



LEADING EDGE



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No. 263

March 2010

In February – As You Were

In spite of the fact that it was Valentines Day eve, we had a good turnout for our second meeting of the year. There were a few recent kits and books on the ‘new table’ to peruse while the evening’s meeting dues were collected and many members invested in raffle tickets. In the drawing, **Jack Wade’s** son **Burke** did the honors by selecting the winning number. **Ross Armstrong** held the ticket with the matching number and quickly selected the new Eduard Bf 110 Weekend kit from the stash.

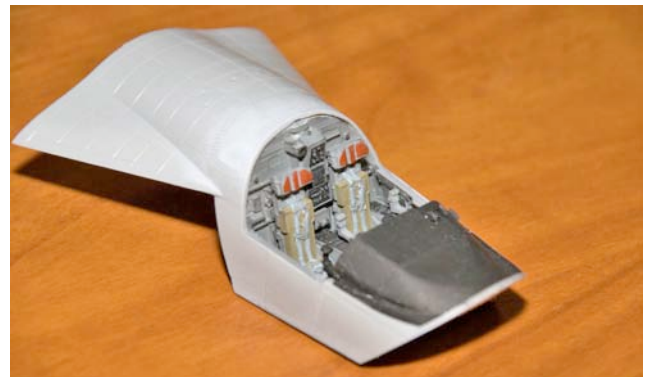
Following that, **Rich Van Zandt** treated us to a demonstration of how he uses Promodeler clay-based weathering washes. Since the Promodeler colors are water based, Rich showed how they are applied and then controlled by a combination of dry rubbing and damp rubbing. They come in a limited range of colors (Rich used Black, Dark Dirt and Mud Brown), but they can be mixed to achieve any desired weathering color and no solvents are required.

We then got on with the models in progress. First, **Roger Rasor** showed us the 1/48 Hobby Boss F6F-5 kit he has begun building ‘under duress.’ You see, Roger had volunteered to build it for a kit review on the IPMS/USA website. While dry fitting it, he compared it to the Hasegawa and Eduard kits, and then to published drawings to confirm the Hobby Boss F6F kit looks state of the art, and offers folding wings, but misses the mark when it comes to accuracy. The fuselage is too wide, so the cockpit is too wide, the seat is too wide and the canopy is both too wide and a bit too high. Roger said he is not going to spend any more time than absolutely necessary to assemble and finish this one for the review.

Ross Armstrong had an in-progress 1/48 Hobby Boss F-111A with an Avionix resin cockpit tub ‘boat’ he has readied for insertion. According to



HobbyBoss F6F on left, Hasegawa F6F on right. Photo by Roger Rasor
Ross, this is not a perfect kit but, from what we could tell, it shows a lot of promise. We’ll be looking forward to seeing it further along in the near future.



Ross’ Avionix resin cockpit tub for his F-111A Photo by Rich Van Zandt

Joe Vincent followed with the new 1/72 Trumpeter F-100C he has under way. Joe said the kit was going together OK, but pointed out some flaws, especially the incorrect length of the landing gear legs that throw off the jet’s prototypical stance. But, we’ve come to the

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Joe showed his in-progress Trumpeter F-100C. Photo by Rich Van Zandt
 conclusion that any new Super Sabre kit will have to be really 'spot on' to get much praise from this former F-100 pilot!

Scott Doyle had begun working on one of the new Wingnut Wings 1/32 Junkers J-I kits and shared with us his progress. Scott gives the kit high marks for detail and ease of assembly. He showed us the wealth of cockpit details that will be difficult or impossible for anyone to really see once the model is completed. We hope Scott will have everything finished up in time for the March meeting.

Rich Van Zandt had a Tamiya 1/48 Mitsubishi A6M5 Type 52 Zero in the works. Rich had the cockpit parts assembled and they displayed a lot of detail without any aftermarket parts added. He said the kit is just the ticket for the March OOB contest, so this will be the model he plans to put on the table.



Rich had just begun assembling his Tamiya A6M5 Photo by Roger Razor

In the finished models portion of the meeting, Joe showed us his 1/72 Fujimi RF-4C from the 432nd TRW in Uronn Thailand, painted in Vietnam era camo and an all-gray F/A-18D finished in markings for the VMFA-533 "Hawks". Joe just keeps cranking them out.

