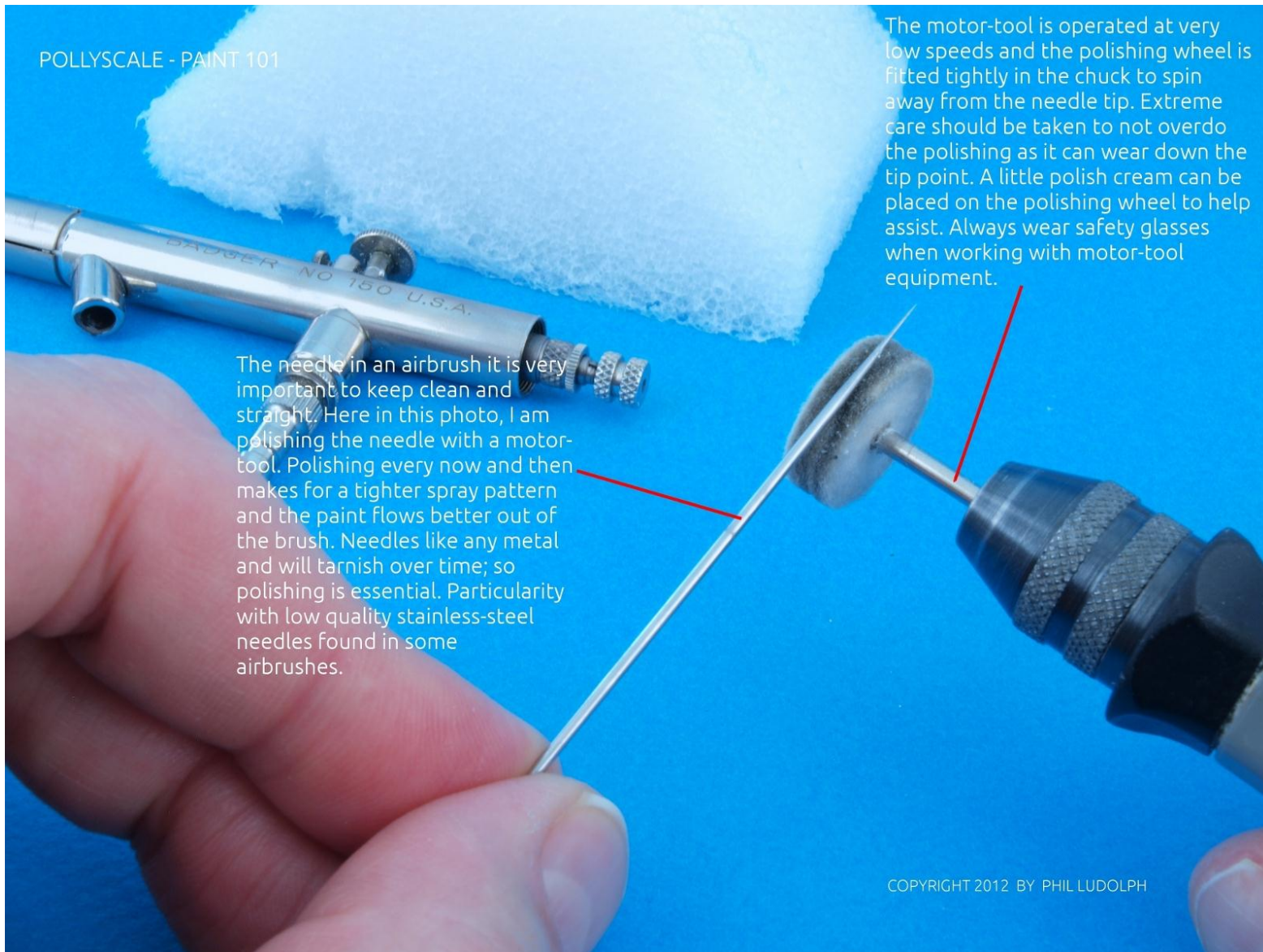
The Badger 150 is a mass produced airbrush, and will work fine "from the box", to a point. Amazingly, I have one that is over 30 years old and still works great.

