



LEADING EDGE



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February 2010

In January – As You Were

IPMS Memphis had a good turnout for our first chapter meeting of 2010. Does that sound as strange to you as it does to us? What's strange about it, you ask. Well, this June will mark the 30th anniversary of this club, and after all that time we're still having fun building models!

The meeting was our first with the new starting time of 6:30 PM, and this seems like it is going to work out very nicely. Everyone arrived on time and we were pretty well wrapped up by 9:30 for this one. The earlier start time gives us the flexibility to 'run long' on contest nights or whenever we have a large turnout of models.

If you haven't figured it out yet, this group is all about getting the plastic on the table. Whether it's a work in progress, or a finished piece, the more we can get to a meeting, the better meeting we are going to have. The models lead to informal discussions about how we did them, which leads to questions, which lead to answers. And the more answers you listen to, the more information and knowledge you will be able to take home and use at your model bench. And this, of course, leads to more models on the table...which, in turn, leads to more discussions, that lead to more models. Ah, we love how the wheel goes 'round and round'!

But, before we got to the plastic, we had a couple of items to take care of. One was the formal one-time suspension of the renewal fee we usually collect in January for all members who were in good standing in 2009. So Kevin only got to extract raffle money from each member for the evening, but he tried to smile! We rolled into our first raffle of the new year and the winning ticket was held by a smiling Rich Van Zandt, who probably had one of our chapter 2010 contests on his mind when he

picked up a 1/48 Hasegawa P-39Q/N Airacobra kit... thanks to North American Hobbies. We want to thank both of our faithful supporters: Steve Stohr of **North American Hobbies** and **Mid South Hobbies** in Memphis. We recommend that you check with these guys first for all of your hobby needs!

As promised, Jim Webb arrived at the meeting with two big boxes of Airpower and Wings magazines that he generously offered up to all who attended the meeting. It didn't take long for small stacks of these older gems to appear in front of each of us. Yes, most of them found new homes that evening. We thank Jim for his generosity.

As noted in the opening paragraphs, the more plastic we can get to the meeting, the better the meeting is. For January, we started off with several in-progress models. A 1/72 Tamiya Fw 190A-3 by **Roger Rasor** was already at the point of having a mist of his usual Alclad applied to check seam work before painting begins. Roger said that the final markings for this one are still to be determined, but he is committed to



Roger's Tamiya Fw 190 A-3 was ready for paint. Photo by Rich Van Zandt

EDITOR: Roger Rasor

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

finishing it as a full-fledged OOB model that will display one of the kit markings. The model is a small version of the excellent 1/48 kit from the same manufacturer, and you can see it's going to be good.

Rich Van Zandt had a Hasegawa 1/72 F-111F with him that he had started about ten years ago – now that's what we call commitment to a project! This one is in the traditional Southeast Asia scheme with black underside. The otherwise drab finish was really



The 'black' underside of Rich's F-111F was colorful. Photo by Roger Rasor
brightened up with the open flaps and slats with the resulting exposed red surfaces beneath.

An Eduard 1/48 Fokker Dr I triplane was being worked on by **Bill Von Staden**. This one was in the early stages, but working on rigged airplanes tends to consist of about a third of the build time 'preparing' the various kit parts to be worked on, painted or glued.



Bill's latest OOB project is an Eduard Fokker Dr-1. Photo by Rich Van Zandt
Prospective new member **Tom Sixbey** brought an in-progress 1/48 Monogram B-17G to the meeting, and... well, let's just say that this one is definitely not being built in out of the box form! Tom has added detail just about everywhere you look, and has made good use of his 'Rosie the Riveter' tool on the wings, where he has embossed all of the rivets after he engraved the kit's formerly raised panel lines. Like Rich's F-111, this is another one which was started several years ago...seven, if we remember correctly.



Tom Sixbey showed up with a show stopper B-17G. Photo by Rich Van Zandt

Finished models at the meeting included **Stan Parker's** 1/48 Canadian Sabre Mk VI. Stan started with the Hasegawa F-86F kit and made the appropriate modifications to build a correct Mk VI, including the original aircraft's 'sugar scoops' – very nice.



