



IPMS*MEMPHIS

**LEADING
EDGE**



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No. 268

August 2010

July Meeting Recap

The primary event at the July meeting was our chapter's open contest, but more about that below. First, we were pleased to welcome new member, **Robert Holcomb**, to the fold. Robert had visited a few times over the past year, and finally decided to make his membership official by allowing Kevin Wilson to ransack his wallet! Well, Kevin did leave him enough to buy a raffle ticket or two. So, we say welcome aboard, Robert!

We suspect that the fix was in when the winning raffle ticket was drawn however, because David Morris immediately let out a cheer. According to David, he finally broke his chain of bad luck by holding the raffle ticket with the winning number! David quickly relieved the raffle booty of a Tamiya F4U-1 "Birdcage" Corsair that he had been eying for some time...and one that we know he will enjoy!

As always, we acknowledge and thank our loyal chapter raffle supporters **Mid South Hobbies** in Memphis, and Steve Stohr of **North American Hobbies** for the stack of kits and other prizes we always have to choose from. Please think of these guys and check with them first for your hobby needs.

Chapter Open Contest

A nice group of entries graced the tables at our second contest of the year. This one was an Open Contest, meaning a competition for aircraft, but with no specific theme. It was the first one we have had in recent years, and it featured everything from WWI to jet aircraft. The winning entry was a 1/32 Hasegawa Ki-84 'Frank' built by **Roger Rasor**. This model was built for review on the IPMS-USA website, and as such, Roger kept it in Out-of-the-Box form. But the big Nakajima fighter didn't suffer because of that. Hasegawa has packed a lot of detail into this one,



Roger's 1/32 Hasegawa Ki 84 was completely OOB Photo by Rich Van Zandt
inside and out. Roger said this one was painted with Gunze 'Mr. Color' which turned out very well. We are seeing more of our members giving this paint a try as the Gunze Aqueous line is becoming harder to find. Roger also achieved some light chipping and scuffing by dry brushing Metalizer Aluminum in strategic areas.

In second place we had **Bill Von Staden** with the 1/48 Eduard Fokker Dr.I triplane we saw in progress last month. This is one tiny aircraft sitting



Bill's Eduard Dr-1 was built from the Profi-Pack kit Photo by Rich Van Zandt

EDITOR: Roger Rasor
CONTRIBUTORS: Bill Von Staden, Phil Hale,
Richard Van Zandt, Thorbjörn Malm

beside anything of the same scale of WW II or later vintage. This model was also completed in Out-of-the-Box form, largely because the kit comes pretty complete, with photo-etch parts included. We were impressed with way Bill had handled the delicate p/e machine gun jackets and the way he had rendered the Dr.1's unique hand-brushed fabric.

Rich Van Zandt brought the third place winner, a new 1/48 TA-4J Skyhawk Adversary, built from the Hasegawa kit and painted in those striking blues and grays that Rich has mastered well. Rich's entry was based on some photographs of the real thing, which he had on display beside the model. Needless to say, it was a very good match!



Rich's TA-4J matched photos of the real aircraft Photo by Rich Van Zandt

There were three other contenders on the contest table. **Stan Parker** entered the 1/48 Promodeler Dornier Do 217E he had recently completed. Stan's bomber was complete with a replica of a Henschel Hs 293 glide bomb under the starboard wing that looked as though it had been freshly loaded for action.



Stan always seems to bring the biggest contest entry Photo by Rich Van Zandt

A Focke Wulf Fw 190A-3, also in 1/48, was entered by **Anthony Stead**, and we're not even going to bother to tell you who the manufacturer of the kit was! This one was finished in the kit markings for Asi Hann's White 3. Anthony's model certainly looked the part of the famous Luftwaffe fighter, but he was the second person to mention that this kit didn't just fly together like his Fw 190F-8, also from Tamiya... oops! Well, it's not like you didn't know anyway.



Anthony's Tamiya Fw 190 A-3 was also OOB Photo by Rich Van Zandt

Jim Webb had completed a 1/48 Messerschmitt Bf 109E-3, but unlike most others we've seen lately, it was built from the Hasegawa kit. This one originally was intended to make it to the King Con for the Battle of Britain theme, but ended up taking a few extra weeks due to a repaint of the wings. The real thing was painted with RLM 02 and a green mixed in the field, and Jim was not happy with his first interpretation of the scheme...so, as Jim is often want to do, he reworked it until he had achieved what he was after.



