

AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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April Meeting Round Up

The meeting began with a general discussion about the use of currently available flat coats for model airplanes. It seems that one of the favored flat coats used to be the Testor's Dullcote in the square jars with the purple and white label. It seems that, like most things favored by the users, this product has been phased out of production, and the current Testors Flat Clear Lacquer which has replaced it can't hold a proverbial candle to the original. The consensus at the meeting was to use either Vallejo mixed with a small amount of distilled water (and possibly Vallejo thinner) or use the Alclad flat and be very careful not to 'frost' your model by using too much. However, best of all would be you still have a supply of the original Testors on hand. Which it seems, most of us don't...

In progress builds were led off with a Mig-29 SMT in 1/48 from **Rich Van Zandt**. (For those of us who are not experts on this airframe, this is the Fulcrum

where the 'humpback' on the fuselage reaches all the way back to the vertical fins.) With this kit, Great Wall seems to have made an effort to remove many of the assembly pitfalls on models of modern jets, with the upper wings being molded with the upper fuselage, and the lower fuselage following suit. The join lines on most subassemblies seem to fall on actual panel lines and many of the joins are quite clever in design. Unfortunately, one of the areas Great Wall did not seem to be able to work this magic on is the intakes, which are each left and right halves and took some work to get assembled and then joined to the airframe seamlessly. Rich used some additions of plastic sheet to work out the mounting of the FOD screens. This should be a great looking jet



when completed.

Ron Campbell was working on a Minicraft 1/72 F9F-2 Panther. Ron said the basic assembly was

pretty simple, and it had good wing-to-fuselage joints. The nose guns had been drilled out. The model had the silver leading edges done in Alclad, and the gloss Sea Blue finish had been done in Model Master 15042 enamel. The nose decal is a light blue spiral, and took a while to get on there!

Well, it wasn't from Wingnut Wings, but we can say the completed models at the meeting were led off by a WWI biplane by **Stan Parker**. And it was 1/32 scale. This time, he had completed the Academy SPAD 13 in US Markings. The kit fit together well. And Wingnut Wings decal instruments were used on the instrument panel. Stan said that the interplane struts fit well, and that the rigging was relatively



easy. We say relatively, because it's still rigging!

Stan also had a Hobby Boss 1/48 P-38L which he had converted into a "J" model Lightning. Like Rich's Mig-29, this one has its main airframe in two big parts – a fuselage/wing top, and a fuselage/wing bottom. The kit fit together pretty well, and there were no major alignment problems, unlike some

other P-38 Lightning kits in this scale (yeah, Hasegawa, you know who that is!) All of the landing gear doors fit well, which is to say they are actually curved so they will mate with the boom and have a place to attach to...



The last model from Stan was a 1/48 Tamiya Il-2 Sturmovik, or Shturmovik, depending on who you believe. This model had nice internal details and an excellent fit, including two large recesses in the fuselage sides for the wing root fairings, which were molded as part of the wing root, to slip up and into place, rendering the seam all but invisible. Stan really enjoyed this build, as there were no construction problems at all.



Bill Von Staden had backed up and completed his 1/48 Hasegawa Macchi C.202, originally intended for the Desert/Mediterranean theme contest we had. This model was fitted with the excellent Jaguar resin detail set, which should also fit the Hasegawa Macchi C.205 kit, if you are so inclined. Rather than a desert scheme, Bill's model was in a green-base 'Continental' scheme, which was a great airbrush exercise done with Tamiya paints. Decals were from



an Aeromaster sheet.

Rich Van Zandt completed the Zoukei Mura F-4S Phantom he had been working on for quite some time. There was quite a bit of work done on the cockpit on this 1/48 model, including the wiring for the pilot's optical helmet tracking system. There was

also some work done on the two afterburner cans, most notably detailing on the outside. A dark gray wash from Mig was applied very lightly to the model's surface. Decals were sourced from Furball.





Presbyterian Church on Germantown Parkway in Cordova.

We will be using our standard meeting format, and will also have the club **Raffle**. (Supporting this is what helps keep your chapter dues down!) Please bring any of your new recent finds in the way of kits, books, decals and accessories, as well as any current in-progress or completed models

Also from Rich was somewhat of a Franken-Hornet version of the F/A-18. He had started a kit from the 1/48 Hasegawa F/A-18A which had some problems and ended up on the back burner (not to be confused with the “Shelf of Doom”.) But as these things do, the project came back to life as he had a subject in mind he wanted a model of. Problem one was that said subject was an F/A-18C, and this was an A. But... there was an F/A-18C on the shelf from Kinetic which had some other problems, but the vertical fins were there for the taking. The un-gluing of the Hasegawa fins was done with a cyanoacrylate debonder, and went according to plan. That is, until it was evident that the Kinetic fins were too short, and had somewhat flat tops. Out came the razor saw, removing the offending Kinetic fin caps, and removing the tops of the original Hasegawa fins! Hard to believe when you see the finished results, but all of this went back together, and... voila, as they say, a completed F/A-18C!



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May Meeting Next

The May meeting of IPMS*Memphis will be held on **Saturday, May 12th at 6:30 PM** at Advent

2017 Contests & Other Events

May 19, 2018 MOSS CON, by IPMS/MOSS, Branson Convention Center, 200 Sycamore St, Branson, MO 71171 Several theme awards are being given, see their website at

<http://www.ipmsmoss.com>

Contact Nate Jones at ipmsmoss@hotmail.com

June 9, 2018 SCOTTCON 2018, by IPMS Gen Robt L. Scott Chapter, Museum of Aviation, 1942 Heritage Blvd, Robbins AFB, GA Contact: Bill Paul (478) 929-3210 or wlpaul@cox.net

Aug 1-4, 2018 IPMS-USA National Convention, IPMS/Craig Hewitt Chapter, Phoenix Convention Center, 100 N. Third St, Phoenix, AZ See www.ipmsusa.org website for link

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Remember, the *Leading Edge* is a product of monthly contributions from chapter members and friends. Please send Richard T. Van Zandt information you have for the next issue. Email your information to: crjdrv@comcast.net

Annual membership in IPMS Memphis is \$30/year, payable in January of each year.

Meetings are held on the second Saturday of the month at the Advent Presbyterian Church, 1879 Germantown Parkway, Cordova, TN.

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