Stan's Canadair Sabre Mk.6 was in RAF colors. Photo by Rich Van Zandt

Stan also had the latest two installments of his 1/48 Japanese Aircraft of WW II collection on hand. The first was the Hasegawa J7W1 Shinden. Not to be confused with the Shiden (George) this one is the rear-engined pusher with the six-bladed prop. Stan did a good job on what is almost a Japanese version of a "Luftwaffe '46" aircraft, as very few of these were built or flew before the end of hostilities in 1945. The other one from Stan was the relatively recent release by Hasegawa of the F2M 'Pete' float-plane. Stan said he had to do a little 'adjusting' to the



Stan then discussed his Hasegawa J7W1 Shinden. Photo by Rich Van Zandt length of one of the interplane wing struts on this one, but otherwise had no problems with it. With this model, Stan proclaimed that his Japanese series was



Stan finished his Pete before Pat dry fitted his. Photo by Rich Van Zandt now complete, which brought on the questions about whether he had included a Nick, a Dinah, a Rex, etc.? He's going to run through his list to be sure!

The 1/32 P-40B (AKA Tomahawk) model that was entered in the roundels contest last month by **Ross Armstrong** was back at this meeting, this time with its builder to give us the rundown on it. Ross built this one from the Trumpeter kit, and had left the engine exposed and had added extra detail here and



Ross gave us the full story on his Trumpeter P-40B. Photo by Rich Van Zandt in the wheel wells. He also had the task of correcting a part of the engine cowl that came out of the mold as a 'short shot' with soft corners, and many panel lines

and rivets missing. Good job!

The final model in our tally of finished works was **Rich Van Zandt's** 1/48th Hasegawa P-40N in Australian markings. Since this included roundels, you know we had to ask, and yes, this model was 'Plan B' in case he didn't have time to complete the



Rich's 'Plan B' OOB model...Hasegawa's P-40N. Photo by Rich Van Zandt F-8E (FN) for the contest last month. This one was in foliage green over gray, and in the markings of 'Cleopatra III'. For such a simple scheme, it was very attractive.

In the 'other than aircraft' model category, we had **David Morris** with a 1/35 Marder III in progress. This one seemed like it had about 500 parts to it, but as David said, you didn't have to use them all! And

Kevin Wilson had completed a 1/24 Tamiya Volkswagen 1964 vintage beetle in white, and this model represented a rather significant full sized VW. You see, it came complete with pictures of the real thing, which is sitting in Kevin's garage! The model was just a scaled down version, complete with upholstery made from a sock! (Yes...like so many of Kevin's modeling stories, you just had to be there...)



Kevin's 1/24 VW looked just like his full size one. Photo by Rich Van Zandt

February Meeting Up!

Please plan to join us for the February meeting, this Saturday, February 13th, and don't forget about the new meeting starting time of 6:30 PM.

We will have our standard format meeting,

which means we invite you to bring your new stuff and any in-progress or finished models. In addition, we will have another edition of our world famous raffle, and Rich Van Zandt has agreed to put on a demonstration of how he uses the Promodeler Wash product that seems to be gaining popularity. And...just remember, beginning this month Kevin will be eager to resume his duties and collect \$3 from everyone who attends the meeting.

Please plan to show up outside the building at 6:15 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!

Dr Phil

Howdy boys...Wuz up??? By now everyone should have recovered from the holidays and be back into 'the grind' as they say. And since the Birmingham show is behind us, I'll bet you all are working on that box stock entry for the March OOB contest. This is shaping up to be another rip-roaring battle royal between all the usual suspects. Rich is even now squirreled away somewhere feverishly planning his next bombshell, while Roger is still stuck on what color to paint the relief tube of his latest masterpiece. Bill is wondering how to get that extra degree of dihedral out of the stabilizers of his, and in his slow but steady progress, Jim has just about finished the second (or third) painting of his project. Joe, Stan, David and Kevin have finished three or four that will qualify for an entry, Scott is up to something and it hasn't even dawned on Dr Phil that he should have started on something six months ago to have any hope of finishing it. Walt is still Walt and Jack has too many models to co-build with his son to have time to breath and, well...it seems that all is right with the modeling universe.