Jim's 1/48 B-of-B Bf 109E was nicely turned out Photo by Rich Van Zandt

All of the entries were very well done and the contest was a very closely fought battle for the award hardware. And, it was interesting to note that all of the entries in this competition were either models of aircraft from an Axis nation or a US aircraft finished in markings of a cold war adversary.

Congratulations to all for a job well done!

Hot August Night Coming Up!

Our August meeting will be held on Saturday the 14th. It will be another of our regular format meetings, but since this one will be only one week after the IPMS USA "Big Show" in Phoenix, we expect to have a lot of new stuff on the table for you to fondle briefly (but not to have and to hold!) as well as all the latest news from around the modeling world. Yes...seriously, the whole world!

Feel free to bring any and all in-progress or newly finished models to the meeting along with any recent purchases. Please try to show up outside the building at 6:15pm 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!



Photo by Rich Van Zandt

We Would Like to Introduce...

Anthony Stead, one of our newest chapter members. Anthony was born in Chester in the UK and built his first kit at age nine. It was an Airfix 1/72 Halifax bomber and he says; "I messed it up so badly I never finished it." Fortunately, he didn't give up...and adds; "However, I had such a good time TRYING to put it together that I kept slogging away and eventually some of them slightly resembled the picture on the box."

Anthony moved to the States when he was 13. He later worked in the cotton industry for about 10 years, until that industry collapsed, and then moved into the banking industry. Although currently single, Anthony says he is engaged to "a beautiful young lady named Kate Weaver."

His interest in model building lay dormant for a while but was rekindled two years ago when, he reports; "Out of sheer boredom, I started again and remembered just how fun it was to put a kit together and be completely fascinated by the aircraft." He says another reason he took the hobby back up was that it was far cheaper than the cost of cable, the Internet and 'going out.'

Anthony's primary interest when it comes to modeling is the aircraft of WW II (represented so far in 1/48 scale), but he also enjoys reading, history, music and soccer (as a spectator, we believe).

We count ourselves lucky that Anthony joined our chapter a few months ago and look forward to what has become a steady stream of

finished models that he seems to produce with relative ease between each monthly meeting. He says the feeling is mutual as he looks forward to the Saturday meetings and "I always come away with great tips and much inspiration from the other members."

We couldn't have said it better. Welcome aboard Anthony.

Dr. Phil

Well howdy, boys. Now, first off...I must offer all the apologies I can sum up for missing the last meeting and the contest. I'd like to blame Walt this time, but to be fair, he's only 40% of my excuse. You see, I had a flat tire...my suit didn't come back from the cleaners...there was a plague of locusts...and...Oh, you saw *The Blues Brothers* too? So, I can't use those excuses this time? Well, I guess all I can say is I'm sorry. It sounds like I really missed a good one.

Now if you remember way back last month, I gave a thumbs up to Eduard's line of Airacobra kits as the easiest build...if you are OK with thicker trailing edges (or can thin them down) and a left-side cockpit door that is not that easy to close. So, this month let's move on to the Hasegawa P-39 kits, which are very well detailed and with surface detail that is a little more refined than the Eduard offerings. However, in their quest to milk as much as possible from their molds, any of Hasegawa's kits seem to have many more parts than is really necessary, and therein lie some fit problems (like around the intake on the wings...but nothing really major).

My major objection to the Hasegawa P-39 was the fit of the canopy to the fuselage, which in turn created problems closing the port side cockpit door. Now, my canopy was too small for the fuselage but I have heard from others that their canopies fit fine and some others that their canopies were too long. So, if the parts came out of the same molds, what could account for these very different results? I have analyzed my build over and over and I don't believe I increased the width of the fuselage somehow...but I cannot be sure. I intend to build another kit in the near future (maybe for the contest), so I can put that issue to rest in my own mind. My suggestion...I think it would be best to test fit the canopy early on if you decide to build a Hasegawa kit for the club contest. And, maybe dry fitting most of the parts before you start gluing things together wouldn't be a bad idea either.

I know that on the real Airacobras, the port door was rarely used to enter or exit the aircraft...but I've seen many, many photos showing this door open on the ground. In real life, the throttle was located on the forward part of the doorsill, which could have created some real problems for a pilot in an emergency.

So, kits from both manufacturers have many good points and a few problems that can be overcome...with some work. Eduard, in my opinion, has the best decals, provides a nose weight and photo-etch in the Profi-Pack kits, and is cheaper. In my mind, these points make the Eduard kits my Airacobras of choice.

