



LEADING EDGE



VISIT US AT WWW.IPMSMEMPHIS.COM

No. 264

April 2010

March OOB Contest Results

We had a good turnout of models for the first club contest of 2010, which, for us, tradition dictates, is our annual Out of the Box Contest. The original theory here was that, as most of us start building our entries right after the Christmas and New Year's holidays, it's better to start off with a relatively straight forward build rather than breaking out the resin and brass parts. But now you can break out a kit that has resin, brass, white metal parts and aftermarket decals already in there for this, so our model building community now can stray a bit from the original contest idea. For the record though, all of the contest entries were for the most part traditional-type kits.

Topping the list, and taking first place in the competition, was **Roger Rasor** with a 1/72 Tamiya Focke Wulf Fw 190A-3. This one was finished with the kit's decals as Hauptmann Hans "Assi" Hahn's JG 2 aircraft, in the 74/75/76 scheme, with traditional yellow tactical markings seen on many of the early Fw 190's. Roger said he enjoyed the build and was highly complimentary of the kit. He further explained that due to his travel schedule, this model



Roger's 1/72 Tamiya Fw 190A-3 took top honors Photo by Rich Van Zandt

was substituted for the entry originally intended, which we're sure to see shortly.

Second place was scooped up by an immaculate 1/48 Tamiya A6M5 Zero from **Rich Van Zandt**. Despite the fact that there are several late model Zeros available in this scale, Rich built the Tamiya offering and had high praise for this wonder kit, which carries a retail tag north of fifty bucks! He used Gunze Mr. Color lacquers for the finish, and had airbrushed the hinomaru markings and leading edge recognition bands. The painted pilot figure and handmade wood carrier deck added much to Rich's presentation.



Rich's 1/48 Tamiya A6M5 captured second place. Photo by Rich Van Zandt

And picking up third place was yet another Tamiya kit – a little older one... a 1/48 Grumman F4F Wildcat by **Jim Webb**. Jim finished it as a Guadalcanal-based fighter and said that he enjoyed the build, and had also airbrushed the markings on the model using the Tally Ho! Masks. Jim's painted-on markings just look so very good!

EDITOR: Roger Rasor

**CONTRIBUTORS: Bill Von Staden, Phil Hale,
Jack Wade, Pat Donahue, Richard Van Zandt**



Jim's 1/48 F4F-4 was the third place winner. Photo by Rich Van Zandt

Jack Wade had completed the 1/72 Tamiya Mosquito Mk.IV kit that he had taken home from the club raffle a couple of months ago. The model turned out nicely, but Jack was not wild about the build. He had some trouble with the multi-part canopy and was not happy with the final angle of the main gear doors.



Jack's 1/72 Tamiya Mosquito Mk.IV Photo by Rich Van Zandt

Finally, **Stan Parker** broke the string of Japanese aircraft models and brought something to the contest from Hasegawa that didn't have a prop. Stan's 1/48 Skyhawk looked much like a USN Adversary aircraft, but on closer inspection turned out to be an A-4K in New Zealand markings. The colors are the same ones used on the USAF 'Euro I' scheme.



Stan's Hasegawa A-4K; the only non-Tamiya entry Photo by Rich Van Zandt

Before we got to the contest, Bill Von Staden gave a brief judging seminar. This has pretty much become an annual thing, and we think this is a good thing for

the newcomers and a good refresher for those with some judging experience. And...we'd like to take a moment to remind everyone that you need to remember to take those instruction sheets and keep them with your OOB model when you travel to contests out of town. We have a tendency to let that rule slide to keep anyone from being disappointed about not getting to participate in our club's contest, but it is in the OOB rules and usually enforced.

In the monthly chapter raffle, Rich Van Zandt held the winning ticket and did not hesitate to pick up an Eduard F6F-5 Weekend kit. Don't forget to think of our staunch supporters, **Mid South Hobbies** in Memphis, and Steve Stohr and **North American Hobbies**. Please be sure to check with these guys first for all your hobby needs!

Also at the meeting were a few models not mentioned above. **Ross Armstrong** had completed the Hobby Boss 1/48 F-111E he was working on last month. Since this model was to be given away soon after the meeting and will not be back, we made an exception to our contest night rule and took the only chance we would have to look at it after the contest. It turned out nicely, and the bright red under the open flaps and slats looks good against the camouflage colors.