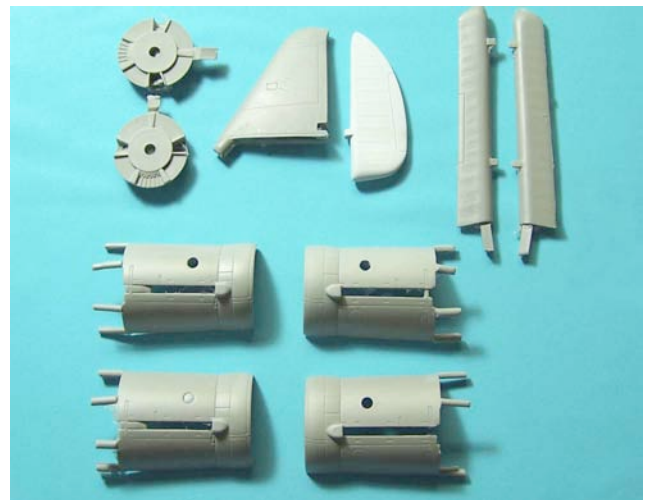
Hey, I'm gonna throw you guys a real curve this month and actually do a review. The wunder kin, BVS, found out through his magical ways that the good old Dr P had ordered the lovely and curvaceous 1/48th Scale JU-88A-1 conversion set # CV019 from MDC (Model Design Construction) in merry ole England. He sent an email and asked if I might be influenced in some way to do a review of said conversion. Well Bill, this one is for you and make the check payable to Dr Phil's Labs.

Since the JU-88 has always been one of my favorite medium bombers of WWII, I have toyed with the idea of building one for many years. I had built a night fighter version of the JU-88 for a customer several years ago and that allowed me to become familiar with the Dragon/DML/Shang-hi Dragon (or what other name they go by now) kit. Overall, it is a fairly good kit for

the armchair German modeler such as you're good old Dr P. Since I'm blissfully ignorant of all the errors and imperfections that the plethora of "Experten" will be happy to point out to us, I plan on sailing through this one without bothering to make too many corrections.

So, back to the conversion set. I ordered mine direct from the MDC web site and within two to three weeks, it was laying in my hot little hands. It cost about \$40 US dollars and this price is for the set plus shipping. While it is not cheap, MDC packages the set well and includes the following: replacement cowlings and radiator fronts, a new stabilizer and rudder, the thinner early metal propeller blades and smaller propeller spinners, wing tips, shorter ailerons, a new clear blister for the under fuselage gondola and three MG15's with ammo cans (See the photos).

Most of the contents are very well done and are basically replacement parts with little to no cutting required. There is a little flash and small pour stubs to clean up, but nothing major. Since these are replacement parts, the assembly instructions are text steps that tell you where to substitute MDC parts for kit parts. The surface detail is excellent over most of the set and it looks straight forward...however, I was not really thrilled with the detailing of the rudder. I think Mr. MDC tried to incorporate some simulated fabric texture on the rudder and I have to say, it is not



Some of the MDC Ju-88 A-1 conversion set parts. Photo by Phil Hale

up to the rest of the set. So, as you will note in the photo above, a little sanding and a coat or two of the ubiquitous (wow, what a word, he's everywhere, he's everywhere) Gunze Mr. Surfacer is all it takes to deal with this little modeling faux pas (hey...another one, man I'm getting tired). Well, that pretty much takes care of the out-of-box review and in part two... somewhere yet to be written and built and painted and decaled and so on and so on ad nauseam (oh, now I'm really impressed with myself!), we'll see how these lovely replacement parts fit the kit.



And...the smaller 'replacement' parts in the MDC set. Photo by Phil hale

Now, I'm going to switch gears and...before we go this month, I'd like to share a tip with you. Actually I read this in *Fine Scale Modeler*, so I must give credit where credit is due. I can't remember who authored it, but this tip is a good one. If you have some of SNJ buffing powder stored away somewhere, break it out. I've got a use for it for you to try. Pour a little Future into a small container such as a two liter bottle cap and then with an instrument of your choice, mix in some SNJ powder. Yes, I said Future. You know, Future Floor Wax or Pledge with Future Shine or whatever they call it now...the ubiquitous Mr Future.

In the FSM article, the author said that you could spray this mixture as a Natural Metal covering but I have not tried this yet. I did however, do a little dry brushing with my mixture and it works like a charm. Believe it or not and no this ain't Ripley's, the SNJ powder and Future mixes well and dry brushes even better. It dries fast and sets up hard. Most of us probably still have enough of the SNJ powder to cover a small battleship and at least one bottle of Future, so it ain't gonna cost anything to try it.

"Hop on in while you give it a tink" (a quote from one of Roger's favorite movies). Roger said that he would give a \$500 gift certificate to anyone who could tell him the name of the movie. Of course, that gift certificate is only good at "Dr Phil's Laboratories for Multi-scale Research and Home for Wayward Cats". That amount should just about cover the cost plus shipping and handling to rid myself of one big gray furry cat...uh...I mean purchase for you and your family a beautiful gray Maine coon. I'll let you figure that one out, eh.

