

AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

**No. 352**

**AUGUST 2018**

## July Meeting in Review

In addition to our crew of regulars, our meeting in Olive Branch in July was also attended by **David Morris**. David and **Rich Van Zandt** told us about a new venture they are embarking on called **D&R Coherent Designs**. When using MRP (i.e. Mr. Paint) paints, Rich had managed to tip over an open bottle on more than one occasion. You can imagine the mess on top of a model bench, not to mention the loss of most of a bottle of paint that sells for \$7. This led to the design of a bottle holder, for lack of a better



term, which makes a spill less likely if the bottle were inadvertently nudged by a stray hand or airbrush hose, or anything else. The resulting design was printed out in 3D and put into service by Rich. The idea was subsequently refined and the next version printed out. “D&R” now has something that works pretty well, and plan to sell it. One thing led to another, and they now have designed some pre-fabricated multi-bottle paint racks made by laser-cutting some cast acrylic sheets, and supporting them with 3D printed frames. The racks can be made to hold Gunze or Tamiya 10ml jars, Tamiya 23ml jars, the MRP/Alclad size jars, and just about anything else you’d like. Rich and David were seeking some

input from modelers on their ideas, and there just happened to be a bunch of modelers at the meeting, so we gave them some feedback. Anyway, we’re sure there’s more to come from these two, and we should have further news after the IPMS Nationals in Phoenix.



The next subject which came up was the position of the IPMS judging gurus that 3D printed models which are then assembled cannot be entered in the scratchbuilt category! According to the rules, this model is built from a “kit”. We can’t really cover this subject in great detail here, but this could prove to be a complex issue. By definition, *assuming* the modeler trying to enter the model in question is also the person who did the Computer Aided Design work necessary for the 3D model to be printed out, this would seem to be the very definition of, “scratchbuilt.” On the other hand, obtaining a CAD file from someone else and printing it out yourself means all you are doing is printing it out in 3D and assembling it. Quite a sticky wicket, you think? A heated discussion, anyone?

Our in-progress models were led off by none other than **Kevin Wilson** with his 1/48 Tamiya Dewoitine D.520. Kevin's original plan was to use an Aires aftermarket in this model, but when looking at the work needed to get it in there, and the fact that the kit instrument panel looked pretty good as it came from Tamiya, that plan was shelved and he will go with the kit parts. He thinks he is likely to build another D.520 in the future, as he likes the kit so much this one will actually be the second one he has built. He has a set of EZ-Masks for the canopy he will make use of when painting the model, and will likely go with the kit decals, as they are quite nice and are from Scalemaster.