Ross' impressive 1/48 Hobby Boss F-111E Photo by Rich Van Zandt

We hope the other models will come back next month for us to see and discuss; **Kevin Wilson** had finished a Tamiya 1/48 Volkswagen in a remarkable 4-hour



Kevin's 4-hour build was another Tamiya VW Photo by Rich Van Zandt

marathon build, **Anthony Stead** had completed a pair of 1/48 Tamiya builds...a Spitfire Mk.I and an Fw 190D-9, and **Joe Vincent** brought in a 1/72 U-2D in an good looking gray-on-gray scheme for a photo session with Rich behind the lens.



Above and Below: Anthony's Tamiya WW II pair Photos by Rich Van Zandt



Photo below: Joe's 1/72 gray-on-gray U-2D Photo by Rich Van Zandt



April Meeting Up!

Our April chapter meeting will be held on Saturday, April 10. Please don't forget the meeting start time of **6:30 PM**. We will have our standard format meeting, which means bring your new stuff and any in-progress or finished models. Since the meeting falls on the Saturday after the Anniston Spring show we expect to see more finished models and recent purchases than usual. In addition, we will have another edition of our now world famous raffle. Please plan to show up outside the building at 6:15 PM to make the mass entrance through the security gate. If you are late, call either Kevin Wilson's cell

at (901) 833-7051 or Roger at (901) 237-3977 to get in the door. We look forward to seeing you there!

Are you man enough for the Corps?

Well most of us are likely out of the running for the Marine Corps, but how about the IPMS USA Reviewers Corps? No push-ups or jogs in full battle dress in this Corps, just modeling and model related fun. We are all up for that – right? Well then, IPMS USA wants you!

It's simple to join. Visit www.ipmsusa.org and read the 'fine print' about the commitment you will be making if you decide to join. Then send John Noack (First Vice President, Industry Liaison, IPMS/USA) an email at John.Noack@Goodrich.com and tell him that you would like to be in the Reviewer Corps (Roger and I currently are members). Once on the emailing list, you will get the lists with all the goodies on offer about once a week. You will probably find yourself looking forward to its arrival each week, wanting to dive into it as soon as it hits the mailbox to see if something fits your interests.

The list will have many of the latest releases you hear about on the web and see in the magazines. There are kits of all sorts, books, magazines, tools, decals, detail sets and more on offer most weeks. The samples come from many of the manufacturers you have come to love and then some you may not know much about; you will find everything from Tamiya to Trumpeter as well as P.J. Productions to Two Bobs. Eduard has its own list that is circulated and it is actually their complete current release schedule, all of which is available by request.

After you get the list and see a couple of things you like, send a reply email with your wish list. You won't get everything you request and there are sometimes special arrangements to be made for very big projects with multiple part reviews. There is a lot to choose from though, with a broad range of scope and subject. You can do a quick magazine review or sink your teeth into something like the new Fujimi 1/500 IJN Yamato Super Detail Edition with turned brass barrels, photo-etch brass detail set and a laser cut wood deck.

Once everything is divvied up, the review items are mailed out at IPMS USA's expense. The next thing you have to look forward to is a package turning up on the door step. This is where the works starts.

To participate in this program, you need to build the kit or use the product within an agreed upon time frame, take some pictures in a digital format and then write about the experience. Full build reviews are preferred, but with the aftermarket sets, assembly and

painting of the set and shown installed in or on the kit is suitable. Build quality is not a high priority, so the opportunity is really open to all. You will need to take some decent quality photos of the package and contents of the review sample as well as some in-progress and finished result photos, but not necessarily professional studio quality by any means, just something that gives a good, sharp, well lit view of the subject. Then just write about the ups and downs of the project and your overall impression and send it in by email.

All reviews submitted are published. Most go up on the website at ipmsusa.org, but some are selected for publication in the IPMS USA Journal. If you have not visited the website, go have a look; there is something new going up every week and it is a good way to get the full story on the new item you may have been thinking about getting, but wanted to see what it is like first. Better yet, get involved and let everyone else know what you think about the industry's latest and greatest products.