Stan Parker apparently had decided to make good on his plan to move on from his recent all-Japanese aircraft model-building phase. Stan displayed three 1/48 models built from Hasegawa kits, and none of them had meatballs on the wings. He brought a good-looking 1/48 F-4D Phantom



Joe's finished his RF-4C with Superscale decals Photo by Rich Van Zandt



Joe installed resin ejection seats in his F/A-18D Photo by Rich Van Zandt

finished in Alabama National Guard markings, a winter camouflaged Ju-87R Stuka from the eastern front fitted with resin un-spatted landing gear and a Hawaii-based P-40D that Stan had converted from Hasegawa's P-40E kit.



Stan's Hasegawa Alabama Air Guard Phantom. Photo by Rich Van Zandt



Stan's Stuka was finished in a winter white wash. Photo by Rich Van Zandt



Stan's P-40D built from the Hasegawa P-40E kit. Photo by Rich Van Zandt

Rich brought his 1/72 Hasegawa F-111F in finished form to review, but a sudden stop in traffic on the way to the meeting sent the model on a short flight that detached one of its tail feathers...so, Rich decided to postpone discussing it as a finished model until it is returned to finished status for a future meeting.

The final finished model of the evening was Burke Wade's 1/48 Airfix Mosquito that he brought to show everyone what the next generation of model builders is up to. We enjoyed having Jack's four-year old son remind us all of the enthusiasm we had at that age when Dad allowed us to participate with the grown-ups. It was a great way to bring the February meeting to a close.



Jack and proud son Burke show off his Mosquito. Photo by Rich Van Zandt

March Meeting Up!

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

If it's March, then it will be time for the chapter's annual Out of the Box contest. So, bring that entry you've been working on all winter and don't forget to bring the instruction sheet. As a bonus, before the competition begins, Bill Von Staden will conduct a refresher course on IPMS judging. And, as always, bring any new items you have acquired for the 'new stuff' table, but we ask

that you hold off bringing any models other than the one you have built for the contest to allow enough time for all the builders to discuss their contest entries following the judging.

We recommend you arrive in the area 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!

Dr Phil

Howdy, boys. Wuzzzzzzzz-up Homies? Man, thanks a bunch for the great turnout at our little show at the Museum of Flight. I knew I could count on you guys for support but I never want to take you all for granted. Thanks again. We always need to remember that the success or failure of a show depends on the support we get from each other. So, instead of "Support your Local Sheriff" "Support your Local IPMS Chapter...and Region". Luke the Cat says "forget that crap, just pet me, feed me, dry me off cause I'm too stupid to come in out of the rain." Life with a cat is never dull.

OK, hey men, the good ole Doc has been eagerly awaiting the arrival of the Eduard FW-190D-9 and as of this writing has acquired no less than five of the wonderful kits. I was singing the praises of Eduard until I accidentally happened upon a pseudo review/build article on the Hyperscale forum. I hate...uh no...I detest...no, still not strong enough...abhor these forums. Why, you ask? It's because they seem to be riddled with "experts" who live to spew forth their enormous amounts of wisdom on any modeling subject. I recognize many of the nicknames/modeling names of these guys and have yet to see anything that they've built. If you are "fortunate" enough to see one of their "masterpieces", you quickly find their modeling skills have not progressed beyond the tube glue stage. Now, don't misunderstand me here. Modeling skills are like "beauty" and it is all in the eyes of the beholder but these "genius-s-s-s-s...smart guys..."

Ah, just say it, Dr P...x!#*?!#! think that they are God's gift to meddling...I mean...uh...modeling. And they probably have done more damage to the hobby than good.

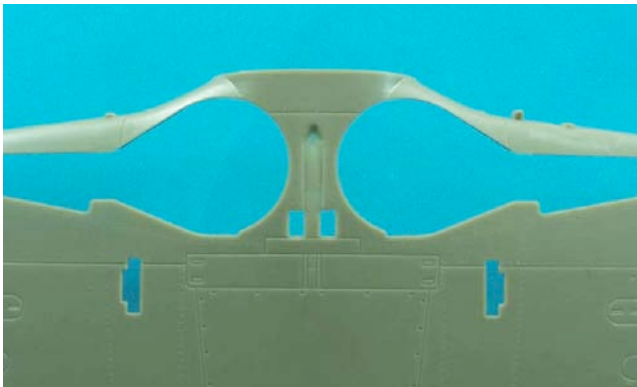
I never mind someone pointing out errors on my model or significant errors on a new kit, but these guys carry it to the point of condemning manufacturers for minor errors. Without model companies, we have no kits for them to b*tch and about and the rest of us have no kits to build. OK, OK, I'm off the soapbox...for now!!

Hold on just another second...that's why they call it modeling. I love being able to overcome a kit flaw because it makes me feel that I still have some skills and usually I've learned something new as well.

