



# LEADING EDGE



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No. 269

September 2010

## August – One Hot Meeting!

What can we say? If you missed it, you missed it! We don't know if it was the carryover of excitement from the IPMS National Convention in Phoenix or what, but we had an outstanding meeting in the heat of August in Memphis. The good turnout was likely a case of the stars being in the correct alignment, with nobody on vacation or out of town on business trips. And needless to say, there was enough new stuff on the table that some of it should probably be brought back for the next meeting, as it's very likely much of it was overlooked because of the volume. We even had a visitor, **Tony Martin**, who was there for his first visit to our monthly madness.

**Anthony Stead** wasted no time turning in the winning raffle ticket for a spanking new Hasegawa Airacobra kit. We have suspicions that we will see this one at the December club meeting, along with several others for the last contest of the year. Thanks again go out to our faithful chapter supporters, **Mid South Hobbies** in Memphis, and Steve Stohr and **North American Hobbies**. Please think of these shops and check with them first for your hobby needs.

New member **Robert Holcomb** led off our in-progress session with tales of wrestling with the 1/48 Hasegawa Airacobra kit and its canopy. Apparently,



*Robert's in-progress work educated many members. Photo by Rich Van Zandt*

this one is not going down without a fight. In efforts to get the canopy and doors fitted flush to the fuselage, Robert was already on his second canopy. It seems they are breaking or crazing under the pressure. Other than that, everything else seems to be going well, but stay tuned for round three!

**Bill Von Staden** had the second installment of his 1/48 Focke Wulf Fw 190A-8 Sturmbock build to show us. This one, being built from the Tamiya kit, now has a basic paint scheme on it and should be finished before too long if Bill has it his way.



*Bill had his 1/48 Tamiya Fw 190 A-8 well along. Photo by Rich Van Zandt*

The 'new dynamic duo' of **Rich Van Zandt** and **David Morris** had a pair of the new Kinetic 1/48 EA-6B kits with them. They had not actually made much progress on building the kits, probably spending time instead trying to decide on future superhero costumes to wear during these sessions. But in any event, the rest of us were somewhat surprised that Kinetic had managed to solve most of the problems of the old Monogram/Revell EA-6B kit, while creating almost as many new ones of their own. Visitor **Tony Martin** had a 1/48 Tamiya A6M2 kit with

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

him which he had just started, along with plenty of questions of the ‘how do I do this?’ nature, to which several members jumped in with informative answers.

**Stan Parker** kicked off the finished models with three from his ‘German period’ as he refers to it. The first was the Promodeler Ta 154 Moskito, which of course appeared in the nightfighter scheme of 76 light gray with blotches of 75 gray. Nobody had the answer to how the guy in the rear cockpit actually got in on this one. Next up was the 1/48 Dragon (ex-Trimaster) Me 163B Komet. This kit is excellent, and still holds its own after twenty years. Stan enjoyed the build and said it went together very easily.



*Stan's 1/48 Luftwaffe was increased by three* Photo by Rich Van Zandt

Last on the list was the Promodeler (Dragon mold) Ju 88C-6 kit, and with this one, we are back to the night fighters. Stan didn't have any problems with the kit, but the radar array on the nose gave him a few moments. The parts are very small, and naturally one jumped off and got lost. So, Stan headed up to Mid South Hobbies. Luckily, they had another Ju 88C kit on the shelf. Naturally, Stan had to buy the new one and bring it home, otherwise he wouldn't have located the missing piece in his model room when he got there! But, good news Stan, you can build the second one without the radar, as there is also a Ju 88C-6 day fighter. A Luftwaffe collection isn't complete without about four or five variants of the venerable Junkers twin anyway!

Continuing the Luftwaffe theme, **Anthony Stead** had completed the – wait for it – yes, Tamiya – 1/48 Me 262 kit that he showed us in progress around June or so. This one was finished in the gray 74-75-76 scheme that you don't see that often. Anthony had high praise for the kit, and we would not be surprised to see another one in green somewhere down the road, as he really enjoyed this one.