Jack Wade
IPMS 45604

2010 IPMS Roscoe Turner Show

Roger Rasor was able to make the trip north to Indianapolis to hook up with **Steve Stohr** and represent the IPMS Memphis chapter at the 17th annual IPMS Roscoe Turner Model Contest and Swap Meet. It was quite a show! There were plenty of vendors from all over the Midwest and Mid South, and the contest attracted a total of 612 entries.

Roger competed and carried home awards in two categories. His Hasegawa RAF Canadair Sabre Mk. IV took First Place in the 1/48 Jet (Allied and Non-Allied combined) category and his Hasegawa 'China Theatre' B5N-1 Kate took First Place in the 1/48 OOB Aircraft category. This was the second Indianapolis show our chapter president has attended and he says it is one he recommends to anyone who can fit it into his 2011 schedule.

Phantom Phlasher's Phurball

Our friends from the Birmingham chapter held their annual gathering at the Civic Center in Anniston, Alabama on Saturday, April 3. Making the trek from Memphis this year were IPMS Memphis members Scott Doyle, Jack Wade, Roger Rasor, Jim Webb, Bill Von Staden, David Morris and Rich Van Zandt (to hook up with our Alabama members...who were there ahead of us).

As always, Mother Nature cooperated with some nice weather befitting an early spring day and the event informally started rolling a little before

eight bells. Most of the familiar region 3 vendors were there and some were still setting up their tables as our chapter members began to show up and discovered a few 'bargains' that were destined for new homes in Memphis before very long.

The contest was a little light this year. Only 248 models were entered. But those that were entered made for some stiff competition, especially in the aircraft categories. After the judging sheets were tallied, IPMS Memphis chapter members received their fare share of the awards.

Rich Van Zandt made off with nine category awards. Rich won First Place in the 1/48 Single Prop In-Line (Allied Split) category with his Hasegawa P-40N Kittyhawk Mk.IV 'Cleopatra III', and Second Place in the 1/48 Single Prop - Radial category with his Tamiya P-47D 'Pengie IV'. He won Second Place in 1/48 Jet (US Split) with his Tamiya F-16C 18th AGS 'Flanker Blue' and Second Place in 1/48 Jet (Non-US Split) with his Hasegawa Typhoon F.2 'No. 3 Squadron'. He won Third Place in the same category with his Hasegawa F-8E (FN)-P French Crusader, Third Place in 1/72 Jets with his Hasegawa F-111F, Third Place in Multi-Engine Prop with his Hasegawa E-2C Hawkeye 'VAW-115' and Third Place in 1/48 Single Prop (Axis Split) with his Tamiya A6M5 Zero.

Jim Webb won First Place and the OOB award in the 1/72 Jet category with his Hasegawa F-86D Dog Sabre and First Place and the OOB award in the 1/48 Single Prop (Radial Split) category with his Tamiya F4F-4 Wildcat.

Jack Wade won First Place and the OOB award in the Multi-engine category with his Tamiya 1/72 de Havilland B Mk.1 Mosquito and First Place in the Aircraft Conversions/Scratchbuilt category with his Revell of Germany Hawker Hunter Mk. 6 converted to a Hunter T.7B.

Bill Von Staden won the OOB award in the 1/48 Single Prop category with his Tamiya Fieseler Fi 156 Storch.

Roger Rasor won First Place in the 1/48 Jet (Non-US Split) category with his Hasegawa RAF Canadair Sabre Mk.IV and First Place and the OOB award in the 1/72 Single Prop (Axis Split) category with his Tamiya Fw 190A-3.

David Morris won First Place in the Auto Racing category with his 1/12 Tamiya Ducati Pramac 913 motorcycle.

Phil Hale won Second Place in the 1/72 Single Prop (Allied Split) category with his Tamiya F-51D Korean War Mustang and Second Place in the 1/32 Aircraft category with his Hasegawa Fw 190 A-8.

And, **Chad Richmond** picked up the First Place award in the combined-scales Rotary Wing

A/C category with his 1/48 Academy CH 53 Super Stallion Helicopter.

During the special awards presentation, Bill Von Staden and Roger Rasor presented the IPMS Memphis-sponsored '**Best WW I Aircraft**' award to Atlanta model builder Patrick Cook for his small but mighty all-black 1/72 Eduard Fokker Dr-1.