Now, if you just can't live with the port side cockpit door open, you might want to consider the old Monogram/ProModeler P-39, if you can find one. It has a few issues with open panels that don't fit well, and some raised panel lines, but in my opinion this old "Iron Dog" can still hunt. With a little extra work, it can be built into a more than respectable model. The ProModeler kit has a beautiful decal sheet so this is a plus as well.

So, it looks like whichever way you go, you are going to have to do a little work to bring any 1/48 Airacobra up to what I call 'IPMS Memphis Standards'.

OK Kiddies, back to the old workbench. I've been itching to build something for myself and maybe have something I can put on the table next time. Hey Margie, can Roger come out to play? Please, pretty please with sugar on top? OK, Roger. I did what you asked, now pay up buddy or I'll send Luke up to live with you.

Dr Phil

Phoenix – Center of the (Model) Universe August 5 – 8, 2010

From Thursday to Saturday last week, IPMS Phoenix hosted the 2010 IPMS-USA National Convention. Modelers from all over the U.S. and beyond gathered at the Phoenix Convention Center in the center of the city's downtown area. Yes, as they like to say, it was a dry heat. But, it did feel as if you had left your oven turned on and then stepped into it when you stepped outside. Luckily, these people know their stuff about air conditioning, and it was about sixty steps from the Hyatt hotel to the front doors of the convention center. Fortunately, this year there were no 6:00 AM pile drivers to wake us up in the morning and everything seemed to be across the street or just around the corner. So, as it worked out, most did not need sunscreen unless they were unfortunate enough to be delayed by the 'Don't Walk' light at the crosswalk.

IPMS-Memphis was represented by Roger Rasor, Joe Vincent, Bill Von Staden, Pat Donahue and Phil Hale. We were able to catch up on things with a number of old friends we only seem to see at the Nationals and managed to make a few new friends in the process. And, we were quite happy to see that

most of our Canadian brethren were there also to liven things up.

The vendor room was a little light this year, with a few of the regulars like Roll Models, Sprue Brothers, Linden Hills and CRM among the MIAs, but there was certainly no shortage of places to set your credit cards ablaze, or get rid of any excess cash you had laying around! We can't say bargain prices were the order of the day, but if you worked at it, you could still find some deals. We did see some modelers making visits to ATMs on the last day of the show and observed a few glowing credit cards here and there.

Roughly 650 modelers brought about 1700 models to enter in the contest. The exact figures were not mentioned at the banquet Saturday evening, as they usually are. The contest tables probably could have held a record number of entries, but it would have taken about seven to eight hundred more models to get there. As it was, the judges had some room to work, and for a change, they certainly had enough light to see what they were doing. (Sometimes, when judging, you feel like you need a miner's helmet with the built-in light!)

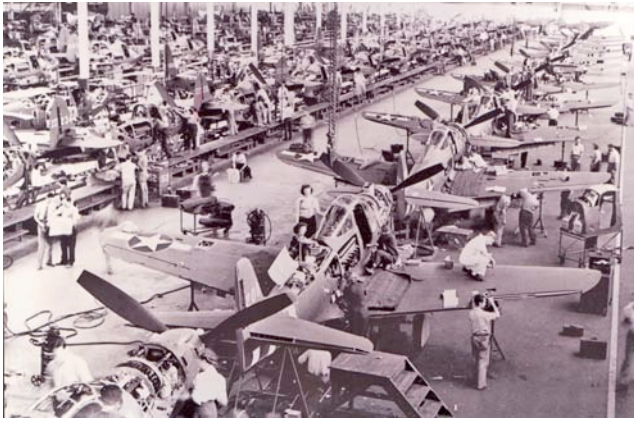
Two chapter members entered the competition: Roger Rasor and Pat Donahue. Roger's Hasegawa B5N-1 'Kate' took First Place in the 1/48 Out of Box category and his recently completed Hasegawa Ki 84 'Frank' took First Place in the 1/32 Out of Box category. He also won Third Place in the combined scales Unmanned Arial Weapons category with yet another 1/35 Bronco Fi.103 V-1 buzz bomb. Pat's Hasegawa 'Pete' took Second Place in 1/48 Rigger Aircraft.

The Large Multi-Engine Aircraft-1/48 Category #123 sponsored by **IPMS Memphis** yielded the model that captured the show's 2010 **Best Aircraft** award...A Do 217 K-2 built from the ProModeler Do 217E-5 kit by Brian McDermott.