**Rich Van Zandt** had brought a pair of very nice modern aircraft with him. The Predator was



*Anthony finished his Me 262 in RLM 74-75-76* Photo by Rich Van Zandt



*The topside view of Anthony's Tamiya Me 262.* Photo by Rich Van Zandt



*Rich's latest Predator was built from the Bronco kit.* Photo by Rich Van Zandt

made from the Bronco kit, with some added touches by Rich. And the big Hasegawa F-15C Aggressor aircraft was done in a blue and gray scheme, which we admit we never get tired of! Rich had made many



*Rich modified and added a lot of detail to his F-15C.* Photo by Roger Rasor



Rich's 1/48 F-15C in 'aggressor' color scheme. Photo by Rich Van Zandt of his typical 'small' detail changes and updates which only the true modern U.S. aircraft aerophile would spot, but they were on there!

In addition to the array of finished and in-progress models at the meeting, David Morris treated us to another one of his unscheduled, informative and much appreciated demonstrations. Thanks to a prior discussion he had had with Scott Doyle, David decided to show us how he creates the patterns for and then vac-u-forms replacement canopies. David begins by pressing the kit canopy into modeling clay to capture the shape and details of the original. The multi-step process eventually yields a resin plug that is polished to a high sheen and allows heated clear polystyrene sheet to be vacuum drawn over it to



The resin plug and the finished vac-u-form canopy. Photo by Rich Van Zandt form thin and crystal clear replacement canopies that can be posed in the open position.

We greatly enjoyed David's demonstration.

## September Meeting It's Show Time!

Well, after the August Experience we had, you certainly don't want to miss this one! The September chapter meeting will be held on Saturday the 11<sup>th</sup>. And if you have been around a while, you'll know that it's time to leave all your in-progress and completed models at home this time. We will have the 'slide show' (except now they are digital images) from the 2010 IPMS USA National



Convention in Phoenix just scant weeks ago. We'll supply the popcorn so bring a drink or change for the vending machine, and be ready to watch well over a hundred model aircraft, up close, and hopefully, in-focus! **But, please do bring** any new kits, books, decals, etc. you have, as we always have time for that kind of thing before we get the show rolling.

We ask that you try to show up outside the building by 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!

## Windsock Worldwide May/June 2010



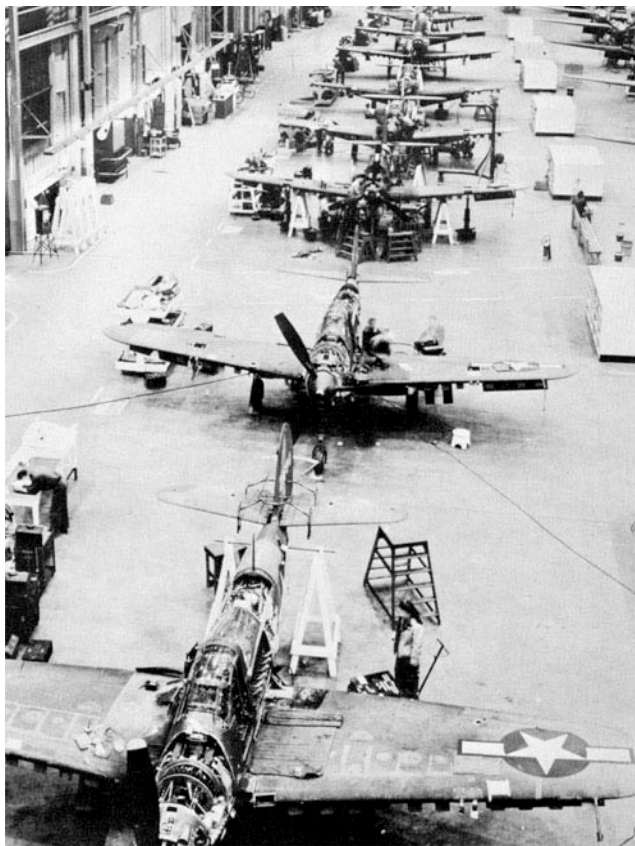
With the ever-growing number of WW I aircraft kits on the market, interest in those rigged birds continues to grow. WW I modelers have come to rely on Windsock Worldwide as a valuable source of information about the kits as well as the full-size subjects. The

latest issue of Albatross Productions bi-monthly magazine features Austro-Hungarian aircraft. The LFT forms the core of the issue, featuring an extensive build article about a wood veneer-covered Lloyd C.V (WKF) constructed from the 1/48 Special Hobby kit and then a build of one of the a/c in Eduard's new 1/48 MAG D.VII dual combo kit (by the editor himself). The issue also includes a detailed all-color photo study of a real life OEF D.III replica built by Koloman Mayrhofer with many close-up photos of the aircraft's airframe and Daimler motor to guide those who are planning to build one of the new Eduard kits, a photo feature of Germany's one-off Gotha Ursinus UWD seaplane bomber (including a 1/72 scale 3-view drawing by the late Ian Stair), part II of Lance Krieg's series on detailing miniature aircraft cockpits, a stack of kit, accessory and magazine reviews, and a report on the recent Anzac WW I flying display in New Zealand. All of this is contained in 32 pages!