Yet, with a few modifications, the 150 can work and achieve outstanding results, given the new acrylic paints out there. Firstly, recommended that you obtain a fine sharpening stone, which will enable you to hone the tip of the fine (F) needle to an even finer tip. If the tip is mis-formed: straighten by rolling tip back and forth, dragging it backwards, on a piece of thick glass until it is straight.

Once the desired tip profile is achieved, it's recommended that it be polished.

Achieve this by using a fine cutting cream, coated on the cloth polishing wheel attached to a motor tool, then proceed to undertake a careful polishing. Working the needle back and forth, rolling needle in between your fingers to bring it into a chrome type luster finish. Typically, using a polished needle will help the paint flow off the needle at a smaller volume rate than an untreated plain needle, used straight from the box.

Be sure you don't overwork the polishing process as it will blunt the needle, causing fit and unwanted paint splattering problems. One major incentive to exercise caution against over zealous honing: the act diminishes the shape of the needle tip and will turn the (F) into a (M) tip.



POLLYSCALE - PAINT 101

The needle in an airbrush it is very important to keep clean and straight. Here in this photo, I am polishing the needle with a motor-tool. Polishing every now and then makes for a tighter spray pattern and the paint flows better out of the brush. Needles like any metal and will tarnish over time; so polishing is essential. Particularity with low quality stainless-steel needles found in some airbrushes.

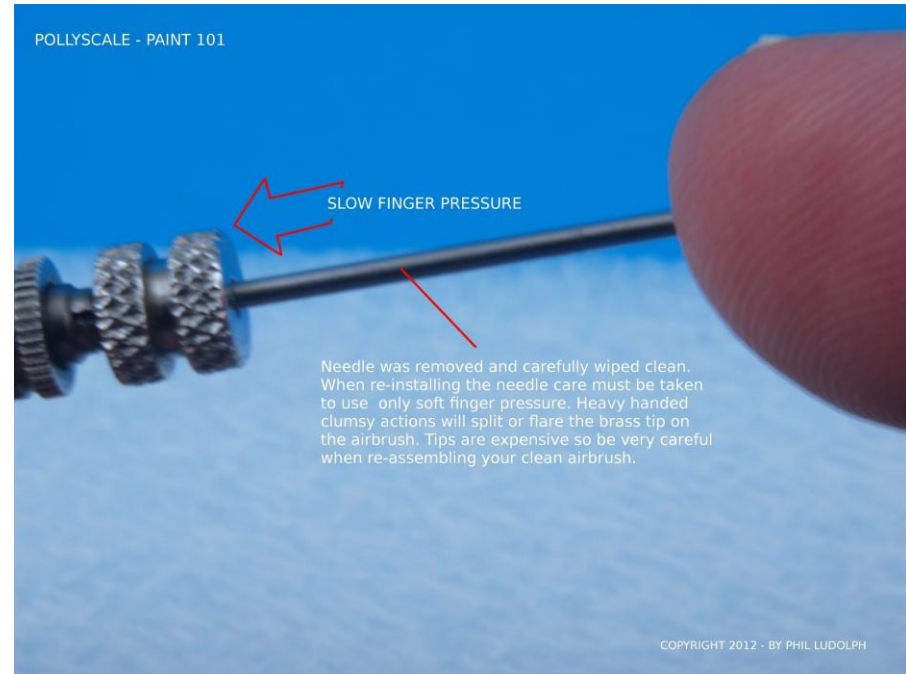
The motor-tool is operated at very low speeds and the polishing wheel is fitted tightly in the chuck to spin away from the needle tip. Extreme care should be taken to not overdo the polishing as it can wear down the tip point. A little polish cream can be placed on the polishing wheel to help assist. Always wear safety glasses when working with motor-tool equipment.