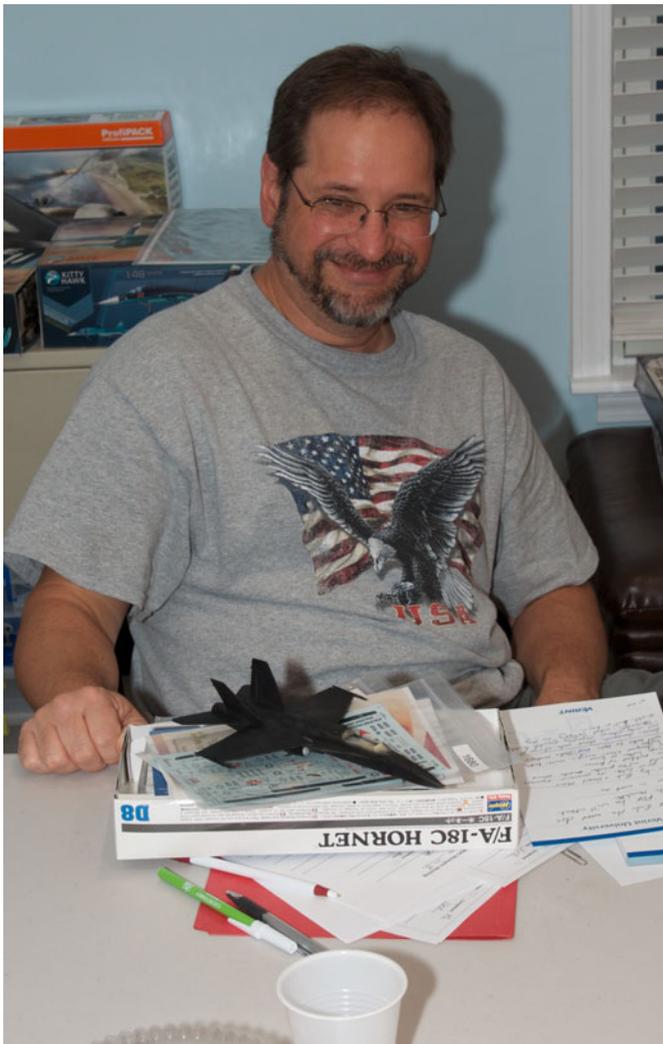
As mentioned, **David Morris** was in attendance at this meeting, and had a 1/32 Trumpeter SBD-5 Dauntless in the works. He was pretty impressed with this kit, and said it has plenty of parts! As usual from Trumpeter, there were things like rib detailing inside the surface of the vertical fin, where it will never be seen by anyone. On the other hand, the cockpit detailing was quite nice and a lot of it will be visible on the completed model. David was adding a Eduard photo-etched parts set here. The finished model will likely be in the tri-tone scheme and he will use Gunze Aqueous paints for this.



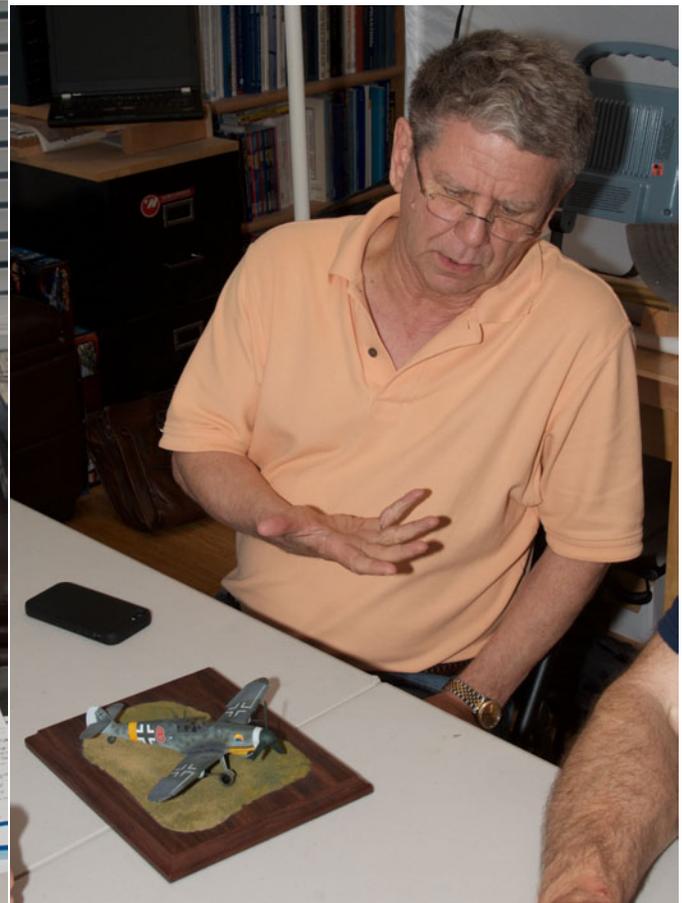
**Rich Van Zandt** is working on the Kitty Hawk 1/48 model of the F-35B Lightning II. We have to say the shape of this one is, uh... different. It's not going to compete with the B-58 Hustler, at least in the looks department! The build did look pretty complicated, with serpentine ducts and intakes. The paints will need to be custom mixed for this one, and the color scheme is kinda complicated, as the colors actually look different in various photos of the aircraft.