Ok, Percy get me outta here. Gotta go for now. I hope that you all had a good time at the Southern Museum of Flight show and didn't get a hernia carrying home your usual ton of gold. Hey Roger, the museum really would like it if you would send back that relief tube. Take care and God bless. Dr Phil

Paint Demarcations Using Masks

The Roger-Meister-Newsletter-Major Domo asked me to scratch up a few words about the color separations on my Pete. This was the first time I had ever used masks to produce a blended line. I studied quite a few Pete photos and it was obvious from the regularity of application pattern that some type of paint mask was used, be it a cardboard template, canvas template or whatever. The most interesting thing was that the color separations were a fairly hard blended line but with areas where the hard blended line would become a bit softer when the demarcation line changed direction or even occasionally appeared to be a masked off looking line along the color separation line. I had visions of Japanese high school students working in aircraft plants after school doing their part to help the Emperor's war effort, patiently holding templates while the painter sprayed away.

I knew that my Paasche AB Turbo could reproduce the hard blended lines needed with no problems...BUT trying to reproduce the regularity of the pattern freehand would be another matter, and as I wanted to finish this model in this decade...so I did some thinking (always hard for your humble scribe) and decided to try to duplicate in scale how I thought the real a/c was painted.

I obtained some clear photos of the Pete to guide me and traced the outline of the kit wings on a piece of copier paper. I then penciled in the color demarcations on the drawing outline making sure that the number of waves and shapes agreed with the photos. I then blew up the Hasegawa paint diagram to 1/48 scale, which for the most part showed the fuselage



The underside of both of Pat's Pete's wings.

Photo by Pat Donahue

demarcations fairly accurately, but needed some tweaks. The outrigger float struts curvy demarcations were reproduced after a trip to Hobby Lobby to obtain some of the wavy pattern cutting scissors that Dr. Phil told us about. The cabine and float auxiliary strut masks were made using just straight small lengths of paper.

I then made photo copies of the fuselage, wing



A closer look at the underside of the lower left wing. Photo by Pat Donahue

and tail plane demarcations, cut the masks out with a swivel knife, rolled up some low tack tape and laid the masks in place with about 1/2 mm height between the mask and the model's surface. I then shot the dark green over the previously applied and thoroughly dry



Where color demarcations fall on the cowl and struts. Photo by Pat Donahue

light gray using my Paasche V Jr. at 15 PSI with a 1 to 1 mix of Xrtacolor and Xylene. I shot the paint at a 70-degree angle away from the mask to prevent extraneous overspray and applied the paint in one axis at a time, i.e., straight across the wing leading edge or fuselage demarcation. Then across the curved wingtip and up the rear fuselage demarcation where it



Where the color breaks fall on the cabine struts. Photo by Pat Donahue

ran up under the tail plane in another straight line application. Trying to follow the curves and change of direction of the demarcations introduced too many variables in the paint application and lead to too much overspray under the mask.

Because of the complexity of the blend line, I decided to do the painting/masking in a number of sessions to allow thorough drying time and the necessity to mask off adjacent areas i.e. where the tail plane met the fuselage so I wouldn't get overspray on any previously applied demarcation.



Dry-fitted with DWG to check how everything looks. Photo by Pat Donahue

The masks were removed and after a thorough drying period, I gave the color demarcations a protective coat of Future. I was pleased to note that the resulting demarcations matched well with photos of the real thing. Where the demarcation changed direction there was more blending, and along some lines of demarcation there were slight occasional variances in the hardness of the blend.

Now, with most of the painting behind me, it was time to test fit everything with diluted white glue to confirm that I had achieved what I was after. So far...it's looking good to me. I'll keep you posted on how things are going in the next newsletter.

Pat Donahue
IPMS 5261

Southern Museum of Flight Show

On February 6, the IPMS Phantom Phlashers and the Southern Museum of Flight co-hosted the first annual all-military model show at the museum near the airport in Birmingham, AL. The event attracted vendors and builders from numerous states including Alabama, Georgia, Tennessee, Mississippi, Florida and Indiana. There were many, many vendors with almost too many kits for sale. The contest categories were limited to aircraft and military vehicles, so the model count came in just under 150.

