



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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January Meeting Recap

We had a pretty good turnout for the January meeting. With it being quite summer-like one day and never reaching 32 degrees the next in Memphis, we happened to hit it on a good day! Next time, who knows, be prepared to bring an Eskimo coat or some SPF30 sunscreen!

Joe Vincent led off the parade of in progress models with his new 1/72 Airfix B-25D. This one is destined to be done in a 'Sea Search' paint scheme of OD over white, using Tamiya and Gunze Aqueous paints. The kit went together nicely, but the model does not seem to want to be built with the bomb bay doors in the open position. Joe is also facing the challenge of finding a place for enough weight to hold the nose down on this tricycle-gear aircraft. He is using Eduard masks for the clear parts, and will be going with the kit decals, which feature the US national insignia with the red surround used

briefly in 1943.



Also from Joe was a 1/72 L-29 Delfin from AMK. He found this one to be a fairly easy build, with good parts fit, and to have nice details. The finish on this one will be Alclad.



Jim Webb had an Airfix 1/48 P-40B in the works, to be finished as an aircraft of the AVG. He was surprised by the good fit of the wing root fairings, which look like a potential problem area. On the other hand, the wing leading edge bulges which cover the landing gear hinges did cause trouble, fit-wise. The two upper deck guns in the cowlings were swapped out for replacement parts from Quickboost, which fit better. This kit was Jim's first use of acrylic paints from Mission Models, which he really likes so far.



stronger dose of 'some modeling skills required.' Rich had used several lengths of Evergreen styrene strips of various cross-sections to line everything up and give more gluing surfaces and strength to the final airframe assembly. The cockpit was enhanced with various bits of wire and lengths of plastic rod to busy up the area behind the seat. Getting the front section



together was a challenge as its comprised of 8-10 individual exterior parts that have to come together at the same time to make them all fit, queue the octopus. Now waiting for 3d printed full length intakes to close up the back end.

A 1/32 F-5E from Kittyhawk was receiving 'the treatment' from **Rich Van Zandt**. This one is molded in sections in order to accommodate the potential for Kittyhawk to maybe do an F-5F, an RF-5E, and whatever else they can come up with from the base kit. And we know that almost always makes for added modeling fun and also a

Completed models included a Trumpeter F-100F two-

seater in 1/48 from **Joe Vincent**. This also happened to be a model of the aircraft, SS 808, that Joe flew on his first mission in Vietnam. Resin wheels from Royal Resin were used on this model, as well as seats from AMS. The paint used was from Hataka and Gunze, with



natural metal areas in Alclad. The model was given a coat of Future (or Pledge with Future Shine, or whatever it is called this month) and coats of three different clear flats.



models using various finishing and marking techniques that all came together on this model. Rich says the build was relatively easy for so complex a kit with so many parts, a lot of which

After more than 4 years on and off the Shelf of Doom, or Hobby Area of Procrastination, or whatever Rich Van Zandt completed the 1/32 Tamiya P-51D we saw in progress long ago. His finished product represents an early P-51D-5NA flying with the 20th FG/79th FS in late 1944. There was a lot of experimentation on other



are in the engine bay and will never again see the light of day, many of which could have been left off and not painted. Very little filler was needed mostly on the underside by the radiator intake and exhaust. The marking on the kit are almost all painted on using masks designed by Rich. These were all on before that actual painting of the model was started. HE says that the entire model was painted in gloss black then using Alcad paints, the body was done in Polished Aluminum and the wings were Dull Aluminum. He then used various shades of Mr. Paint Dark greens on the wings and body. The paint on the wings was weathered by sanding back with a very worn piece of sanding sponge to expose the bare metal wing again. Many after market parts were added in the cockpit, wheels, struts and drop tanks.

Stan Parker was present and accounted for in January, along with his Zoukei Mura 1/48 F-4S Phantom. This model went together very nicely, with the exception of an error on Stan's part of placing the intake pats and engines about 1/8" too far to the rear. This, in turn, made it so the afterburner cans didn't fit. These had to be modified to be installed, and the engine parts aligned to match. Stan's only other complaint about the kit is the fact that it does not give you



any air-to-ground ordnance, or seat belts, this is almost a \$100 kit! So, you'd think for that much... The model was painted in Model Master 36400 enamel, and Stan used some Zoukei Mura aftermarket decals for VF-151, which give you two sets of CAG markings, and also one line aircraft. All of the Z-M decals, aftermarket and kit, didn't seem to want to settle

down on the model, so Elmer's glue was added to the decal water to help persuade them. He used a black water soluble ink pen to trace the panel lines, and after is set a bit, swabbed them with a damp Q-Tip.

And if you've been following along every month, you just knew a Wingnut Wings WWI kit was



coming next. And yes, Stan also had a 1/32 Salmson 2-A2 completed in the markings of the USAS (U.S. Air Service.) He encountered no problems during the build, and we have to say that this model is somewhat bigger than we expected. It was painted with Tamiya acrylics, and rigged with 0.015" piano wire. We should also mention that this is a 'double bay' biplane, requiring more rigging per wing than the usual single bay type, and also that the rigging features



double 'flying wires' on the wings. So, there is a lot going on here, assembly-wise, and we think

he said six hours worth of rigging. And we believe it!



2019 News and Notes

If you have not paid your \$35 annual dues to our faithful treasurer, this should serve as a notice. Pretty soon, he'll let the hounds loose!

The upcoming **March** club contest will be for models which are “**Almost Out of the Box**” where you'll be allowed to substitute two aftermarket items to replace two kit items. For these purposes, a set of resin wheels, or exhaust stacks, metal gun barrels, etc. will count as a

single item. But using a resin detail set to replace half the stuff on the model is clearly out of bounds!

Our April meeting will be held at the home of Rich Van Zandt

February Meeting Up!

The February club meeting will be on **Saturday, February 9th at 6:30 PM** at the Advent Presbyterian Church on Germantown Parkway in Cordova. We will be using our standard meeting format, so bring any new stuff you have acquired recently, along with any in-progress or



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2019 Contests & Other Events

Feb 9, 2019 JAXCON 2019, Region 11 IPMS First Coast, University of North Florida
University Center, 12000 Alumni Drive,
Jacksonville, FL 32224 Contact Gil Hodges at
(904) 215-8108 or
slowhandhodges@bellsouth.net

March 9, 2019 AtlantaCon 2019 Region 3 Regional, IPMS Atlanta, IAM Local 709 Hall,
1032 S. Marietta Pkwy, Marietta, GA Contact
Brian Speer at grandoldguy@gmail.com

April 6, 2019 Phantom Phurball 2019, IPMS Phantom Phlashers (Birmingham), Anniston
City Meeting Center, 1615 Noble St, Anniston,
AL Contact Trey Rush at (205) 478-4091 or
rushwal@gmail.com Aircraft theme to be aircraft
with a "teen" in the designation, like F-16, Bf
109G-14, Spitfire XIX, and similar.

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Let Us Hear from You

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 \$35/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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