Another F/A-18C Hornet from **Ron Campbell** was back 'up to the plate' at this meeting. Ron had completed the first of a pair of these several months ago, and now he is back with Round 2. It's the Hasegawa 1/72 kit, originally from 1985 with a 1991 update to evolve into the 'C model.' Ron decided to try the 'black basing' painting technique by using Mr Surfacer 1500 Black as the base, using two shades of Model Master enamels as the top coat. He will load it up with AIM-9's, GBU-12's, and some AGM-65 Maverick missiles. Decals will be from CAM for VFA-147 Argonauts during Operation Enduring Freedom just after 9/11.



The completed models started with the new 1/48 Tamiya Bf 109G-6 from **Bill Von Staden**. This kit offers optional open panels for the upper cowl and lower engine cover/oil cooler which can be changed out on the finished model. These can be secured in place by two magnets, one upper, and one lower. But having seen the ‘magnet trick’ not work very well on a completed 1/32 Tamiya P-51D Mustang, on his model, Bill elected to forego magnetism and just build a model with the cowling buttoned up. The fit of the kit is ‘top shelf’ with no putty used on any joints or seams. Tamiya has managed to make every part of the model fit in one way only, so there is not a possibility of putting a left part on the right side, or anything upside down, or backwards on the model. Tamiya have also eliminated the need to attach any part by putting glue on the edge and butting it up to the model. All parts have a locating tab, pin, or other device to secure to. It is truly well engineered. This model made use of Quickboost gun barrels and Ultracast exhausts for “open ends.” The kit seatbelts were supplied as decals, and these were replaced by



Eduard pre-painted photo-etched units. Tamiya custom-mixed paints were used, and decals were from an Eaglecales sheet. This plane was based in Helsinki, Finland.

**Stan Parker** regaled us with his monthly air force for July! First up was a 1/48 Hasegawa F-8E Crusader which Stan had inherited in a partially completed state from a friend who passed away. Stan completed construction long ago, but has been waiting on a canopy to finish the model. Stan used Model Master Gull Gray and Tamiya White to paint the model, and Fox One decals for VMFA-212 Lancers markings. The model was built 'gear up' and mounted on a stand for an "in flight" presentation.



Next up from Stan was a 1/72 Meng F-102A with the Case X wing. This kit went together well, and the fit was great, requiring a minimum of filling and sanding. The main gear legs did have to have the pins sanded down after they were removed from the sprue. The model was painted with Model Master ADC Gray (F.S. 16473) and aftermarket decals were used for the 27<sup>th</sup> FIS. The brand of decals is uncertain, but possibly from Fundecals.



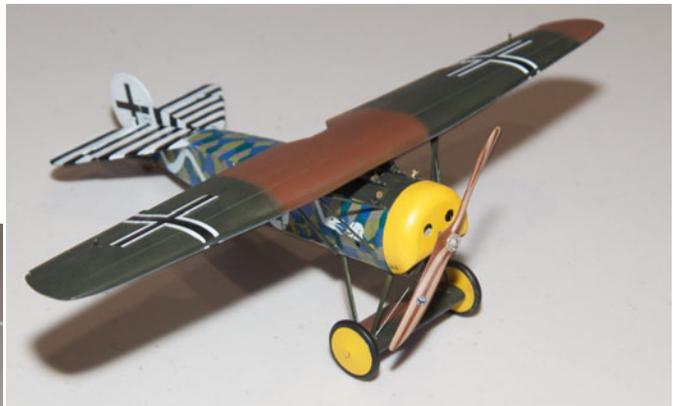
Stan had recently completed his Academy 1/48 Mig-21 MF. This kit doesn't have the level of detail of the Eduard Mig, but it still looks pretty good! Tamiya colors were used on it, and the Croatian markings were Afterburner decals.

Last from Stan had to be something from WWI, but



it's not the usual Wingnut Wings project. This one was a 1/32 Fokker D.V (or D.VIII) 'Razor' from MIR. Apparently, according to Stan, MIR adheres to the Roden school of kit design, which abhors locating pins of any type!

