



LEADING EDGE



VISIT US AT WWW.IPMSMEMPHIS.COM

No. 271

November 2010

November Meeting Up!

Our November meeting will take place on the evening of Saturday the 13th. It will be a standard format meeting, as there is no club contest or any special visual presentation planned this month. Please be sure to bring your in-progress and any recently completed models to the meeting.

We would like to take a moment here to remind everyone that an “in-progress model” should be just that – something that is **currently being worked on**...not a kit box you’ve just opened. This is a great opportunity to show us what you are doing, how the work is going, and also a chance to get input from others if you are stuck on a particular step or need help with a new technique that you have not used before. If you do decide to take advantage of this, you might want to bring something to make notes on, because you are likely to get more than one suggestion on how to solve any given problem you ask about. Often other members have built the kit you are working on or have dealt with a similar issue. It’s really one of the best things about being in the club (other than the free pizza every December), and it doesn’t get mentioned enough in the newsletter or elsewhere. You would be amazed at some of the innovative ideas our members have come up with to solve modeling problems, even those that are self-inflicted!

Also, be sure to bring any new kits books, decals, etc. you have as we always have time for that. And remember that there will be a November edition of the raffle with at least one new kit added to the mix. Meaning, of course: Bring money!

As always, we ask that you try to show up outside the building at 6:15 PM to join 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!

October Meeting in Review

Two words: Very Good! That’s right, we had a great turnout of both members and models in October, which is always the basis of a good meeting. Trust us, we know such things by now!

First, when the winning ticket number was drawn, the raffle table was stormed by Roger Rasor, who said he had not won one of these in a long time. Of course, with Kevin Wilson around, many of us can say the same thing. Roger picked up a very much-appreciated \$25 gift certificate from **MidSouth Hobbies**, and was quick to thank them and our other faithful chapter supporter, Steve Stohr of **North American Hobbies**. Please think of these guys and check with them first for your hobby needs.

When we moved on to the in-progress model, we learned that **Rich Van Zandt** was working on the new Kinetic 1/48 Grumman EA-6B. Yes, it’s going to be a big one. Rich was busy installing the Black Box (now Avionix) resin cockpit, which we believe was actually intended for the Revell-Monogram version of this model. This model would require quite a bit of work just because of its size, but with fitting the resin cockpit in and the numerous airframe corrections being made along the way, it is doubly so. Rich’s second in progress model was a 1/48 Hasegawa F-18F ‘Super Bug.’ Two things really stood out on this one. The first was the paint, which is going to appear very weathered and patchy

EDITOR: Roger Rasor

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

when it is done. The other was the engineering Rich did to create a peg-and-hole system in the underside of the wings using short lengths of telescoping K&S aluminum tubing to affix the pylons so they are aligned straight and stay attached to the model. Very impressive, and it looks like it will solve the problem.



Rich explained his peg-and-hole attachment system Photo by Roger Rasor

Joe Vincent was pretty far along on a 1/72 Italeri RQ-4B Global Hawk. With a fuselage looking like an airborne whale, this thing had wings similar to a U-2, with a span of 22" – and remember, this is 1/72 scale! (Be aware that Skunkworks, or someone, has just released one of these in 1/48 scale.)



Joe fielded many questions about his Global Hawk Photo by Rich Van Zandt

Jack Wade had a 1/48 Airfix Buccaneer in the works that he brought – in multiple sub-assembly form – to show us. Jack advised us that if you decide you want one of these in this scale, this kit is your only choice. He was well into the model, but you could tell it was still early in the going. He had about a pound and a half of photo-etched brass parts with him, by all those British companies like Aeroclub and Flightpath which make accessories for British aircraft. We're



Jack was well into detailing his Airfix Buccaneer Photo by Rich Van Zandt

not sure if he's going to use all of it, but what he's done so far looks impressive! We're not expecting to see this one completed this year.

In the group of completed models, **Bill Von Staden** kicked things off with his 1/48 Tamiya Focke Wulf Fw 190A-8 Sturmbock which we had seen in-progress earlier. This one had a True Details cockpit and Aires main gear well installed (both in resin), and brass gun barrels from Master Details. Bill said the



Bill's new Tamiya Fw190 A-8 impressed everybody Photo by Rich Van Zandt

cockpit dropped in, but the large wheelwell casting required a lot of grinding to both the resin and the inside of the upper wings. It was completely painted with Tamiya acrylics that were mixed to match Luftwaffe paint chips, and Bill seemed pretty happy with the results.

Joe Vincent brought a 1/72 Trumpeter Chengdu J-10S - two-seater version of their "Vigorous Dragon" fighter. It is based on the old Israeli design they called the Lavi.