This Windsock Worldwide will be a valuable reference for modeling the subjects listed above. For information visit [www.windsockdatafilespecials.co.uk](http://www.windsockdatafilespecials.co.uk)  
Roger Rasor  
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## Bell Airacobra – Part 3

by Bill Von Staden



Bell Aircraft Photo: National Archives

OK, so far we've had a little history of the Airacobra family (P-39, P-400 & Airacobra I) and a breakdown of the variants brought about by wartime shortages and the attempts to improve performance by lightening the airframe by deleting some things - like part of the fuel, or armor for the pilot. And also changing to a different prop or ratio in the gearbox, all of which didn't really accomplish much. Let's now touch on some basic things about the Airacobra so that your finished model has that 'right look' about it.

All Airacobra variants have brakes on the main gear only! If a nifty photo-etched set gives you a brake line for the nosewheel strut, you should ignore it! The brakes on the main wheels comprise the sole hydraulic system on any Airacobra.

That being said, you will find hardly any photos of Airacobras on the ground with the flaps open, as they too, were electric. But they do look good in that position, nice photo-etched ones are available, and you can always claim they are doing maintenance. Just remove an engine access panel to go with it.

Wartime photos show that most Airacobras sit slightly 'nose high' even when fully loaded. With the ammunition in the nose expended, this attitude is even more pronounced. Almost all P-39 kits benefit

from a slight lengthening of the oleo section of the nosewheel strut. Yes, you do have to modify the torque link (scissors) a bit to match, but the results will look good! If you don't have the nerve to cut the strut, or just don't want to mess with it, the least you can do is 'fudge' a little on your model by flattening the mainwheel tires a bit more than usual, and just barely flattening the nosewheel tire at all. That will at least give a slight angle toward 'nose high.'

The armor plate at the base of the windscreen is a single piece, and it overlaps both the fuselage and the base of the canopy. Most kits have this molded as half on the glass, half on the fuselage, with a join line between. You need to fill this seam so it does not show, or make your own plate with sheet styrene, which of course will be one-piece and solve this problem.

Most of the aftermarket cockpit sets supply a fully detailed rear deck to go behind the pilot, complete with tons of radio gear. The problem is that photos seldom show much in that space at all. The radio *receiver* is located inside the rear fuselage (there is an access hatch there.) It's the radio *sending unit* that sat on this deck. Most of the time you see a single black box in this area or nothing at all. I believe that is because if you have an airplane that is pressed for adequate performance and has a weight issue, which the P-39 obviously had, it's possible that at times this equipment was kept to a bare minimum. Anyway, you should look at pictures of your subject before loading up this space with lots of boxes.

On any Airacobra, you will normally see one of three things sticking out of the spinner, if a cannon is present:

- 1) A long thin barrel for the 20mm Hispano-Suiza cannon
- 2) A short, thick barrel for the 37mm American Armaments (Oldsmobile) cannon
- 3) A short, even thicker barrel, which will again be the 37mm cannon barrel, but covered by a larger diameter tube for protection

This last item is mostly seen on Russian aircraft, and I believe it had something to do with keeping moisture from getting in between the gun barrel and prop mechanism and freezing. This tube is cut off straight at the end, and does not have any provision for a 'Hucks' type engine starter.

Bell used an Interior Green color that seemed to be all their own. Look at the color photos in the Detail & Scale book and go from there. I used something close to FS 34092, whereas in his article, Randy Lutz cites FS 34097. Larry Bell passed on long ago, and nobody else is talking, so you can look at the pictures and decide this one for yourself.