OK, back to the task at hand. The Eduard FW-190D-9 is, in my humble opinion, the best one on the market. The decals alone are incredible...and, if you remember, the main knock against the Trimaster D-9 has been the decals. For that matter, I don't think that Hasegawa/Trimaster has ever been able to get "white" right on their decals either. It always seems to be a little cream yellow even after putting them on the model. I've always replaced their white decals with aftermarket ones so it wasn't really a big deal. But Eduard gives you five very colorful schemes apparently with help from none other than Mr Langnasen Dora himself, the Honorable Jerry Crandall. And, there is a nice color photo-etched fret with an Instrument panel, seat belts, rudder pedals and the like.

The kit itself is really nice and according to Brett Green of "Hyperscale" fame, Trimaster was the only one to get the under wing area correct. This is the area right behind the cowling where the leading edge of the wing assembly meets the rear edge of the "power egg" or cowling unit.

I asked Brett specifically about the under wing and he gave me some information that for once made a lot of sense about this area on the D-9. Brett said that most, if not all, D-9's were fitted with the standard wing from the FW-190A/F/G series and that they did not take time to eliminate the exhaust channel between the wheel wells as seen on the short-nosed variants. I have attached some photos to help you better understand this.



Underwing wing detail on the Eduard Fw-190 D-9 Photo by Phil Hale

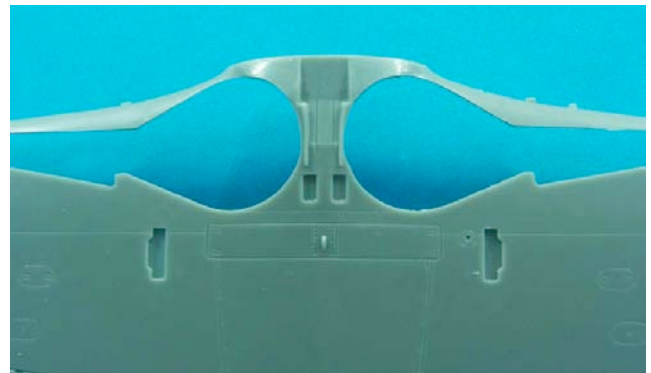
This makes so much more sense to me than anything else that I've ever heard because of the German need/ability to mix and match parts at this time in the war. Also, from an 'ease of production' point of view, this makes a lot of sense as well. German productivity was constantly disrupted by daylight raids from the USAAF and nighttime raids from our British cousins so any time-saving measures were absolutely vital at this point to staying in the game.



Underwing wing detail on the Trimaster Fw-190 D-9 Photo by Phil Hale



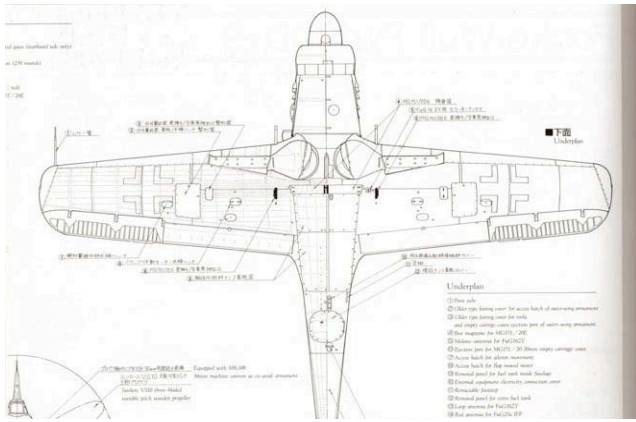
Underwing wing detail on the Tamiya Fw-190 D-9 Photo by Phil Hale



Underwing wing detail on the Italeri Fw-190 D-9 Photo by Phil Hale

Apparently, the FW-190D-11/13/15 series was going to have a different wing center section that had more of a streamlined fairing into the "power egg"/cowling area. Brett said that the USAF Museum's FW-190D-9 had the wing of a D-13 (Champlin's D-13) fitted to it and this led to the confusion.

OK, back to the kit itself. The model is absolutely gorgeous and is on par with all the other kit manufacturers. The clear parts are beautifully clear and very well done. Eduard gives you the "blown" hood/canopy as well as the conventional canopy plus they give you both, in the open or closed position. The real thing narrows to be able to follow the track when it is in the open position and Eduard, like in the FW-190s, has faithfully reproduced this as well. They are many options such as different type/size wheels, open/closed gun bays and center section of the wheel well is open with all the parts of the engine exposed. You have positionable rudder and ailerons as well. It is state of the art... perfect, no, but pretty darn close.