Patrick Cook won the IPMS Memphis WW I award. Photo by Roger Rasor
So with Anniston in the rear view mirror, IPMS Memphis members headed home with their attention now focused on the next big one...the 2010 King Con!

Dr Phil

Howdy boys. Guess by now you figured out that Dr Phil is a lyin' sack of cat poop that couldn't keep his word if he locked it in a safe. I know, I know...I promised we'd make it to the March meeting. Well, I'm blamin' everything on Walt...It's all his fault...yeah that's the ticket...yeah like, it also was his fault that we dropped the A-bomb on the Japanese...yeah...and it was his fault that someone took a shot at Reagan...Yeah, Yeah...like I said, watch him folks cause he's a thoroughly dangerous man...He may look dumb and kind of slow, but that's just a disguise, he's a mastermind in the ways of espionage...well, you get the picture, don't you? That's my story and I'm stickin with it.

A thousand pardons and may a camel fall from the sky and hit my toilet...while I'm on it. To make it up to you all, Walt said just go down to MidSouth Hobbies and pick out the kit of your choice and let him know what you picked.

OK, on to the show...what show, Dr Phil...Mickey Mouse Club? Popeye? NO, wait I got it...Clutch Cargo? Clutch what, who? Out of the blue of the western sky...comes Sky King!!!!!! No Anniston, you big bunch of dummies.

You all are about as dumb as a bag of hammers. OK, OK I know it'll be over by the time you read this...just getting a head start on next year, HA!!!!!!

So, remember last month we talked about the new Eduard that is pronounced Ed-u-ard FW-190D-9 and the one major error on the bottom of the wing and remember that I promised that I would show you how to fix it...AND YOU BELIEVED ME???? I just told you that I couldn't keep my word if I locked it in a safe. Well, Roger is standing behind me even as we speak with a large caliber weapon pointed straight at all of my kits, holding them hostage until I finish this article.

So, here goes. On a serious note...E-flat...no seriously...A-minor...COME ON, MAN...Dr Phil is having a little itty bitty teeny weenie trouble with his printer/picture down loader...ah, wait a minute...I got it...I got it...oops, I don't got it...oops again...I got it. OK, OK, so as we discussed, the center section of the wing in between the wheel wells on the FW-190D-9 was the same as the A-series FW-190s. Well, Eduard missed this area as all of the drawings were wrong. Now, we know why the drawings are wrong...because way back, right after the war some nice people at Freeman Field in Indiana made a little mistake when they shipped some war trophies to Atlanta for an Air Show. They shipped the wings for an FW-190D-13 with the fuselage of an FW-190D-9. Jerry Crandall was instrumental in determining what happened and has now published correct drawings. Mr Crandall has written what are probably the definitive books on the FW-190D series of aircraft. They are quite expensive but, if you are a fan of the Focke Wulf D-series aircraft, these books are a must have. They contain beautiful profiles by Tom Tullis and the most current information known.

OK, back to the kit. This is a fairly easy fix and it is up to you to decide how you wish to accomplish this. One gentleman on Hyperscale cut the center section from a Promodeler FW-190D-11 kit and then cut out the corresponding area on the Eduard kit. He then grafted the Promodeler piece into the Eduard wing and "Viola"...Correction accomplished. I personally do not recommend this as the Promodeler kit is fairly rare and should be saved as we may never see this kit again.

Armed with this new information, one could take any FW-190A series wing center section and perform the same minor...elective surgery. Hey, wait a cotton pick'n minute...Will this new health care plan pay for my FW-190A to have this surgical procedure? OK, just had to get that in here somewhere. If you have a kit that is missing parts or has been relegated to the "Hell will freeze over twice