Airacobras for the RAF had cockpits in

British Grey-Green, and the seats were fitted with the Sutton harness. I would not place a bet that the wheelwells and other areas of the airframe were not painted in 'Bell Green' on British Cobras, though. In photos, the Airacobras for the RAF that were photographed in the 'lineup' of 601 Squadron do not have the canopy bar directly above the pilot's head. (Many, if not all, P-39Cs are like this, but somehow, all P-400s seem to have it!) The RAF Cobras were delivered in Dark Green/Dark Earth over Sky, with a Sky spinner and rear fuselage band. But while the aircraft were entering service, the RAF changed over to the new scheme of Dark Green/Ocean Grey over Medium Sea Grey. However... you might know the story about the shortage of Ocean Grey paint, and the temporary use of something called "Mixed Grey"? Well, the Airacobras were involved in that. So seven parts of Medium Sea Grey mixed with one part Black was used to make Mixed Grey. Since the stencils were already on the planes with their original schemes, in photos you can see places where a stencil appears on a rectangle of Sky, which was masked off when the undersides were repainted Sea Grey Medium. The dark upper surfaces don't reveal much of this in black and white photographs. The Sky spinner and rear fuselage band remained, but the band did not wrap around as the Medium Sea Grey was painted over it on the undersides.

Unlike the P-400s, the British Airacobra Is were fitted with the very flared fishtail exhausts. In some captions, these are referred to as 'flame dampening' exhausts, so perhaps that is the reason for the prominent fishtail. Many ex-British Airacobras found their way to Russia. The RAF markings were painted out and replaced with Russian stars. Some great looking touched-up and repainted gray and green paint schemes appear on these planes! The VVS website has some very nice color profiles of some of these aircraft if you want to check them out.

Don't forget, from the P-39N-5 series forward, the armor glass behind the pilot's head is changed to an armor plate. You can just paint the glass piece with the cockpit color to replicate this.

If you build a P-39Q-21 or -25 with the 4-bladed AeroProducts prop, the nosewheel fitted would be the late model cast spoke unit. And a final thought in these general notes is for you not to forget to add the weight in the nose!

### ***Available P-39 Kits***

**1/72 Academy** – it's hard to believe, but this kit is currently the only thing available in this scale, unless you have an old Heller or Airfix kit around. This kit is pretty good, but suffers from a slightly 'squashed'

look in the mid-fuselage/canopy area that keeps it from looking tall enough in the center. And I am not sure why, but Academy chose to mold the left door separately, so it could be left open, and closed the right door. If I were building this one, I would think about keeping both doors closed, because having the left door open makes it look like you don't know the first thing about P-39s. If you want to go to more trouble, consider adding the Aires detail set.

**1/48 Eduard** – the Czech firm chose to be the ones to replace the venerable Monogram kit in this scale. I believe their Airacobra is available in every Eduard iteration they have, except 'Royal Class.' They have the P-400/P-39D and P-39Q in their regular line, the P-39D and two different 'Q' versions in their Profi-Pack series, the P-400 Dual Combo with RAF and Russian markings, and also a Mediterranean Dual Combo, and the P-400 and P-39Q in their 'Weekend' line. And we hear a Dual Combo for New Guinea is in the works. Whew! Prices of these kits are all over the map, but on a budget, you can still get one of the original P-400 or P-39Q kits in the non-ProfiPack version which will still supply the nose weight, canopy masks and a couple of choices of decals, which the Weekend kits do not include. I really liked this kit when it first came out, but building the first one straight out of the box led me to spend a more time on the next one thinning the trailing edges of the wings and rudder, and getting the left door to fit the fuselage in the closed position.

Eduard's spinner is slightly too small in diameter at the rear to match the diameter of the front of their fuselage. I glued a flat 'ring' of .015" styrene sheet to the back of the spinner and let it fully dry. Then I trimmed and sanded it to form a slight extension of the rear of the spinner, which naturally, was slightly larger than the original diameter. This kit also has a problem with the prop shaft being slightly off-center on the front of the fuselage. This problem can be corrected by moving it over or trimming it on one side and gluing the prop in the proper position.

The fit of the canopy itself is not bad. The armor plate at the front is molded half on the windscreen. But the half on the fuselage is just represented by an engraved line. You can use a .010" piece of styrene to create a new 1-piece plate that sits as it should, or fill the join line in the existing one, which really sits too flush with the airframe. Another area that should be filled is the join line on each side of the rollover structure where it joins the fuselage. On the P-39, the rollover structure was part of the airframe, not the canopy. There is a panel line here, but it should be barely visible, if at all. Whatever you

do, don't highlight this line with weathering!