The parasol wing required filling and sanding, and the fuselage fit is given a rating of 'Fair.' The cockpit parts all fit well, and the engine has nice detail. The rear wing struts had to be reinforced with .015" piano wire. Lozenge decals were lifted out of a Wingnut Wings kit, and the rest of the markings are from Pheon Decals. Tamiya paints were used on this model, except for the Napoleonic Violet, whose source was not specified.



## Please Be Aware...

Although we have it in the 2018 events listing below, the annual Huntsville IPMS event will be held two weeks after our August meeting. The HPMS group for many years held their show in early October. Due to scheduling difficulties, the show has slowly but steadily crept its way into September, and now finally, it's now in August. We suggest you try to make it if you can

## Hot August Night Meeting Next!

Well, it's Memphis, so it's a pretty safe bet that statement will be accurate! Our meeting will be held on **Saturday, August 11<sup>th</sup> at 6:30 PM** at our usual location at Advent Presbyterian Church on Germantown Parkway in Cordova.

We will be using our standard meeting format, But since the meeting will be only one week after the IPMS National Convention in Phoenix, we would expect to see some new kits, books, decals and accessories, or at least some news about all of the above! Please also bring any current in-progress or completed models you have. There will be no raffle this month.

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## **But Its a DRY HEAT**

Well the 2018 IPMS Nationals are in the record books. David Morris, George Mohr and I decided not to do the drive this time and instead booked seats on American with direct service from Memphis to Phoenix. It was an early morning start to catch our 7:50 flight. We had nice weather for the flight out smooth air and a relatively comfortable flight, comfortable that is for one of the small Regional jets. Still better than taking 2+ long days of driving across the endless tracts of Oklahoma, Texas and New Mexico in the blazing summer sun. We feel for those that did make the long arduous trek overland. Bill von Staden and Jim Webb also made it out for the show from Memphis as well as several friends of the club, some even drove ugh!

We arrived in Phoenix at 9:00 AM MST (Arizona does not observe Daylight savings time). We had rented a car for the first few days in order to do some sightseeing. The hotel was an easy drive from the airport but for us it was almost noon and we were looking for lunch, and they were still serving breakfast. Our rooms were not ready, so we walked across the street to a little restaurant and had breakfast for lunch, I guess you could call that brunch.

We had left a day early, so we could go and take a look at the longest, deepest, biggest canyon on the surface of the earth. Early Wednesday morning we set out on the 3+ hour drive up to the Grand Canyon. It was a spectacular drive going north climbing and descending, then climbing again on the road through Flagstaff and Williams with rising terrain and craggy rock formations, dry desert, suaraguo, barrel and prickly pear cactus and flat-topped Mesas, yielding to a conifer forest as we went further north and higher in elevation. We climbed to almost 8000msl until we reached the Colorado Plateau where the Colorado River has carved it way down through the rock.

The South Rim of the canyon tourist area has really grown since it was last seen by DM in 1975. It now has a very nice visitor center, paved walking trails with handrails along the rim with fingers that stick out into the canyon itself providing a majestic view. There is also a bus that you can ride to various points along the rim if you

don't feel like or can't walk great distances. As a first time visitor to the canyon I was overwhelmed by the size and beauty of the place. It's really hard to grasp the scale as the far rim was almost 10 miles away, but there was nothing there to help indicate the size. We only had about 3 hours at Mathers Point to look out and enjoy the view and take lots of pictures. We probably covered less than 2 miles of the total area before we had to head back to Phoenix. This is someplace that I have to head back to see again.



When we got back and went across the street to the Phoenix Convention Center which is right across the street from the Convention Hotel, nearby is also the Symphony hall, Chase Field where the AZ Diamondbacks play and the stadium for the Phoenix Suns basketball team as well as a Science Museum and many restaurants. Everything was a bit pricey for those of us that live in Olive Branch, but they were in line with what you would expect to pay in most big city downtown districts in the country. The display hall and vendor room were on the lower level and the registration line was very long, with the wait being almost an hour and the hall closing in 45 minutes we left and got dinner, we would be back early in the morning to get in line.