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Next, make sure all the parts are nice and clean. This, so air moves freely through, and out, the tip of the airbrush. Cotton buds and pipe cleaners will help with this process. The brass tip of the brush is a very delicate part, but it needs attention. It will need close examination under a magnifying glass to reveal any flaws. Chips or splits in this part will cause paint build up and splattering on the finished surface. Essentially, the brass tip is polished and fitted to match the modified needle profile, that is very important. A gradual transitional blending of the air onto the needle is what is required. With this simple modification, paint will not accumulate and cause spitting problems. Be careful when reassembling the needle, pushing it back into place.

It doesn't need too "much force", otherwise it will flare or split the tip. Over zealous assembly will result in paint splatter or at least a larger spray pattern. So I use a gentle push of a finger, just a delicate touch to park the needle into the fine tip. Then screw the tightening screw into place to anchor all in place.

Just as important as the spray needle, is the small needle valve which is located at the base of the brush, between the trigger and air hose.



POLLYSCALE - PAINT 101

This is a closeup of the fine tip on the Badger 150 duel action air brush. It's crown tip is to help prevent paint build-up and splattering on the paint subject surface. It is essential to keep this area clean.

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This allows the compressed air to flow into the brush.

Small needle valve will need an inspection plus minor attention now and then. You can gain access to this portion of the brush with simple twist of an Allen (hex) key of suitable size.

Then loosening of the plug that holds the spring in place, this is then removed and placed to one side. Then remove the spring with tweezers and the valve should fall out.

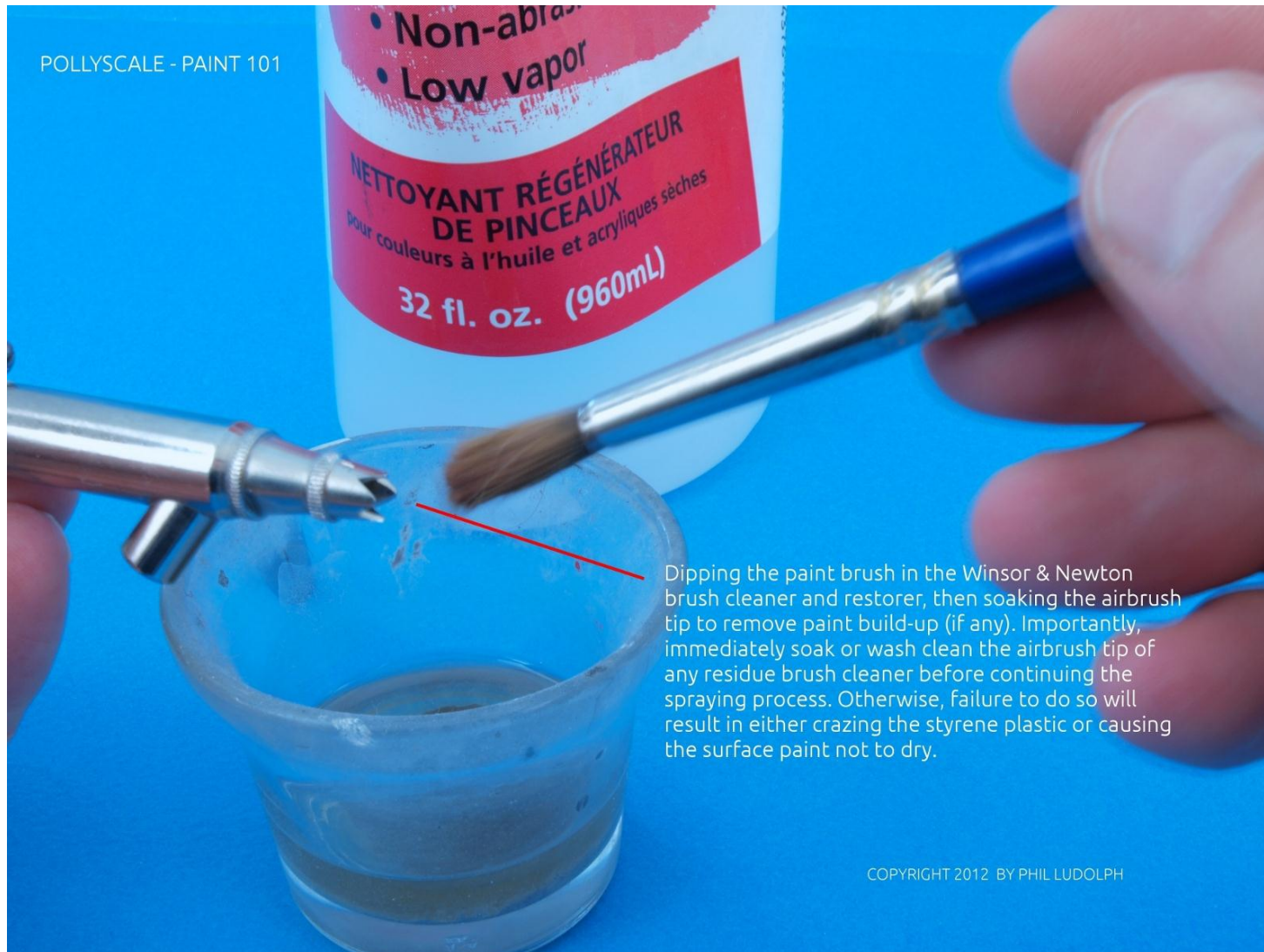
If this doesn't happen? Recommended that you pull the needle and trigger handle out and it should fall out.