IPMS Memphis chapter members Rich Van Zandt, Kevin Wilson, David Morris, Scott Doyle and Roger Rasor made the 3+ hour trip to attend the event with fellow chapter members Phil Hale and Walt Holmes, and many fellow plastic model builders from all over the mid-south. The members who entered the competition fared well. Rich Van Zandt arrived with his 'air force' and captured first place in 1/48 Jets with his Hasegawa F/A-18E 'Salty Dog 400', first place in 1/72 Jets with his Hasegawa F-111F 48th TFW Desert Storm, first place in 1/48 Single Prop (US Split) with his Tamiya P-47D 'Pengie IV' and second place in the same category with his Hasegawa F4U-5N 'Yokusuka Queen'. He also won second place in 1/48 Single Prop (Non-US Split) with his Hasegawa Australian P-40N 'Cleopatra III' and second place in the combined scales Multi-engine category with his 1/72 Hasegawa B-26G 'Lak-A-Nokie'.

Phil Hale entered a Hasegawa 1/32 Fw-190A-8 and a Tamiya 1/48 Fw-190A-8. The 1/48 Focke Wulf captured first place in the 1/48 Single Prop (Axis) category and it's 1/32 cousin captured second place in the 1/32 Aircraft category.

David Morris captured first place in the 1/32 Aircraft category with his Hasegawa P-40K, first place in the Artillery category with his 1/35 155MM howitzer and third place in the same category with his 1/35 British 2-pounder.

Kevin Wilson captured second place and the OOB award in the Military Vehicles category with his red & white checkered 1/48 'Follow Me' Jeep and third place in the Soft Skin Vehicle category with his 1/48 Volkswagen Type 82 staff car and then won the OOB award in 1/48 Single Prop (US Split) with his Hasegawa Airacobra.

And, last but not least, Roger Rasor captured second place in the 1/48 Jets category with his modified Hasegawa Canadair Sabre Mk.IV.

The Memphis chapter members enjoyed the first annual Southern Museum of Flight Show and were pleased to learn at the end of the day that the museum is planning to hold the second annual event a year from now in early February 2011.

Dr. Phil...Up North, Eh?

We recently received an email from Mike Reid, vice president of the Scale Modellers Association of the Saskatoon chapter of IPMS Canada with a bit of information he wanted to share with us...and with our good Dr. Phil. It seems that he found Phil's October 2009 *Leading Edge* article about using Funky Foam to make flexible sanding sticks of particular interest. Mike said he was "Sitting here in frigid Sakatoon in the middle of the Prairies...I thought perhaps you and he might like to see a development of the abrasive foam pad concept." Attached to the email was the latest issue of the SMAS chapter's newsletter *Spare Parts* (which, it turns out Mike edits) with an article authored by Mike that first acknowledges Phil's article inspired him to expand on the idea a little and then also describe products available in Canada that might be used to create similar sanding sticks and pads.

He suggests combining stiffer materials such as popsicle sticks and tongue depressors with the self-adhesive foam and sandpaper to produce some stiffer sanding sticks when needed and then moves on to ideas like bending a piece of piano wire or a section coat hanger into a U shape, then by looping a strip of sandpaper backed with foam tape, bonding the ends with super glue, and hooking it over the wire U-frame to create any manner of home-made 'Flexi-Files'.

Mike definitely carries Dr. Phil's original concept to new heights and then sums up his article by thanking Phil for getting the 'creative juices flowing.' It's likely that Mike doesn't realize that most of Phil's good ideas come from his meditation sessions with Luke the cat.

We will have a few copies of the latest SMAS newsletter at the meeting on Saturday night for those who want to see what evolved from Mike's mid-winter inspiration and our good Doctor's brainstorm.

Website Update

Scott Doyle is in the process of updating the gallery with photos recently received and reports there still are some members who have not sent photos to him. Please be sure to email him any that you would like to be included in this update. If you haven't taken photographs of your recent models and need help, or if you don't have a camera, we remind you that Rich can photograph models for the gallery that you bring to a monthly meeting...so, remember that on Saturday

As we have said many times, our website, just like our newsletter, thrives on member participation... so please don't miss this opportunity to have your models included in the website's member's gallery.

2010 Contests and Other Events

March 27, 2010 - Smoky Mountain Mini-Con 28, IPMS Knoxville Scale Modelers Assn., Civic Coliseum Ballroom, 500 Howard Baker Jr. Ave., Knoxville, TN 37915, Contact Mike Driskill 865-789-2368

April 3, 2010 - IPMS Phantom Phlashers Annual Phurball, Anniston Meeting Center, Nobel Street, Anniston, AL, Contact Phil Hale 256-734-3447 or at kimphilhale@bellsouth.net

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

A Parting Shot



Anyone attending last weekend's Southern Museum of Flight Show who wanted to check out the real thing only needed to turn around and look at the aircraft on display just beyond the model contest tables. Photo by Roger Rasor

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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.

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