Most drawings show the same underbody details (page from AeroDetail book)

Did we need another FW-190D-9? Probably not, but we need to understand that Eduard funds some of the unique kits with the likes of another FW-190 kit. I have spoken with the guys from Eduard and learned a few other things while working with Classic Airframes. These guys are just like us and they want to do some kits that they like and have not been done before but to afford them, they must have some items that are good sellers and bring in the capital to fund the different stuff, like...oh...say a good BF-110, uh...an Avia B-534, and many of their beautiful World War I kits just to name a few. We didn't need another Hellcat either but Eduard understands the modeling community and the market so sit back, relax and have some faith. And did Tamiya need to release another A6M5 "Zero" with a price tag of over \$50.00? No, but we ran out and bought it, just like they knew we would.

I would love to see Eduard tackle the P-51 family because there are flaws in all of current P-51 kits. Does this keep me from building them, why no! Last count on P-51s would be somewhere around 50+ of all makes and models. Another benefit that comes from kit manufacturers missing the mark on this and that is that our "aftermarket" guys get to show their skills and we get to spend more money to help support them. My plan is to support the kit manufacturers any time I can and hope that they stay in business long enough to release some things that I would like to see. Maybe one day, we'll see a "state of the art" 1/48 scale B-17, B-26 Marauder or maybe someone will do a good FJ-2/3 Fury or an F-94C. Eduard has already announced a MIG-21 Family which will fill a void. The Academy kit is good but it has some really hard-to-fix flaws and I have built at least four Academy MIG-21's. And, when you are finished, they look like MIG-21's. Shoot, I could name 10 or 15 kits that have never been done in 1/48th scale right now that I would love to build. OK, bottom line is that the Eduard FW-190D-9 has one area that needs to be tweaked to be close to perfect and I now know how to fix it. I'm happy and ready to wade into it with both feet.

Got to go for now fellers...and, no Roger, I don't want a third of a gopher. (Inside joke, or at least I think it's an inside joke that only *O Brother, Where Art Thou?* fans will remember.)

Hey, Walt and I are for sure going to make the long trek through a galaxy far, far away to see you boys in March. Roger, some Moon Pies if you please! Seeing unusual things after a Moon Pie sugar rush makes the time pass by so much quicker...but then...it is Mississippi, rural Mississippi...northern rural Mississippi... After 0-dark-30...and, well... AHYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYYY!!!!!!!
Dr Phil

While the Paint is Drying...

Pat Donahue took a short break from working on the Hasegawa Pete and sent along the following message:

"At the Kissimmee airport near Orlando, there is an Fw 190F undergoing restoration at the Warbird Museum on the field. I found lots of original 190 stuff on display, not necessarily having to do with the 190F. The fun was in looking around the place and serendipitously finding some other little jewels.

There is on display some early A-3 or 4 short gun cowls, a camera control box for the recon version of the 190, original cockpit circuit breaker panels, seat and shoulder armor, a original wing being used as a pattern with the original wiring harness still attached, drop tanks with all the fittings still in original paint, and two Fw 190D power eggs. Also to be found on display are new wing skins, ribs, cowl panels with the induction bulges, gear door fairings, instrument panels. And, the original BMW801 is also on display with the cooling fan.

Also on display are a F4U-5N night fighter, a Mig 17, a Ryan trainer and a few other interesting aircraft displays. Well worth the \$6 admission fee.

On a totally different subject...I recently dealt with MidTennHobbies, ordering some WEM colorcoat paint. Very quick and well packed service (like 2-3 days via parcel post to the rolling landscape of Henleyfield Mississippi). You can reach them at www.midtennhobbies.com ...Recommended."

Pat Donahue
IPMS 5261

Birmingham Show Postscript

After the report in the last issue on IPMS Memphis' participation in the first annual Southern Museum of Flight Show, it was pointed out to the editor that two other chapter members attended the show and one added to the chapter's award tally.

Both Jorge Barnard and Chad Richmond made the local trip to the event (since they both sort of live in the area) and entered models in the contest. When it was all over, Chad carried home first place and OOB awards with his 1/48 Academy MH-53E and OOB awards for his 1/35 Tamiya Stug IIIB and his 1/48 Tamiya Tiger tank...so, congrats to Chad.

When we add Jorge and Chad to the count, IPMS Memphis may have had the third largest chapter representation at the event...eclipsed only by the Huntsville chapter and the Phantom Phlashers chapter that hosted the event.

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

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IPMS Memphis

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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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