Once the valve is in your hands, inspect it for flaws and any inconsistency in shape. If the bearing shape is deformed, replace it. Make sure that this needle valve is clean and polished to a shine.

Place the valve back in the airbrush and inspect the spring. If the spring is overly compressed you can stretch it a little, but be careful. Might be appropriate for you to replace it completely. Place back all the parts, making sure the trigger works.

Now the main parts of the airbrush body should be inspected and wiped clean. To clean the main body brush it's suggested that pipe cleaners, automotive or "hot" paint thinners are used to clean, remove any accumulated paint. I like to use a product called "Simple Green", which is bio-degradable. Now, fully reassembled, I attach the air hose and dunk the airbrush tip in water. When the trigger is not depressed, there should be no sound of air rushing out.

Dunking the airbrush tip will reveal seal problems. Once submerged, the airbrush trigger is pressed slightly, to test for leaks out of the newly assembled parts. To avoid leaks, tips for the airbrush should be sealed with bee's wax or similar material to ensure that no air escapes, thus reducing the airbrush performance. A tight seal is essential, given the tiny pressures we work with. Bee's wax (sold in a cake form) can be obtained from any hardware store. If found, presence of small leaks may hamper or cause pulsing difficulties when spraying paint. It is always important to provide a smooth controlled flow of air through the airbrush.



Dipping the paint brush in the Winsor & Newton brush cleaner and restorer, then soaking the airbrush tip to remove paint build-up (if any). Importantly, immediately soak or wash clean the airbrush tip of any residue brush cleaner before continuing the spraying process. Otherwise, failure to do so will result in either crazing the styrene plastic or causing the surface paint not to dry.

Airbrush paint supply: if you intend to spray simply one color, then the use of the bottle and siphon is recommended. Higher air pressures are required to suck the paint up through it into the brush. This makes it difficult to get the low pressures required to spray complicated paint schemes. If not supplied with the brush, you can purchase a siphon cup for the Badger 150 and it is well worth it. I suggest a min of 3 or 4 cups as they can be filled and quickly replaced when needed. I've made a little cradle to hold them as their base is narrow. If you're not careful you can knock them over, causing disastrous results. Badger Company did make a version of their airbrush with a gravity feed, however this requires constant cleaning and can be tiresome for some.