Although the canopy seems to fit the airframe pretty well, getting the left door closed properly does present a few 'modeling skills required' moments. The key here is to attack this issue early, not on your completely painted and decaled model. I found that the problem was getting both the top and bottom of the door flush was the challenge. I solved this by using a razor saw to make a **shallow** horizontal cut below the window on the *inside* of the door. (There is no need to cut the door in half!) Cutting about halfway through should allow you to 'kink' the door slightly so that both the top and bottom are inboard of the center. Doing this gave the door the same profile as the fuselage. Then the fit was improved with some light sanding on the door top and bottom where the shape differed slightly from the door opening. You don't have to worry about this on the right door if you are going to leave it open, as the door hinges fit in the slots on the fuselage.

Eduard includes both the Curtiss-Wright and AeroProducts props in their kits, and also a fourth blade and matching spinner for those wanting to build a Russian P-39Q-21 or Q-25. They also have all three types of nosewheels with both flattened and normal 'round' tires in there. And they have all three types of cannon barrels included as well. Although various exhaust manifolds are provided, they all have solid ends, and will need to be drilled or replaced with resin aftermarket parts.

The cockpit is not quite as good as a resin after-market unit, but if you get one of the kits that include the color photo-etch parts, it will look pretty good. In fact, unless you have one of the out-of-production cockpit sets from Cutting Edge (Meteor Productions) you won't find one available which is dedicated to the Eduard kit. You can easily find a resin seat, however. If you want to show a bunch of other stuff open, you can utilize the Verlinden detail set to do so. (But, I cannot attest to the fit of the Verlinden parts to the kit, and some of his details sets are better than others.)

As mentioned, thinning the trailing edges of the wings and rudder will greatly help the appearance of the Eduard P-39s. To do this properly, you should fix a sheet of sandpaper to a hard flat surface, like a thick pane of glass, and sand the inside trailing edges of the upper and lower surfaces. Keep the wing flat enough so that you are sanding well inboard of the very edge. (If you only thin the last quarter inch of the edge, you will just generate a gap, because the edges will not touch each other.) You should also change the positions of your fingers when sanding the wings, or you will remove more material beneath

the pressure points. The same suggestions apply to thinning the rudder, and you'll need to stop sanding before you start changing the profile of the rudder's trailing edge! Thinning the wings will likely create the need for a bit of filler on the top of the wing root at the trailing edge, but it will not be too much. Aires does offer a set of separate resin control surfaces, which would readily provide thin trailing edges for the ailerons and rudder if you have an aversion to excessive sanding.

**1/48 Hasegawa** – this kit eliminates some of the issues of the Eduard kit, but seems to have a few of its own. So far from Hasegawa, we have kits of the P-400/P-39D, the '*Russian Stars*' P-39N, the RAF Airacobra I, a '*Nose Art*' P-39D Air-A-Cutie and the P-39N/Q. Unlike Eduard, Hasegawa does not give you much in the way of 'spare parts' in each kit. Each kit has one prop – either the early Curtiss narrow bladed unit, or the later wider AeroProducts prop. The P-39N/Q is the best value overall, but only gives you the wider AeroProducts prop.

The trailing edges of the flying surfaces are razor sharp and look great. On the rudder, however, the underlying framework is too prominent, and would benefit from some sanding and a coat of Mr. Surfacer to tone it down somewhat. (Or the resin rudder in the CMK 'exterior' set could be substituted for the kit part here.)

Hasegawa's doors do fit the door openings for the most part. That's the good news. But on most kits I have seen, the canopy seems to be slightly narrower and slightly longer than the space it is supposed to fit in. You want to be sure not to do anything to make the fuselage any 'fatter' than it should be. 'Like what,' you ask? Well, if you are installing any aftermarket cockpit bits, or a complete set, be sure it allows the fuselage to be as skinny as it wants to be. To solve the length problem, and it isn't much of one, I just sanded the bottom edge of the rear glass to take off a little bit. With the natural slant of the rear window, this will also reduce the length a bit, and a bit is all you need. A little white glue wiped around the back edge of the installed part can be your friend, too. Again, be sure not to highlight the panel line or break between the part of the rollover structure, which is molded with the canopy and the fuselage below. This is another place where white glue may be of some help.

The cockpit isn't bad, but a resin seat will improve it, and you know Eduard makes a photo-etched cockpit set for this kit, as well as their own.

That covers what's currently available in 1/72 and what the two most popular kit manufacturers offer in 1/48. Next month we will complete our Airacobra

feature series by providing information about the old 1/48 Monogram/ProModeler kit and the recent 1/32 kits from Special Hobby, along with a list of aftermarket detail parts and sets that are offered to add details to all of the currently available Airacobra kits.