According to Joe, the fit was pretty good and the detail is acceptably crisp, but mounting the canopy in the open position was a challenge since there is no hinge-point for the top-aft edge of the canopy to attach to the fuselage! But, Joe managed to get it done.

Next up was **Stan Parker**, who we believe said he had completed his self-proclaimed 'German period' with the two models at the meeting. The first was the



Joe's 1/72 Trumpeter 2-seat 'Vigorous Dragon' Photo by Rich Van Zandt

1/48 Revell Bf 110G-2 kit with the resin nose. This one had the skeletal hand markings on the forward fuselage.

Stan's second model was the 1/48 Promodeler Messerschmitt Me 410B. Stan said he had a heck (yes, he really said 'heck') of a time getting the canopy



Stan's Revell Bf 110G-2 sporting the skeletal ha Photo by Rich Van Zandt

sections together and then getting the canopy to fit around the aiming and articulating mechanism for the two rear guns. It does look entertaining, to say the least! Well done, and we can't wait to see what's next up if Stan decides to continue with the Luftwaffe theme.



Stan's second model was a Promodeler Me 410B Photo by Rich Van Zandt

Anthony Stead had completed the Tamiya 1/48 Bf 109E/Trop kit. This one was in the popular blotched desert scheme and markings of Werner Schorer. As he has always done in the past, Anthony praised the Tamiya kit and said that he enjoyed the build. We're sure that someday Anthony is going to complete building every Luftwaffe aircraft that Tamiya makes



Hey, Anthony built another 1/48 Tamiya kit! Photo by Rich Van Zandt

in 1/48 scale, and then we think there will be trouble!

Ross Armstrong brought back his big 1/48 Hasegawa F-14 Tomcat from VF-103 for everyone to see again. Ross said he had finished the model in the markings of the F-14 flown by local FedEx pilot 'Shoes' Mullins. The model is destined to be a gift for Mullins. After that project, Ross then went



Ross' Hasegawa Tomcat was back for an encore Photo by Rich Van Zandt

out to left field, and came back with a model of a Colonial Viper fighter from the original Battlestar Galactica TV series. Ross explained he was moved to build another one of these Moebius Syfy kits since the first one he finished was built years ago 'on the bedroom floor' when he was in high school...and he just wanted to live the dream again.

Advice from Ross Armstrong

It seems that each chapter meeting provides us with our version of 'a teachable moment.' Back in June, Rich demonstrated how to use India ink to detail cockpits. At the last meeting, Ross Armstrong expanded on the use of India ink by explaining that he had airbrushed it to achieve the weathering on one of his recent models. To share the technique with those who missed the meeting, Ross sent along the following recap for the newsletter.

"Recently, I tried spraying waterproof inks. Being fairly new back into the hobby, I don't recall seeing any magazine articles or how-to tips covering inks, so I thought I would pass along what I found out when I experimented with the idea.

While playing around with the weathering on my recent Moebius Colonial Viper model, I was trying to apply some extremely fine lines with my H&S Evolution with a .015" needle. I was having problems with any of the usual black paints clogging the needle. And, when I thinned them too much, they would run even at the lowest pressures. I tried Gunze, Lifecolor, Vallejo, and Tamiya, all with pretty much the same result. Obviously the pigments used to make most black paints are not fine enough to be used with a .015" needle.

I then remembered that some of the sales literature descriptions of the airbrush I had read mentioned that it was a tool used by illustrators to spray inks. Since Rich Van Zandt's class on using inks had inspired me to collect a few bottles of Dr. Martin's Bombay India ink from Hobby Lobby, I thought I would give it a try myself. I put a small amount from the dropper straight into the cup and set the working pressure to about 8-10psi and tested it out. The flow was very smooth and uninterrupted. I found that I could vary the line width from ultrafine to wide smoothly with the trigger. So I felt safe in applying it to model.

I was applying the ink over Gunze paints as well as over areas that had a coat of Future. Again, the application was smooth and uninterrupted, with no clogging problems whatsoever. The pigment in the ink was very opaque, allowing for great coverage (but would likely not be a good choice for situations where some transparency or blending was desired).



Ross' ink-weathered Moebius Colonial Viper Photo by Rich Van Zandt

The photo above shows how well the sprayed ink on my Colonial Viper worked out.

Another great benefit I noticed was the near lack of overspray! I guess the fine pigmentation atomizes so well that there were no splatters, no buildup on the needle or nozzle, and also no overspray to speak of. I did find that it does not adhere to raw plastic very well, so it is best applied over a primer or other painted surfaces. I haven't had a chance to play with colors other than black, so feel

free to experiment on your own...and let me know what you learn. This is not really a revolution in painting, but it can be another 'trick up your sleeve' or 'tool in your bag', so I hope you find it helpful in some way."