Dawn arrived late having been up for several hours, body clock was still on Memphis time, it was a hot walk (95c) to breakfast already at 7AM MST. The line for registration was already growing by the time we got downstairs and the doors had not yet opened, fortunately someone was directing people to the preregistration line if you had done that, and we all had. That line was mercifully short, and we walked right on in with hardly a delay. A quick run through the vendor room just to see what wares were being sold and then onto the main attraction the show room. I had

gotten a chance on Tuesday afternoon to go into the show room and helped Jim Clark and his team putting out the last of the main table signs, category markings did not get placed until the following day. It was an amazing transition from a hugh empty hall with just a lot of tables to a



room filled with models of all descriptions. One thing I'll say for the Phoenix Convention Center, there is lots of room, even with all the tables it never felt cramped and there was always enough room to walk down the aisles without bumping into anything.

David and I had arranged with Roy Sutherland of Barracuda Studios to use a small section of his table to display our line of paint racks and single bottle holders. Crowds ebbed and flowed all day in the vendor room with quite a few stopping by our table and commenting favorably on our product, most people were enthusiastic about it and we are encouraged by the response. The vendor room did appear a bit light this year, and I heard that they did not sell all the tables, however



there was plenty of items to spend your money on and I saw many people leaving the vendor room with kits, books and aftermarket parts overflowing in their arms and bulging sacks full of plastic dreams. Oh did I mention the HABOOB we had Thursday night. All the locals phones started going off about 6:30pm saying there was a HABOOB coming, for those of you who don't know what a Haboob is, it's a giant dust storm in this case kicked up by the outflow from a strong thunderstorm.

Friday was a busy day for a model judge, not only was there the judging that was going to occur that night, but being part of the crew that does the splits, (makes sure that everything is in the proper categories, checks that OOB entries actually have their instructions (many did not and had to be moved) the day starts early and ends after all the rest of the modelers leave the room. Normally Jim Clark and I handle all the jet category splits. But with him being contest chairman, I was doing the job solo this time. I did get valuable help from Pat Donahue who worked as a sounding board for my splits categories and then helping in moving said models. There is always the last walk through , checking that everything looks right, each category is the right size, splits make sense, all aircraft are in the right area for judging, and of course there is the last minute Opposes, why is this category on 2 different tables across the aisle from each other, this group is just too big and has to be split, then finding the trophy pack to handle it. The getting qll the paperwork upto date with the corrected split names on them so when the judging starts all the grunt work is complete and all they should have to worry about is the models. We hot all of this done just as the judges were walking back into the room from the judges meeting.

This year the team I was on was judging Biplanes 1/48<sup>th</sup> scale, not my favorite subject and honestly not one that I have much knowledge/experience/expertise in dealing with and neither did my fellow judges. Our OJT did however have some experience in judging rigged AC ( he had been a NATS judge before just had not judged for several years) and we listened to him maybe more than we/I should have. I disagreed with our final selection for 1,2,3 but did not oppose it as actively as maybe I should have, feeling a little out of my element I was not able to accurately describe why I did not agree and the rest of the group went the other way. The second category was UAV's and I was much more comfortable with this group and feel I did a good

job in picking the 1,2,3. That was it for group judging, all I had left was waiting for the Best Aircraft nominees. There were several very worthy candidates this year, a Spitfire with a highly detailed engine that took the builder 3 years to complete, a Vacform Skyshark, don't see too many of them and there were 2 of them here, a F-104AS with all the corrections and beautifully detailed, a YB-58 Hustler modified to the prototype and completely rescribed and a metallic finish that was just gorgeous and the Lysander built from a 50+ year old Hawk or Frog kit completely detailed inside and out that was just an incredible feat and well deserving of the appellation BEST AIRCRAFT. The YB-58 Hustler did get a special award for the best 48<sup>th</sup> scale jet aircraft. I was tired and did not get to bed until after 2:30am my time.