The host club should be commended, as there were, to our knowledge, no real issues with the registration process, the schedule, or the awards slide show. These three subjects have proven to be pitfalls for some less organized conventions we have attended. In fact, the only complaint we had was the sound system at the awards banquet left something to be desired, and a few of the speakers didn't keep their face to the microphone, which added to the problem. And...oh yes...they also ran low on cheesecake at the banquet. But all things considered, those issues weren't much of a problem.

It was already known that the **2011 Nationals** will be held in **Omaha**, but the news at the banquet was that the **Orlando** group got the nod over San Jose's bid for the 2012 event.

Bill Von Staden
IPMS #7018



Bell Aircraft Photo: National Archives

Bell Airacobra – Part 2

by Bill Von Staden

As we stated in Part 1, true production model Airacobras really begin with the P-39D, which is the first model to have the fillet at the base of the fin, which remains in place through the last P-39Q built. During the time of early P-39 production, the practice of assigning ‘dash numbers’ to sub-variants was just starting to come into use. So the initial P-39D was just called that, with no suffix or dash number.

P-39D (no suffix or ‘dash’ number) This was the original production model for USAAC, Curtiss Electric (C-E) 10’5” diameter prop, 37mm cannon in propellor hub, (2) .50 caliber machine guns in upper nose, (4) wing guns of .30 caliber, and 6-stub round outlet exhausts. A total of 60 units were built.

P-39D-1 & D-2, same as P-39D but with 20mm Hispano-Suiza cannon substituted for 37mm. A total of 336 (D-1) and 158 (D-2) produced. (Nominally, these aircraft had 6-stub round exhausts, but there is a well known photo of more than fifty Airacobras on a tarmac being prepared for delivery to the USAAC showing many D-1 models fitted with 6-stub fishtail type exhaust stacks. I have found no explanation for this.)

P-400 is the designation given to what started as the export ‘Bell Model 14’ and ended up being the RAF Airacobra I. This is also the aircraft sent to U.S. forces in the Pacific after the attack on Pearl Harbor. It had the Hispano 20mm cannon, C-E 10’5” prop, .303 wing guns, Sutton harness, and the 12-stub exhausts. A total of 196 aircraft were sent to units which also had the P-39D-1 and -2, some ended up with parts swapped from those aircraft.

Airacobra I, built for the RAF, includes the original 165 aircraft intended for France, and then increased to a total of 675 by the British. It was equipped with a 20mm Hispano cannon, Curtiss Electric prop of 10’5” diameter, 6-stub ‘fishtail’ exhausts and .303 wing guns. Most aircraft delivered

to the RAF do not seem to have the canopy frame bar directly over the pilot’s head – check the photos! In the event, the RAF did not care for the Bell fighter, and many of those intended for the British were sent to Russia. A portion of the order which were just completed or still in production were ‘repossessed’ by the U.S. after Dec 7, 1941 and sent to the Pacific theater, where they were used in mixed groups with the “similar” P-39D-1 & -2 models. Despite the fact that the ‘Airacobra I’ and the ‘P-400’ are both the Bell ‘Model 14’ or export Airacobra, the British planes were fitted with very flared fishtail exhausts, while the P-400’s have the 12-stack exhausts. The total number built included in the 675 shown above.

P-39F, same as P-39D (reverts back to 37mm nose cannon) but fitted with 12-stub exhausts and uses an AeroProducts (AP) 10’4” prop as the Curtiss prop was in short supply. It was equipped with four .30 caliber wing guns. I have seen one photo of a factory fresh P-39F fitted with the 6-stack fishtail exhausts. Total of 229 produced.

P-39G, was ordered by the U.S., but none produced as ‘G’ model. The 1800 aircraft became K, L, M and N models, see details below.

P-39J, the last 25 ‘F’ models produced were fitted with a different Allison engine (V-1710-59) with automatic boost controls and were re-designated as P-39J. Retains AP 10’4” prop and 37mm cannon.

P-39K, was the first 210 of what was going to be the G variant, has 37mm cannon, AeroProducts 10’4” prop, and had gun gas vents added to nose. Some had provisions for underwing rocket tubes added (but these were never used operationally).