Ross Armstrong
IPMS 46307

Changes Coming – Get Ready!

We have been very blessed for many years by being permitted to hold out chapter meetings at the Pinnacle Airlines Corporate Training Facility near the Memphis Airport. It has been a great place to gather each month, with all of the amenities you could ask for in a meeting facility.

Our thanks go out to Kevin Wilson for being the key person responsible for setting this up for us. But a few months ago, Kevin shared with us the news that the plans were to close this facility sometime in the mid-2011, and to move the entire operation to downtown Memphis. So we decided that we would have to try to find a new location.

Obviously, this was a big concern, and we thought this process could end up taking some time. We discussed the possibility of using an interim location and, if need be, to budget for it while we continued to look for something which suited our needs. We are happy to report that thanks to the efforts of Joe Vincent, arrangements for a new place to meet have already been made. We plan to have a new place to meet starting with the January 2011 meeting. Details will follow in the December (and probably again in the January) issue of the *Leading Edge*. It is important to say that the meeting will continue to be on the second Saturday of the month, and it will continue to have the same 6:30 PM start time.

The 2010 Murfreesboro Show

Taking the place of Huntsville as the traditional last show of the year within our normal operating radius, the Mid-Tennessee Modelers held their now-annual event on Saturday, November 6. IPMS Memphis members Rich Van Zandt, David Morris, Ross Armstrong, Roger Razor, Phil Hale and Chad Richmond made the trek to the Lane Agri-Park in Murfreesboro, TN, where they enjoyed connecting with friends from all around the area for one last time in 2010 and competing in what turned out to be a much larger contest than the one that they experienced at last year's show. And, once again, the home team made a considerable dent in the show's inventory of category awards.

Rich Van Zandt's traveling 'air force' (with some Naval support) captured the greatest number of

awards in the competition. His Tamiya Spitfire Mk.1 won First Place in 1/48 Single Prop (Allied), his Tamiya A6M5 Type 52 Zero won First Place in 1/48 Single Prop (Axis), his Hasegawa TA-4J Adversary took First Place in 1/48 Single-engine Jet, his Hasegawa F-111F Aardvark took First Place in 1/72 Multi-engine Jet and his Hasegawa 1/72 E-2C Hawkeye won First



Rich's TA-4J Adversary took a First Place Photo by Rich Van Zandt

Place in the combined scales Multi-prop category. Then, his Eduard F6F-3 won Second Place in 1/48 Single Prop (Allied), his 1/48 RQ-1B Predator won Second Place in Single Prop (Other), his Hasegawa F-8E (FN) French Crusader won Second Place in



Rich's 1/700 U.S. Independence won Second Place Photo by Rich Van Zandt

1/48 Single-engine Jet, his Hasegawa F-15C Aggressor won Second Place in 1/48 Multi-engine Jet, his 1/700 LCS-2 USS Independence won Second Place in Surface Vessels and his Hasegawa F/A-18F won Third Place in 1/48 Multi-engine Jet.

Roger captured two first place awards, one for his OOB Tamiya Fw190 A-3 in the 1/72 Single



Roger's 1/72 Spitfire Mk.I took a First Place Photo by Rich Van Zandt

Prop (Axis) category and one for his Tamiya Spitfire Mk.1 in the 1/72 Single Prop (Allied) category.

Ross won First Place in the Rotary Wing category with his 1/48 Academy CH53E Super Stallion, Second Place in the Multi-engine Prop category with his 1/48 Promodeller Bf 110E, Second Place in Submarines with his 1/144 Revell Type VIIC U-Boat, Third Place in the 1/72 Single Prop category with his Tamiya Bf 109E3 and Third Place in Large Prop with his Trumpeter 1/32 AVG P-40B.



Ross' First Place CH53E Super Stallion Photo by Rich Van Zandt

David took First Place in the Submarine category with his 1/144 Revell Type VIIC U-Boat.

Chad Richmond also reported two wins: A Second Place in the Rotary Wing category and a Third Place in the 1/48 Single-prop (Axis) category. Unfortunately, we don't have the specifics on exactly what models Chad entered.

Rather suspiciously, the show's special Battle of Britain theme award went to a 1/32 model built by the Mid-Tennessee Modelers chapter's president Tom Winter. We'd like to be able to cry foul, but truth be known...it really was a very well done Eduard Bf 109E3. So, congrats Tom!



