



IPMS MEMPHIS

LEADING
EDGE



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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January Meeting – As You Were

After a rather large December meeting, the January edition looked a little bit scaled back. Nonetheless, there were plenty of interesting things there to look at and admire. The in-progress builds were led off by

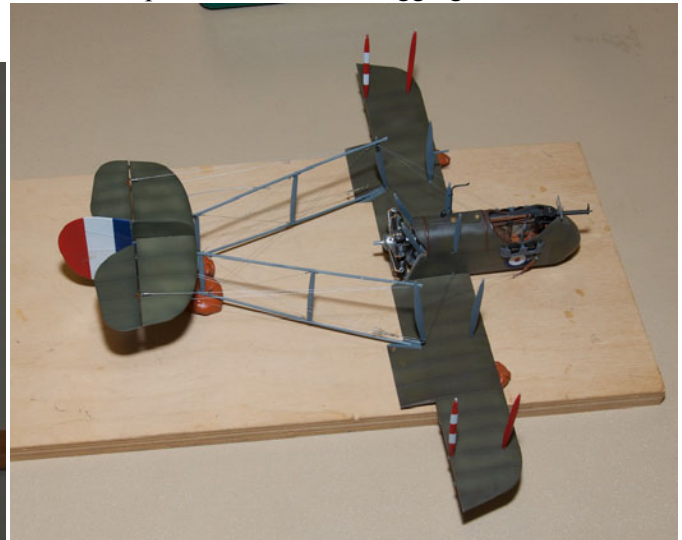


David Morris describing his difficulties during the Construction/Rigging of the DH-2

photo by R Van Zandt

David Morris with a Wingnut Wings DeHavilland DH-2, and this one was 'on the block' under discussion for quite a while. If you are at all familiar with this aircraft, you will understand why. There is at least as much going on with the rigging holding everything together and in alignment as there is with the actual aircraft structure, which other than a pair of

wings, does not amount to a whole lot. David had the fuselage 'pod' of what he referred to as his 'Box Kite' built and painted, and also the upper and lower wings. He had also purchased some 1/32 turnbuckles from 'Gaspatch' to add to the rigging. The cast metal



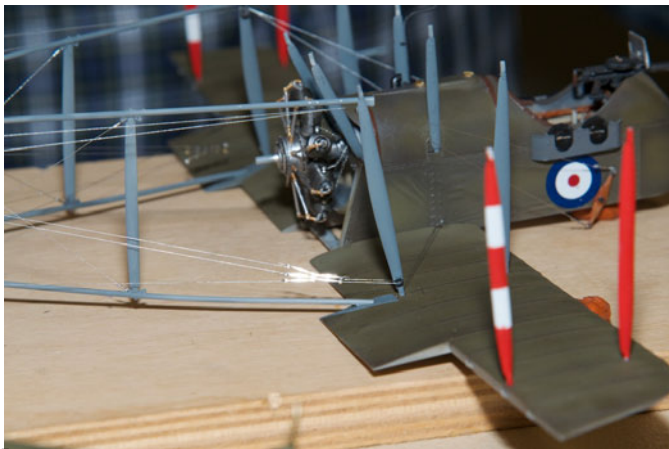
David Morris's DH-2 sitting on the construction/rigging board, this is the real "Stringbag"

photo by R Van Zandt

turnbuckles themselves are works of art. Gaspatch has them in three or four different types, depending on where and how they are used on the plane, and then there are some which are dedicated to just the 'Albatros' family of biplanes. That said, the DH-2 which David is working on probably has more linear feet of rigging on it than any other biplane, and the requisite number of turnbuckles to with it. Being that

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CONTRIBUTORS: Bill Von Staden, Jim Webb,
Richard Van Zandt,



Closeup of the gaspatch turnbuckles & some of the extensive rigging on the DH-2

photo by R Van Zandt

David does not build a lot of biplanes, and being that this particular aircraft actually does not have a true fuselage, there was lots to talk about! So far, it is looking pretty impressive. The red/white/blue stripes on the rudder were done with paint and looked great. On the other hand, the tailskid was noted as not being a particularly robust part. But overall, as intimidating as it looks, we think if anybody could make this model as buildable as possible, it would be Wingnut Wings.

A 1/48 Accurate Miniatures TBF-1C Avenger is in the works at the bench of **Rich Van Zandt**. This one is planned as an entry in the club's March Out of the Box contest. For a kit that has to be close to 15 years old now, this one has plenty to recommend it, with a good fit and nice detail. The insertion of the turret into the fuselage has proven dicey for some, but the word is that if you follow the instructions to the letter it's not an issue. Rich will be painting this one in an Atlantic Sub Search scheme. As it stood, this one was still in the early stages, but the interior surfaces were already sprayed with interior green, with the crew areas painted in bronze green.