## Dr. Phil

Howdy boys. Well, another National Convention under our belts and I must say that I had a wonderful time. This was the first year I was not working for someone and could come and go as I pleased. I got to look at the built models for a change and was very impressed with the quality. The number of models was down from recent years but I think that's just a side affect of a West Coast Nationals. They do not seem to be as well attended as the east coast or a mid country Nats.

Roger and Pat did well in the contest, although Pat got the old cold weenie from one of our "Experten" judges. It seems that the propeller on the real "Pete" is offset from the cowling center and once again poor Pat gets whacked. Since Pat did not feel it was necessary to note this on his entry form and the judge could not put 2 and 2 together...as everything else was lined up and perfect...so the propeller must be right as well. No, this guy added 2 and 2 and came up with 3.34 and drew the ultimate conclusion that Pat had misaligned the prop. Geez Louise, come on, guy. Get your head out of your posterior and use your brain. Duh, really? Yes, really! Oh well, I guess it was just Pat's turn in the barrel.

Guess we all might take a lesson from this and notate any unusual characteristics since we can't always count on our IPMS brethren to out think a drunken chimineepanzy (Chimpanzee). Enuf said!

Pat, Roger and I were talking, and no we weren't drunk...well maybe Roger was a little tipsy...but not drunk...well, definitely not blind staggering, model breaking, buffalo breath drunk. Yes, he had just come back from a visit with the Canadians...and, that visit had gone on for quite some time. Okay, okay, he did fall down once...uh...Okay twice, but he was not drunk, Margie. Honest, I swear on a stack of Tamiya high dollar kits. Did I get it right, Rog?

Anyway, we were talking about how much we had learned from each other over the years and that it was mainly due to our relationship with a modeling club...especially the Memphis club. I think we always need to keep that in mind when new members ask about something that is "old hat" to many of us. It may be just the thing to get a new guy over the hump and moving on to the next hump.

I know most every time that I've come to a meeting in Memphis, I have learned a new technique. So, if this old dog can learn something, just imagine

what the young pups are able to take home!

It's a fact of life that we don't have all that many good old fashion hobby shops out there any more to visit when we have questions, and most of the few that we still do have don't seem to have experienced modelers standing around looking for questions to answer. That means we're sort of left to be the mentors of plastic modeling...you know, the ones who can help bring new blood to the hobby and maybe share what we like to call our 'fun'.

And, I believe that going back and covering some of the basic techniques never hurts anyone. As a matter of fact, I find it surprising to learn how each of us develops an individual, and often different way to use the same things. Just goes to show you how creative we are.

And remember...we all learned from someone, so we need to pass these skills and techniques along.

Well I guess that's enough doctoring for now. Next month, I'll share a little bit about Airacobras that might just surprise some of you.

Dr.Phil

## 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](http://www.htscalemodelers.com)

**Oct 2, 2010 Huntsville Plastic Modelers Society**, 34<sup>th</sup> Annual HPMS Contest, Huntsville Jaycees Building, 2180 Airport Road, Huntsville, AL Contact Dave Lanteigne 256-348-8392 or [david.lanteigne@gmail.com](mailto:david.lanteigne@gmail.com)

**Oct 2, 2010 Central Arkansas Modelers Society, 2010 – CASM Sproo-Doo Annual Contest & Swap Meet**, Trinity Lutheran Church, 3802 North Olive St, North Little Rock, AR Contact Steve Wilson 501-428-3022 or [swwil@yahoo.com](mailto:swwil@yahoo.com)

**Oct 23, 2010 ScottCon 2010**, General Robert L. Scott Chapter, Robins Museum of Aviation, Robins AFB, Warner Robins, GA Contact Jerry Hall 478-329-1435, or [wrgahall@cox.net](mailto:wrgahall@cox.net)

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



*Every once in a while a photo op comes along that begs to be included in the Leading Edge as our Parting Shot. At the August meeting, David Morris provided us with just such an opportunity. Since David is want to tell a story or two, we considered many possible captions, like he might have been telling us about how far from the model he had to hold an airbrush when he painted a 1/72 U-baat or how much he had to jump back to avoid a falling x-acto blade. But in the end, we decided that we would just leave it up to you, the reader, to fill in the blank with your own idea of what David was really saying.*

*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](mailto:roger.rasor@ipaper.com) and/or [bvonstaden@yahoo.com](mailto:bvonstaden@yahoo.com)

## IPMS Memphis

[www.ipmsmemphis.com](http://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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