PRE PREPARATION:

One of the most important steps to complete before the assembly of any plastic model, yes, is always the washing of the parts in a mild dishwashing solution. This, so to remove any mold release agents still on the plastic kit. The dishwashing soap I like to use is Palmolive with the lemon fresh scent. Importantly, don't forget to rinse the parts, then leave them to dry in the open air on a fresh clean towel or heavy cloth that has been pre washed to remove any lint.

Let parts dry thoroughly and then begin the assembly process. Oh, and don't eat pizza when building a model. Keep your hands off the model as pizza and natural hand oils will cause problems, if not, it will allow the newly dried paint to lift or bubble.

PRE PAINTING – PRIMER COAT:

The purpose of the primer coat; to highlight any defects or imperfections in the construction process of the model. If the model is painted without the primer, the finishing coat it is often spoiled or looks thinly painted. Importantly, a primer coat gives the Pollyscale paint something to bind to. I particularly like the Tamiya Primer in the spray can. It's the most effective primer that I've ever used and it's user friendly. When a model is first sprayed the primer paint layer looks a little thick, don't worry, it will in most cases shrink when dry, revealing surface detail. But like most things, don't over do it. Tamiya primer paint when fully dried, may be sanded as needed. Once primer coat is dry, the model is fully masked, appropriately washed to remove any sanded primer residue or finger oil/grease marks. Remember, grease marks might bubble and spoil the paint finish to the model, if not removed through washing. Be sure to allow the washed model and parts to air dry in a dust free zone.



POLLYSCALE - PAINT 101

IWATA-MEDEA super-lube is just one of the airbrush lubricants available. I find it the best and it is essential for a smooth operating airbrush. Difficult camouflages or mottle schemes are not possible without it. It's available on line or at good hobby stores.



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POLLYSCALE - PAINT 101



A photo of a GREX micro air control valve and quick coupler which is a "secret weapon" when it comes to the all important beautiful spray finish or pattern. When attached to the airbrush, it helps the sprayer/user obtain that fine airflow/paint mixture/distance to a model to obtain those very fine camouflage patterns. This is an essential piece of equipment for particularly 1/144, 1/72 or HO/OO scale painting. I believe there are similar valves from other manufactures which are available on line or at good hobby stores at a reasonable price.

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POLLYSCALE :

It's a fact of life, oil based enamels are on their way out. Safer water based acrylics are now the most common form of paint used in the scale model/hobby industry. The use of water to aid cleanup is beneficial and good for the health and the environment. PollyScale paint is what's known as a "hot" paint, in that it dries hard, the surface can be sanded and is a true acrylic paint. The Tamiya, Gunze Sangyo brand are "cold" paints of latex surface that is easily marked and removed. The choice is yours. I personally like the PollyScale paint line because it has both railroad and military colors plus its remarkable durability. Probably this is the direct result of demands by the model railroad community, with their typical handling of rolling stock and locomotives. The ability of the PollyScale paint to withstand sanding comes in handy, for removal of any runs or build-up areas in the paint. Sanding enamels ? It would just strip off, leaving blisters and exposed plastic underneath. The manufacturer recommends the use of distilled water as a medium to thin PollyScale paint. I've found that with the Badger 150 (F) when used in conjunction with this paint mix method, results in compressor air pressures set at 20 to 22 psi. This pressure makes it very difficult to spray complicated camouflage patterns on smooth plastic or primed surfaces. One resultant, the paint tends to allow buildup around concentrated spray areas. So, unless you need to spray an object one single base color, I'd choose another thinning medium.

I looked high, low for the right thinning medium, even the commercially recommended types from Testors and Tamiya. All with failure. However, then I selected 91% alcohol because of its thinner viscosity, as compared to tap or distilled water. It's unfortunately harmful to inhale, the vapor wants to make me cough, possibly indicating a irritant. It's suggested you spray always in a well ventilated area using a face mask with cartridge filter as a personal safety device. If you've the money, a spray booth is an advantageous asset to have. I believe some are even portable. Below is a mixing ratio for my special PollyScale formular...