Saturday, last day, going through the room seeing all what won best in its category, also getting last bit of photography done. Some people were packing up early, taking their models and leaving, some vendors were doing the same. I packed my tent about noon so I could at least have a few hours to wander the tables, look at models, catch up with friends and make new ones, even meet people who you have only know from their online social media presences on the modeling forums or FB model pages/groups.

The Awards dinner was pretty good the Italian Buffet was excellent with quite a few good selections and the staff kept the lines for food organized and efficient. The usual pre awards talks occurred, thankfully brief and to the point with only a short detour into stupidity by the 2<sup>nd</sup> VP. Mike Moore from Chattanooga made his pitch about their upcoming show and it looks like it will be a good one too. The show for 2020 make a return trip to Texas, but not Dallas, Austin, or Houston but to Marcos, TX somewhere between Austin and San Antonio. Heard that Las Vegas, NV and Portland, OR were also in the running and Omaha, NE is pushing for the 2021 show. Then the Bill Devins and Arris Papas show kicked off with only brief interruptions when the Anti-Virus software kept talking over the screens and Vlad had to fight it off. It was entertaining as usual with a very different mix of names being called, friends of our club Pat Donahue, Roy Sutherland and Randy Lutz all scored awards at the show. I did not bring a thing as I was already loaded down with stuff and many who did fly and bring kits had them damaged in transit. The big winner of the night was a highly detailed piece

of armor a Stryker with mine plow, don't remember the actual designation but it was incredibly detailed with many small items to make it look used and in service, very well disserved, the guy who one this also took home a whole passel of medals for a very large group of armor he built and brought.

That about wraps up the 2018 show in Phoenix, I enjoyed it even though I did not have anything in the competition and would look forward to having the show here again in a few years, and maybe I'll drive this time to see the great American West. Just remember it's a DRY HEAT, all 113 degrees of it.

**Richard T Van Zandt** IPMS# 41265



## 2017 Contests & Other Events

**August 25, 2018 42nd Annual Model Contest,**  
**IPMS Huntsville Plastic Modelers Society,**  
Huntsville Jaycees Community Building, 2180  
Airport Rd, Huntsville, AL Contact Skip Hassler  
at [skiphass@comcast.net](mailto:skiphass@comcast.net)

**Sept 8, 2018 13<sup>th</sup> Annual Model Contest &  
Swap Meet,** Holiday Inn Route 66, 10709  
Watson Rd, St. Louis, MO Contact Chris  
Merseal at [crm@inlink.com](mailto:crm@inlink.com)

**Sept 29, 2018 Central Arkansas Spoo-Doo  
The Innovation Hub**  
201E Broadway St,  
North Little Rock, AR 72114.  
Ron Leker [ron\\_leker@outlook.com](mailto:ron_leker@outlook.com)  
<http://www.casmodels.org/index.html>

**EDITOR: Richard Van Zandt**

**CONTRIBUTORS:**

**Bill Von Staden, Ron Campbell, Richard Van Zandt,**



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information you have for the next issue. Email your  
information to: [crjdrv@comcast.net](mailto:crjdrv@comcast.net)

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

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

**President: Bill Von Staden**

email: [bvonstaden@yahoo.com](mailto:bvonstaden@yahoo.com)

Phone: (901) 758-0779

**Vice President: Richard Van Zandt**

email: [crjdrv@comcast.net](mailto:crjdrv@comcast.net)

Phone: (901-219-2310)

**Secretary/Treasurer: Kevin Wilson**

email: [KWilson206@aol.com](mailto:KWilson206@aol.com)

Phone: (901) 833-7051

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IPMS Contact Mailing Address:

**IPMS MEMPHIS, 1677 Falling Leaf Rd.,  
Germantown, TN 38138-6286**

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