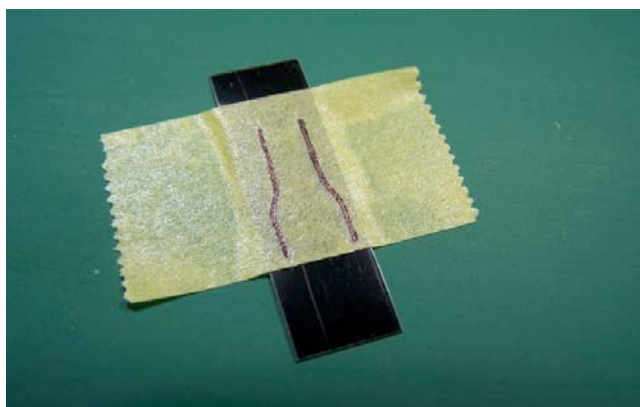
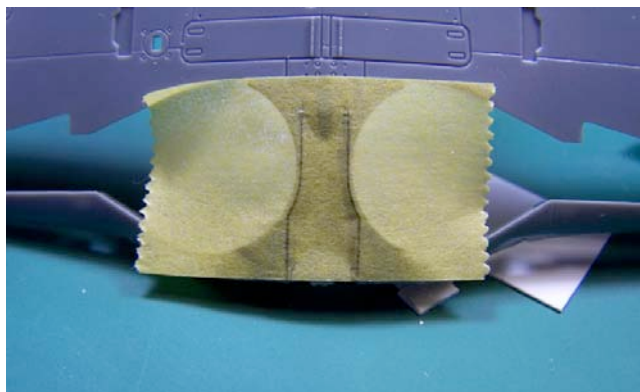
before I finish this kit” pile...well you get the idea. I know all you guys in Memphis are rich beyond words and \$35.00 bucks for a kit is chicken feed, pocket change, petty cash, play money...but then there's Roger. Now I don't want to say Roger is cheap...but Margie told me that he asks her to buy his sanding sticks at the local Sally's Nails shop (hmm...maybe he's got something there!)

I went the Roger...uh...cheap route. I started by picking out which kit I was going to attempt to replicate (Wow, what a word!). I decided I would go with the Tamiya D-9 as it really looked cool.



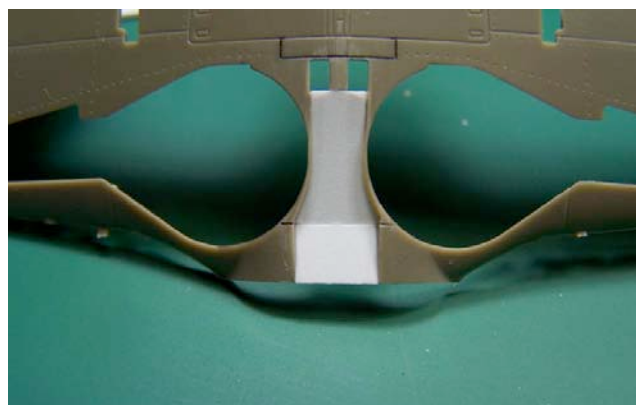
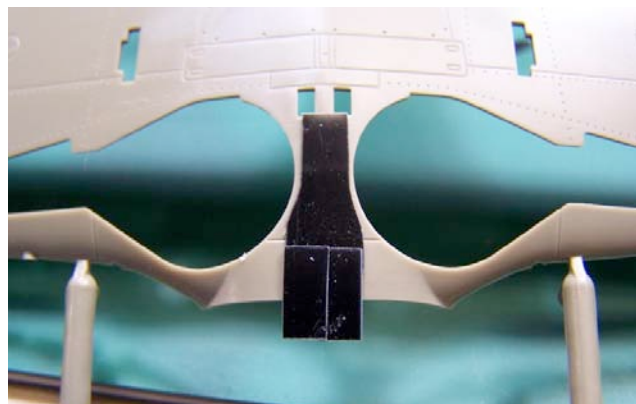
Area to be corrected by following Phil's easy steps. Photos by Phil Hale

Now, bare in mind that Brett Green (Mr Hyperscale) says that the Trimaster/DML/Dragon/Italeri kit is shaped better. But, it really doesn't matter at this point because we are just trying to get the basic shape. I cut a piece of Tamiya Tape and laid it over the center section.