Special mix thinner for PollyScale:

- 10 parts – 91% alcohol
- 20 drops – Liquitex flow aid fluidifiant
- 2-3 drops – Liquitex Slow-dri Blending medium retardature (pre-mixed).
- 10 parts -- ArmorAll automotive clear window cleaner (propylene glycol ether)
- 6 drops – Future/Pledge clear floor wax
- 4 drops - Ammonia, Industrial floor cleaner (Ace hardware)

NOTE: This mix is adjusted for the Iwata CM-C EF airbrush as the thinner paint is needed to avoid clogging internally.



Working With PollyScale:

PollyScale must be applied only after it has been thoroughly mixed or shaken in the jar. Failure to do so will result in streaking, prominent brush strokes, unwarranted and highly visible on the painted subject. I've noticed using PollyScale paint, when mixed using the recommended distilled water as a thinner, tends to want to clog or bind up. I believe that distilled water might be fine for brush painting with the typical general hobby type person in mind. But not for the scale modeler. If you use distilled water without any aids, in the airbrush, it will require higher air pressures to spray. Unfortunately, the resulting higher airflow rate will hasten the drying process and cause the paint to collect on the airbrush tip. Thus, frequent cleaning of the tip will be necessary. That can be very frustrating to anyone using the paint.

When brush painting using PollyScale I've found it difficult to use if you apply the same philosophy as using enamel paints.

You don't stroke or brush the PollyScale paint onto the surface; you place it.
If I might explain:

When working with old enamels, the practice of scooping out a good amount of pigment with a brush or spatula to make a paste of master colour had always been appropriate. I often did this as I wanted to ensure the shade and maximum intensity of color I was applying. Applying several coats is a time consuming process and destroys surface details.

I've found you can't hand brush PollyScale unless you add a retardature and flow aid in the correct ratios to assist. It will layer, and can lift the bottom or previous coat.

Obtaining a point on a 000 brush is difficult without flow aids or retardature mixed into the slurry on the painters pallet.

Sometimes good old enamel paint is best for picking out details or dry-brushing.

POLLYSCALE - PAINT 101



IMPORTANT : Always before working with Pollyscales paint, it must be mixed well with the binder and hardeners in the paint. Storing paint for long periods causes the formula components to separate. Don't dip into the pigment pool like one would with enamels. The acrylic paint needs to be mixed thoroughly or it won't dry flat and flow onto the plastic surface. A little drop of "Flow aid" will assist in improving any flow issues. Sadly, if not mixed thoroughly it will hide the detail on the surface of the model. However, the paint is very brilliant and durable something strongly desirable. When fully dry one is able to wet sand it with fine sandpaper, smooth any drips or lumps if necessary. Also, colours are resilient to yellowing unlike older formula enamels.

PollyScale is a new generation of Acrylic type paint and its range of brilliant colour tones is a big improvement over the dull enamels. When I first saw PollyScale painted models over 12 years ago their smooth finish, brilliant tones always caught my eye, particularly the whites and yellows. As scale modelers, the correct FS or BS colour shade is a challenge and sometimes difficult to obtain. Yet the old military PollyScale paint was mixed to FS or BS standards. When mixing for military colours, comparing wet acrylic paint to color charts is wrought with problems. Particularly with acrylics like PollyScale; as they dry darker. I've spoken to paint shop owners and auto body shop repair painters: they advise re: with ANY paint, it must be carefully mixed to match and ensure the correct shade is produced. Some might find this a chore but sadly it's a fact. I guess I'll just need to adjust. There were old paint charts for Floquil paints, which were mixed from their rail road colours for match mixed to FS standards; these may help. Importantly, all paint needs to be matched to ensure the correct shade is used in scale modeling; if you're serious. For the scale effect on colours, it is suggested one use the following as a guideline:

SCALE EFFECT:

Additional caution reminder: But adding a certain percentage of white determined by the scale is not the total answer. It is also a matter of how you perceive the colours as well as personal taste.