Tom Winter's 1/32 Bf 109E3 took the B-of-B award Photo by Rich Van Zandt

Phil didn't enter a model in the competition at this year's show, deciding instead to turn his cap around and serve as an aircraft judge. He's been taking it easy on the rest of us lately, so we're looking forward to seeing him back in the fray with something on the

contest table by February at the second annual Birmingham Southern Heritage of Flight Museum Show. It just doesn't seem right not having the old dog in the fight!

Airacobra Finale in December

This is just a reminder that the final chapter contest for 2010 will be held at the December meeting, and the theme is 'Airacobra.' This will allow anyone to enter a model of a P-39, P-400, Airacobra I, a post-war racing Airacobra or even, for those who are very, very ambitious, an Airabonita!

Of course, it is open to all scales, and there are no limits to the modifications you can make or the details you can add. From what we can tell so far, of those who are building in 1/48 scale, there seem to be some who are working on the Hasegawa kit, while others are going with one of the Eduard offerings. It promises to be interesting!

The Most Significant 2011 American Aviation Anniversary

A number of aviation anniversaries were mentioned in the last newsletter that might be considered as appropriate themes for 2011 chapter contests. After reading through them, Rich Van Zandt pointed out one that the editor missed...and, it's one that tops them all. Next year will mark the 100th anniversary of U.S. Naval Aviation. As Rich so aptly puts it: "It's a no-brainer...the most appropriate theme for one of our contests should be **100 Years of U.S. Naval Aviation**". Your editor couldn't agree more.

Dr. Phil

Howdy Boys. Well, it was great to see you all in Huntsville and then some of you all in Murfreesboro. It seems like I look forward to getting to spend time with friends more than I do looking at models.

Hey, did you hear that I offered Webb a deal on an Eduard FW-190D-9, but then in my haste to leave for Huntsville, I picked up the one box that was missing parts? Webb thinks it was all an accident, but I spent weeks...nay, months thinking, scheming, working through every minor detail to make absolutely sure that I finally get him right where I want him and wham...rip him off! Believe any of that? Yeah, neither did I as I was writing this...Moral of the story, better take a few minutes and inspect your kits before selling them at rock bottom prices...especially to a friend like Webb. And, then carefully inspect the ones you buy.

Hey Jim, it really was an accident...

OK, OK, here we go round in circles...Billy Preston, 1973! It never ceases to amaze me at what the mind can dredge up and what triggers it.

Oh well, Roger...Roger...Always another question from Roger! Is Roger the only one with questions in IPMS Memphis? Roger this and Roger that...Boy, I'm just about sick of Roger...Uh, did I say that out loud? Just kidding, Rog...Just jokin, Honest, just jokin. I'm really only trying to get some of those other guys in the chapter to communicate with the good doctor...you know, it gets kind of lonely here only communicating with a cat. Ops...did I say that out loud? Sorry Luke, just jokin, honest, just jokin. Oh boy, am I going to pay for that!

Hey Rog, what was it you were asking? Oh yes...can I talk this month about dealing with raised panel lines on kits? Sure thing my friend...anything you say. Anything at all!! DR PHIL here, the man, the myth, a legend in his own mind...uh time. I not only have one but several methods of replacing raised panel lines. Yes...that's what I said...replacing raised panel lines. Thought I was going to remove them, didn't you? Well, just goes to show you that you can't always assume what the doctor's going to say.

I'll start with the most tedious one first and work our way into some of the easier methods. I have done this one a few times but a good friend of mine, Mike Brigman, was the absolute master of this method. If he'd damaged a panel line, Mike would sand the panel lines down to an intersection, where the line he lost met another panel line. When he was through with his sanding and ready to paint, Mike would stretch some sprue to use to replace the panel line.

Now, I know what you are thinking...how freaking hard can that be...am I right? Yeah, well it is difficult to stretch the sprue fine enough to blend in with the other raised line, but then trying to glue it in place without it melting is another feat unto its self. Mike used a very slow setting liquid cement like Testors Liquid Cement as it would not melt the thin sprue on contact and give him some time to work.

You could also tack the sprue in place at one end and then pull it to the proper shape then lightly glue it down. It works well but it'll take some practice to get the hang of it. (Mike did a Monogram F-80 in a natural metal scheme using this method to replace the panel lines and it was absolutely astounding.) This is a relatively safe technique as you can always re-sand and try again if your result is not acceptable.

A method that I have used many times is a little simpler but it still requires a little care to apply. I'll sand and leave just a little of the panel on either side so

that I have a mark or guide then as I am painting I'll place tape on either side of the panel line and spray several coats of paint between the strips of tape. The buildup of paint simulates lapping panels very nicely. It requires careful masking and many coats of paint, but it is fairly simple and safe. This works very well if the panel lines are petite.