I then took a sharp pencil and using the side of the lead traced the outline onto the tape. I burnished the tape down onto a piece of Dymo label-maker tape. Then I carefully cut out the outline on the Dymo tape. When I was satisfied with the shape, I centered it on the Eduard D-9 center section. Now, with the skill of a brain surgeon...did you say brain sturgeon? No, the brain surgeons that are treating us normal people...ah...well, let me guide you as you do the rest:

Now, carefully cut out the center section, and I say carefully as you'll have a very thin edge on either side of your cut. Make your cuts smaller than your pattern so you'll have some room to clean up the edges. After you are satisfied with your cuts and clean up, take another piece of Tamiya Tape and lay it on top of your cutout area on the Eduard D-9 and trace that pattern. Then, place that on a piece of .010" plastic card or sheet plastic and cut out your pattern. Sand and fit it...then sand and fit it a little more



until you are satisfied. It is fairly simple to do but you need to pay attention to the depth and make sure that both sides are equal. Care is the watchword here as there will be some delicate areas after you make your cuts. It took me about 45 minutes to make the cuts and replace the area with sheet plastic in the proper shape.

One other thing to remember in this area, the drop tank rack is fitted in this area, so you won't have to worry about a lot of detail. The Trimaster area is void of any real detail so I'll leave that area up to you

all, Oh Mighty Men Of Memphis. OK, got to go for now. Ah... what's that? Oh, Luke the Cat says, "Don't forget to pay for those kits you picked out at Midsouth Hobbies, as Imo might not take too kindly to you all stealing kits." Walt said "pick 'em out but he didn't say he'd pay for them." Come on now, did you really think Walt was THAT generous?

Get me outta here, Percy!!!
Dr Phil



The Paint Column – Part II

Rich Van Zandt

Using Gunze Mr. Color Paints

With the long favored Gunze Aqueous paint line fast becoming unavailable in the U.S., and having had some surface cracking problems with it in the past, I decided to try the Gunze Mr. Color line.

This paint comes in the same size bottle as the aqueous line, but with a much easier opening top. The color range is also similar to the aqueous line, with a few notable omissions, as well as a few important additions. The colors in the Mr. Color range seem to me to have a slight blue shift. This is particularly apparent in the various grey paints.

My initial trials with Mr. Color paints did not go well. I tried to thin the paint just the same way I had with the Aqueous line adding 90% IPA (Isopropyl Alcohol) to make a ratio of about 1:1 (IPA:Paint) I had a lot of problems with the paint drying before it came into contact with the model and leaving 'cobwebs' or strings all over the place. I then tried to thin it with just Gunze Mr. Thinner. This gave about the same result as before. I had read on one of the online forums that you had to use Gunze Mr. Leveling Thinner.

I got a bottle of this and all of my problems went away. The Mr. Leveling Thinner has a drying retarder in it that allows the paint to hit the model before it turns into cobwebs. I used about the same ratio as before 1:1. (Once I open a bottle of paint to use, I'll top it off with Mr. Leveling Thinner, mix it thoroughly, then combine at about a 2:3 ratio into the airbrush cup and mix. I don't have an exact ratio...it varies with what I'm painting.) You will know if you do not have enough thinner because the paint will not

flow evenly out of the airbrush and you will still get strings of paint on the model. This is especially true if it's turning a sharp corner, like the edge of a wing.

I'm using an air pressure setting about the same as I had used with the Aqueous line, which is 5-15 psi. The thinner you mix the paint, the lower the pressure you need. But if you go too low, it starts to spit instead of coming out of the airbrush in a nice smooth stream. I use an Iwata HP-B airbrush with 0.2mm tip, an HP-B Plus with 0.2mm tip, and an HP-SBS with 0.35mm tip, and find I can use similar airflow and paint mixes for all. They are hooked up to a compressor that has a regulator in the room that I can adjust in increments of about one psi.

The Mr. Color paints dry much faster and harder than the Gunze aqueous line. They are ready for masking in as little as 10 minutes and if you use a hair drier on them, this can be reduced to less than two minutes. I have not had any of the vexing problems of paint cracking which I experienced with the aqueous line. The surface is very smooth even with the flat paints and a much thinner coat of Future is required to give a glass-like surface for decal application.

Mr. Color paints are not quite as good as the aqueous line for doing very fine 'post shading' work. I think this is because they seem to have a much higher pigment density than the aqueous line and when you get them thinned down enough, you're spraying too much thinner and it can cause problems in the underlying coat of paint. Also, they are not good to use as a base coat under Alclad, as the thinner in Alclad rapidly dissolves the Mr. Color paint and leaves an undesirable surface finish.