P-39L, the next 250 of what was going to be the G model, it reverts back to the Curtiss Electric 10’5” diameter prop, and the nose wheel was changed to one with the same outside tire diameter, but with a larger diameter wheel inside it. This was intended to provide “better aerodynamics for takeoff.” All subsequent variants had this nose wheel until the ‘late’ spoked hub version appeared on the Q-20. (Please note that nose wheels could be swapped out, and there are photos of earlier Airacobras wearing the larger ‘disc’ hub nose wheel of the P-39L.)

P-39M, next 240 of what was going to be the G variant, uses AeroProducts prop of 11’1” diameter, internal fuel capacity reduced from 120 to 87 gal to save weight. There was a batch of M’s within the same serial block that used a different version of the Allison engine. One source states that this batch also reverted to the Curtiss Electric prop, but I cannot confirm this.

Note: The reduction to 87 gallon fuel capacity was soon followed by the availability of

‘conversion kits’ to allow the aircraft to be restored to the previous 120 gallon capacity. This could be used on any variant with the 87 gal reduced capacity.

The **P-39N** series is considered to be the first true ‘mass produced’ Airacobra variant, with a different gear ratio in the reduction gearbox, all models had the reduced fuel capacity:

P-39N-BE, started with the AeroProducts 10’4” diameter prop, and 120 gallon fuel capacity. Starting with 167th airframe, the fuel capacity was reduced to 87 gallons and the prop changed to an 11’7” diameter AeroProducts unit, total of 500 produced.

P-39N-1, used AeroProducts 11’7” prop, and had some internal changes to change the center of gravity when the guns were fired. A total of 900 produced.

P-39N-5, armor reduced from 231 to 193 pounds and the armor glass behind the pilot’s head was replaced with armor plate. There were changes to the oxygen system and the radio, and it used the 11’7” diameter AP prop. A total of 695 were produced.

The total production of the various **P-39Q** models outnumbered all other Airacobra variants built. So let’s outline the basic package here. The cannon in the prop hub was the 37mm. The two .50 caliber machine guns remained in the upper nose, the Allison V-1710-85 engine was fitted with the 6-stub round exhausts. The prop was the AeroProducts 11’7” diameter unit. Early Q models had the nosewheel used from the P-39L forward, but beginning with the Q-20 the nose wheel hub was changed to a spoked type.

The big change on the Q was the two .30 cal machine guns being deleted from the wings. They were replaced by a single .50 cal gun, which would not fit inside the wing. A pod containing the gun was mounted under each wing. The Russians, who would be the largest user of the P-39Q, for whatever reasons, did not care for the wing guns, and they were generally deleted either in the field or by the factory for Soviet use.

P-39Q-1, AeroProducts 11’7” prop, two .50 cal guns in upper nose, 37mm cannon in prop hub, single .50 cal gun under each wing (no internal wing guns), 6-stub round exhausts, armor plate behind pilot’s head (not glass), 231 lb. of armor, and an internal fuel capacity of 87 gallons, production was 150 units.

P-39Q-5, as Q-1 with internal fuel capacity restored to 120 gal, but armor again reduced to 193 lb., a total of 950 were produced.

P-39Q-10, similar Q-5 with the armor increased to 228 lb. Used rubber engine mounts, and had the oil system improved to cope with cold weather in Russia, 705 produced.

P-39Q-15, as Q-10 with several internal bulkheads and mounts reinforced. The oxygen system

was changed from four bottles to two. This was the most numerous Q model produced at 1000 units.

P-39Q-20, featured a change in nosewheel to one with a spoked hub, underwing guns deleted on Russian aircraft, total of 891 produced

P-39Q-21 similar to Q-20 but fitted with a **4-bladed** Aero-Products 11’7” prop, wing guns deleted, and all 109 examples built were sent to Russia.

P-39Q-25 same as Q-21 (including 4-bladed prop) but built with reinforced rear fuselage and horizontal stabilizers. The wing guns were deleted, and a total of 700 were produced

P-39Q-30 was the final production Airacobra built. This returned to the 3-bladed AeroProducts 11’-7” prop because of directional stability problems of the 4-bladed unit. A total of were 400 produced, and the last one down the Bell production line was followed by a P-63A Kingcobra.

Next month, in Part 3 of this series, we will conclude with a list of Airacobra kits available in the popular scales and information about the aftermarket parts that can be used to enhance details and accuracy.

Turbo’s MiG 17

Those who have been IPMS Memphis chapter members for a number of years are familiar with the name Thorbjörn Malm. And, a number of us count ourselves fortunate to be among Turbo’s long list of friends from all over the world.