The final method is the easiest, but doesn't work as well on darker colored models. I have a drafter's mechanical pencil and several replacement leads of varying hardness. When the model is painted and before gloss, I'll use the lead to follow the panel lines to "wash" (or "shade") them. You pick one side or the other of the panel line and stay consistent here and basically draw the lines in right beside the existing line. Then when you get to an area that lines were lost during sanding, just continue the line across that area. You'll be surprised how well this works. It is also a simple and safe technique as you can "erase" your mistakes.

I also have replaced smaller panels with vinyl tape, but to replace panel lines you'll need to cut very thin strips. Sign makers use these vinyl sheets to computer-generate signs and they have many colors. You'll need to do this before painting. Use the same process as when using the stretched sprue. The vinyl adhesive is very strong and will not pull off during masking. I buy sheets of this stuff from my local sign maker...and I think he charges a little too much. He charges \$3 per square foot. I think that might be a little high, but a square foot goes a long way.

OK, so there you have four simple methods of replacing raised panel lines. Method one will require the most practice but you'll be amazed at the result. People will think that you meticulously sanded around each line...WOW what a man! Just think of it...your children will honor you and obey your every command...your cat will stay off the kitchen counters...crowds will part like the Red Sea to allow you to pass...and, your wife will look at you as she did when you were dating. You'll be the "Most Interesting Modeler in the World"...HUH??? OK, OK Lets face it...Nobody and I mean NOBODY but you will be impressed except maybe all your weirdo modeling buddies...So, step up to the plate, Mister "*I'll never build a Monogram Kit*" and show the rest of us modeling geeks what you're made of...Get your 15 minutes of fame at the next club meeting... feel good about yourself ...at least until you get home, that is.

Dr Phil saying Six, two, and even, over and out. Take care and God bless.

Dr Phil

Still Snakebit?

Much has been written about Accurate Miniatures' release of the P-39 racers not being what the box portrays them to be. And, sadly this is true. The reviews are correct...you CANNOT build an accurate Cobra racer from what's in the kit. But you CAN do an accurate Cobra racer if you add and correct some of the details. I have identified many of them, but if anyone out there in Leading Edge land has any additional information, I would appreciate it being made available before I actually start working on mine. I had planned to provide you with a little article in this issue about building a respectable Cobra racer from the parts in the Accurate Miniatures kit and a number of others, but I am editing the text with Roger and will not be ready until next month to provide you with my recommendations. I'll begin by discussing what Cobra I had and what additional modifications were made to Cobra II. So, in the meantime, if you have anything to add to the subject, please send it along (another photo or two would be helpful too). Instead, this month I thought I'd share the following model hint with you...

Pat

Pat's Latest Modeling Hint

Have you ever had to get into a really tight area and do some sanding, like the corner of a wheel well or around a small fillet on the stab or between ribs on a fabric covered aileron? Well, let me tell you how I deal with those kinds of situations.

Take a 1" square of sandpaper and fold it in half rough side out. Fold it again lengthwise so that you have a rectangle of sandpaper 1/4" wide and 1" long. Grip one end with an alligator clip and cut the other end with your modeling scissors at a 45° angle toward the fold. I recommend Emery paper so you can use it wet or dry. You will be able to get into tiny corners and small areas with this cheap homemade tool. And, as the paper gets worn out, just clip off another piece and you are ready to go again. You can use the worn out sandpaper to shape and polish areas between fabric-covered ribs on a rudder or stabilizer and areas around navigation lights on wing tips.

You can find the very small alligator clips (like the 1" long ones I use) at Radio Shack. They come in both serrated and smooth jaw styles and they are perfect for this sanding hint or for holding tiny parts while detailing or airbrushing. They are inexpensive little tools and they may just keep you off your hands and knees in the middle of a building session.

Pat Donahue
IPMS 5261

2010 Contests and Other Events

January 22, 2011 A Look back...A Look Ahead,
Chattanooga Scale Modelers, East Brainerd Church of
Christ, 7745 East Brainerd Rd, Chattanooga, TN Gold-
Silver-Bronze judging to be used. Contact Mike Moore,
maxwinthrop@yahoo.com

February 5, 2011 Region 3 Magic City Flying Circus, IPMS
Phantom Phlashers, Southern Museum of Flight, 4343
73rd Street North Birmingham, AL
Contact Phil Hale at 256-734-3447 or at
kimphilhale@bellsouth.net

A Parting Shot



When quizzed about the accuracy of the relief tube on his
Revell Bf 110, Stan admitted he had to take a second look.
Photo by Rich Van Zandt

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