Olive Greens : Is **lightened** by: **Flesh, yellow** and **white**. Or in combinations of two or more of these colours depending on the hue and scale.

Yellow: Is **lightened** by **white** and perhaps some **flesh** colour.

Sand: Is **lightened** by a **Flesh, yellow** and **white**. Or in combinations of two or more of these colours depending on the hue and scale.

Red : Is **lightened** by: **flesh, yellow** and **white**. Or in combinations of two or more of these colours depending on the hue and scale

Brown: is **lightened** by: **Yellow** and/or **flesh**

Black or Grey: Is **lightened** by **flesh** colour and/or **white**.

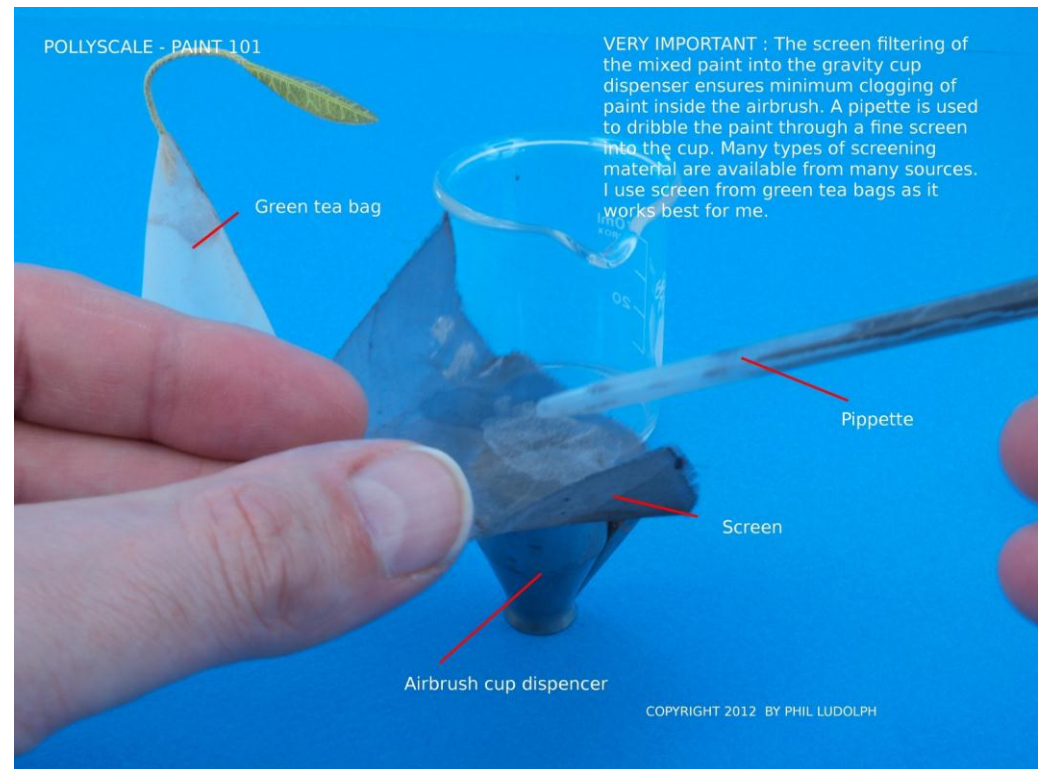
Blue's: Are **lightened** by **flesh** and/or **white**.

This information was obtained from the **Stockholm IPMS** web site and they deserve all the credit for researching it. I am reiterating it to help reduce the poster like shades which are prevalent on many models presented on competition tables. It's hoped many modelers will consider mixing their paint with consideration for the scale effect.

Some Problems and Answers With Use:

Problem 1. - I've noticed the Airbrush (Badger 150) is starting to spit PollyScale paint. Does this mean it's time for a new tip? Or do I need to increase the air pressure?

Ans: The PollyScale paint was not thinned enough and globs of paint choked the brush. The simple practice of screening the paint before it is tipped into the cup and good cleaning solved the flow issue.