We all marveled at the endless parade of award winning models Turbo could build between monthly meetings and looked forward to what he would place on the table at the next one. Although he left Memphis a number of years ago, Turbo has continued his membership in the chapter and occasionally sends us photos of his latest models.

As a follow-up to the brief report on Turbo’s 1/48 model of an Israeli A-4N in the last newsletter, this month we’d like to share images he has sent of his recent conversion of the Trumpeter kit to a replica of the type of MiG 17 operated by the Soviet Navy, Baltic fleet in the 1970s. This version of the MiG 17 had



small air brakes, a short ventral fin and the seat and canopy that were used on the MiG 15. As you will note, Turbo incorporated these details into this model.



All Photos by Thorbjörn Malm

Turbo gives high marks to the Trumpeter kit and says it includes lots of extra parts for different versions of the aircraft, although he did have to rob the correct canopy from a Trumpeter MiG 15 kit. The only aftermarket part needed to complete this version of the MiG 17 was a MiG 15 seat from Neomega. The model is finished in the Soviet Navy's light grey green and features natural metal fuel tanks.

Obviously, our most distant chapter member still manages to find time away from his day job to continue turning out some of the most accurate aircraft conversions we have had the good fortune to see. We hope Turbo will keep the photos coming!

The Paint Column Needs You

As we outlined a few months ago, we intend to include information contributed by each member in the Paint Column. In the September issue, Roger Rasor will help to continue the series by adding to the information Rich Van Zandt provided a couple of months ago about his experience with Gunze's Mr. Color paints. If you also have been using Mr. Color, please email Bill Von Staden a paragraph or two about your experience with it so we can include your comments.

In addition to those who are now using Mr. Color, we ask that each of you also email Bill about

which other paint (or paints) you are currently using and a brief description of the way you apply it (or them). It will help us plan the next few installments.

To keep the series rolling, Bill will be touching base with each member who has not already provided information to determine what type of paint each member is using and confirm what will be needed for the series. But, if you have time before the next meeting, it will help if you go ahead and send him a brief email listing the paints you are currently using. Bill's email address is: bvonstaden@yahoo.com

And, The Website Needs You Too

Webmaster Scott Doyle is currently updating the IPMS Memphis Website and reminds all chapter members to email him photos of their recent models. Each member has a spot in the Gallery and some of those spots have a void in them.

If you do not have access to a digital camera, Rich Van Zandt is prepared to photograph your models for you. Please bring one or two to each monthly meeting and Rich will help you to fill any voids in your Gallery spot by photographing your models and forwarding the images to Scott.

2010 Contests and Other Events

Sept 11, 2010 Gateway to the West Show & Swap Meet, IPMS Gateway, Hitter's Choice Batting Cages, 534 Workman Rd, Eureka, MO
Contact Doug Barton 636-332-9960

Sept 18, 2010 Houma-Thibodeaux Scale Modelers Contest, Woodman of the World Building, 309 South Hollywood Blvd, Houma, LA
Contact Bruce Jenkins at (985) 856-7696 or visit the club's website at www.htscalemodelers.com

Oct 2, 2010 Huntsville Plastic Modelers' Society 34th Annual Contest, Huntsville Jaycees Building, 2180 Airport Road, Huntsville, AL
Contact David Lanteigne 256-348-8392

Oct 23, 2010 Robert L. Scott Chapter IPMS/USA SCOTTCON I, Robins AFB Museum of Aviation Warner Robins, GA
Contact Bill Paul 478-926-5196 or Bill.Paul@robins.afmil

Nov 11, 2010 IPMS Middle Tennessee Annual Contest, Lane Agri Park, 315 John Rice Blvd, Murfreesboro, TN
Contact Novis Henry 615-478-2305

A Parting Shot

More than a year before the United States was drawn into WW II, Bell Aircraft Corporation was touting the advantages of tricycle landing gear featured on the new P-400 fighter in its magazine advertising. (from *Flight Magazine* July 4, 1940).

JULY 4, 1940 *FLIGHT* Advertisements 18

THREE FEET ON THE GROUND...



"Wings for the Cubes"

- With its completely retractable tricycle landing gear, the Bell Airacobra P-400 Interceptor Pursuit Airplane provides definite advantages—elimination of ground looping, and nose-over hazard, superior ground vision, improved ground handling and maintenance, simplified landing and take off technique, increased pilot safety, and easy operation from small, improvised war time fields.

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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 Nonconah Blvd, Suite 111, Memphis.

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