The other thing about the Mr. Color line that can be a problem is, of course, the smell. Mr. Thinner is much stronger than IPA and could give cause for a model builder's 'significant other' to want to chase you out of the house. For this reason, investing in a spray hood with an exhaust might be a good idea.

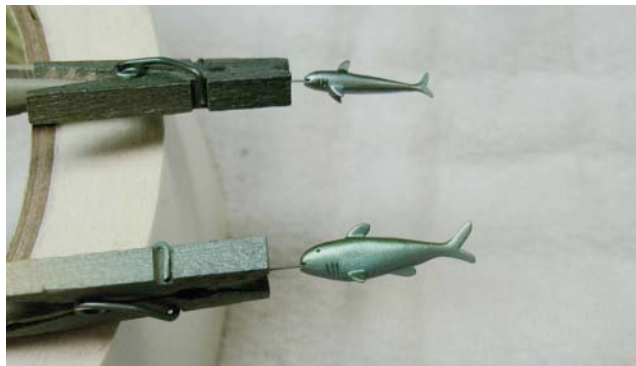
Overall, I like the Mr. Color paint line and have converted over to it for almost all of my painting. But I still go back to the old aqueous line for post shading and to Model Master for some colors that are not available anywhere else. I have sprayed all three paint lines AND Tamiya acrylic on a single model, and they do seem to get along OK with each other.

Pete Waits Cause Pat's Gone Fishing

I must confess that progress on the F1M-2 slowed to a near crawl last month when I decided to do some unplanned scratch building that is intended to add a little extra detailing to my Hasegawa Pete.

I learned that the crew had a hankering for

some fresh seafood for dinner, but they didn't get a nibble all day long. So, while they went out to gather a bundle of firewood and wait for the Pete's latest coat of paint to dry, I took a break from the aircraft to sculpt a couple of good sized 'catches' for them to hang over the main float. I know...it seems a little fishy to me too.



Never can tell what kind of details Pat will add next! Photo by Pat Donahue

Pat Donahue
IPMS 5261

2010 Contests and Other Events

May 29, 2010 - King Con 2010, IPMS Roadwarriors, Briarcrest Christian School, 6000 Briarcrest Ave, Memphis, TN, Contact Don Moss 901-682-9402

MIDSOUTH HOBBIES

Your local source for almost every hobby need
Visit us seven days a week:

733 North White Station Road
Memphis, TN 38122
Phone 901-682-9402

NORTH AMERICAN HOBBIES

Premium Model-building Supplies from Around the
World at Wallet-friendly Prices.

- DMold • Paragon • Ultracast • Zotz
- Afterburner • Iliad • Eagle Strike • Isra
- Possumwerks • Aeromaster • G-Factor
- Warbirds • Impact • Flying Leathernecks

nahobbies.com

Let Us Hear from You

Remember, the *Leading Edge* is a product of monthly contributions from chapter members and friends. Send our Editor Roger Rasor and/or Bill Von Staden any information you have for the next issue. Email your information roger.rasor@ipaper.com and/or bvonstaden@yahoo.com

IPMS Memphis

www.ipmsmemphis.com

Annual membership in IPMS Memphis is \$15/year, payable in January of each year, plus \$3 meeting dues collected at each meeting attended.

Meetings are held on the second Saturday of the month at the Pinnacle Airlines training center, 1785 Nonconnah Blvd, Suite 111, Memphis.

President: Roger A. Rasor

e-mail: roger.rasor@ipaper.com

Phone: (901) 237-3977

Vice President: Bill Von Staden

e-mail: bvonstaden@yahoo.com

Phone: (901) 758-0779

Secretary/Treasurer: Kevin Wilson

e-mail: KWilson206@aol.com

Phone: (901) 833-7051

Webmaster: Scott Doyle

e-mail: scott@ipmsmemphis.com

Phone: (901) 751-4039

IPMS Contact Mailing Address:

IPMS MEMPHIS, 1677 Falling Leaf Rd.,
Germantown, TN 38138-6286

Treasurer:

Kevin Wilson, 10176 Fox Chase Drive, Olive
Branch, MS 38654

IPMS Memphis is a chartered chapter of IPMS USA and IPMS Canada. For more information, visit www.ipmsmemphis.com