Problem 2. - PollyScale doesn't like to be thinned too much for a wash. What do I use?

Ans: Future floor wax clear coat is applied and allowed to dry for 72 hrs. Then for a panel line wash I've tried and mixed Windsor & Newton oil's and 25% Humbrol equivalent mixed with turpentine. If the PollyScale is dry, this wash will not lift the base sealed colour. Paint is dry when you can't smell any odor.

Problem 3. - Tip of the airbrush clogging with PollyScale buildup?

Ans: I may have solved this issue with the use of Windsor & Newton brush cleaner and restorer to soak the tip. However, the tip must be washed with soap and water to remove any residue. Also, a few drops of Ammonia Industrial floor cleaner in thinner seems to cut even dried PollyScale paint.

Problem 4. - I have noticed that when I wash the finished surface with a detergent, it tends to cause the paint to bubble in tiny areas where the paint has been sprayed.

Ans: I'm concluding that this surface was not clean and had finger grease on the surface. The anti-grease detergent caused this surface blemish to appear, or did the retardature have some impact this issue?

Problem 5. - I over sanded the PollyScale paint or the masking lifted the finish paint. How do I fix that?

Ans: Using Future as a filler to seal paint and fill in stripped holes works fine.

Problem 6. - PollyScale metallics don't allow other colours to be sprayed on top. What can I do?

Ans: When using PollyScale natural metal paint, never spray it first, as it will lift when tape is applied to it. Reverse spraying of anti-dazzle or wing markings is recommended.

Problem 7. - I can't seem to get the demarcation line between the camouflages fine enough to look scale. What can I do?

Ans: The goal is to reduce the air pressure to a point where it's either 15 to 17psi, with no excessive splatter marks at the edge of the sprayed line. Unfortunately, the lower the air pressure, the greater the chance is to have paint stick to tip of the brush thusly cause tip clogging.

Problem 8. - I've used enamels on my models for many years and the surface now looks too chalky, yellow and lumpy. Will PollyScale give me a better surface finish?

Ans: It is hoped that the PollyScale paint when properly applied, will stick to the surface of the model so that it is a smooth finish, and it won't yellow with age nor show any runs or splatter marks.

CONCLUSION :

I've used PollyScale for over 10 years and have been very pleased with its overall finish. PollyScale does require some getting used to, but when mastered its finish can be very rewarding. Sadly, Testors have chosen to remove the military colours from their range of PollyScale paints to my frustration. However, the rail road colours remain still in production and can be mixed to the military shades. The finishing clear coats are designed so as not to yellow with age..something enamels can't promise.

It is hoped the PollyScale military colours will return in a broader selection and in multi-packs. The Model Master Acrylics (MMA) are a poor replacement and will never be used by me ever again. It required several coats of grey MMA to cover a single PollyScale base white coat. And I couldn't sand the MMA, as it just lifted in the sanding areas, destroying the finish.

I hope I've given the reader of this article some insight into the use of PollyScale paint and some useful tips on using it. I will continue to use it as long as the formula for Pollyscale remains intact. I will always look for paint that is durable and will not yellow with age. Long live POLLYSCALE!

By PHIL LUDOLPH

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- **a. Simple Green** : All purpose cleaner for cleaning mixing and painting airbrush equipment.
- **b. Isopropyl Alcohol 91%** : Used to thin PollyScale paint.
- **c. Automotive Glass Cleaner** : Used to thin PollyScale for spraying because of its detergent (wetting agent base).
- **d. Ammonia Industrial cleaner** : This will cut or remove PollyScale paint but is very corrosive and may mark or craze dried paint/plastic.
- **e. Plastic needle dispensers** : Containing Future clear coat and glass cleaner. Its fine needle dispenser applicator makes small amounts of thinning to be possible to airbrush cups without the need to stop spraying.
- **f. Medea Airbrush Cleaner** : Used on Iwata airbrush to dissolve paint, clean and stop clogging.