Bill Von Staden is about halfway along on his build of the Hobby Boss Messerschmitt Me 262A-1a/U3 reconnaissance aircraft. This is Bill's first experience with a kit from this manufacturer. He was impressed with the way most of the sub-assemblies went together, but somewhat less so on how some of them fit to each other when the time came to make a whole model. In the end, it went together, and it's probably an easier build than the DML kit, which is the only other way to get there out of the box. (Alternately, you can do a conversion on the Tamiya kit which

would probably total around \$48-\$50.)



Bill Von Staden's Me 262 recon version is showing significant progress

photo by R Van Zandt

The final in-progress model of the evening was probably the oldest, in terms of when it was first kitted. **Jim Webb** has embarked on a build of the 1/48 Nakajima Ki27 Nate kit from Mania. This first saw the light of day in the late 1970's, and when Mania folded the molds went to Hasegawa, where they still reside. Despite its age, this kit looks surprisingly modern, with engraved lines and subdued recessed rivets. Jim said the build went well (the basic airframe is assembled) but the cockpit opening is so small that the only thing really visible will be the seat! He also mentioned that the only thing about the kit which did not look 'modern' or up to date was the canopy, with the kit part being somewhat thicker than what we usually see today. This is another one intended for the March contest,



Jim Webb's Ki-27 Nate is well underway for the OOB contest in March

photo by R Van Zandt

and Jim plans to not use any decals, and have all of the markings on the model done with paint.

Rich Van Zandt with his Great Wall 1/48 Mig 29 led off completed models. Construction of this kit went without issues, and very little putty was harmed in the making of this model! The only issue was that the painting instructions in the kit seemed to be totally fictional. Rich had to dig up his own information and take his best guess. He used Mr Color paints, (C315)Light gull grey for the fulcrum



Rich Van Zandt's Mig 29 in markings of the Russian far east air defense force.

photo by R Van Zandt



grey and a mix of (C315)Light Gull Grey/ (C136)Russian Green & (C322)Phthalocyanne Blue for the Fulcrum grey/green color. The rudder stripes were done with paint rather than using the decals. On the other side of the coin, Rich said that the kit furnished weapons were spectacular. They are supplied by Great Wall as a single piece, with all fins molded in place, and packaged separately within the kit box to prevent any damage. Rich did use some Quickboost FOD covers, which looked great on the model and added some color. While the finished model is definitely instantly recognizable as a Mig

29, it is interesting to note just how many small changes have taken place to this airframe since it first flew in 1977.

Last up with completed builds was **Bill Von Staden**. First out of the blocks was a diminutive Tamiya 1/48 SdKfz 2 Kettenkraftrad. A motorcycle with tracks, a good idea for navigating poor terrain, but nothing you would enter at Bike Week in Daytona, as it doesn't look like it would be too fast. This little vehicle has been included in at least three Tamiya aircraft kits as a tow tractor, and also in their German Airfield Equipment set. Bill spent more than the 'less than two hour' assembly time claimed by some on his Kettenkraftrad, but a lot of that was figuring out the correct way of assembling the front fork/suspension, and painting. The end result is a good support piece to park on the display base of just about any Luftwaffe aircraft.



Bill Von Staden's little Kettenkraftrad

photo by R Van Zandt

Bill's other finished piece was the Tamiya 1/48 P-51B Mustang in the markings of the 357th Fighter



Bill Von Staden's P-51B of the 357th FG Yoxford Boys.

photo by R Van Zandt



Group. The model is fitted with the Jaguar resin cockpit. This detail set actually includes more than the cockpit with all of the radiator and ductwork on the underside of the floorboard. It also offers separate control surfaces, but only the flaps were used on this



model. The resin wheels were from Obscureco, and the exhaust were from Ultracast. The highlight of the model is the paint scheme on the nose, which was either a misunderstanding by the crew of the instructions given to paint a red and yellow checkerboard on the nose of the plane, or a very loose interpretation of what the instructions intended the end result to be! In any event, there were decals supplied on the Eagle Strike sheet for the red diamonds on the nose, but the ones here were done with Tamiya red paint over Tamiya yellow paint, which was much easier to get to fit the contours of the Mustang's nose than the decals would have been.

New OOB for 2014

This is just a reminder of the contest coming up at the March meeting, and how it will differ from previous club 'Out of the Box' contests. In March of last year, we decided that the 2014 version of this contest would be different. So for the contest this year, we will be calling it **Out of the Box - Old School**. The gist of it is, we will not be allowing entries with any photo-etched, resin, or white metal parts in the contest, even if they were included with the original kit. The sole exception to the metal rule will be allowing a nose weight for aircraft requiring such. We think this will be an interesting way to do this contest, as modern kits are commonly available with resin detail parts, canopy masks, photo-etched detail parts (sometimes in pre-painted form), paint, white metal parts and a host of other things never imagined when the hobby started. So rather than going out and buying a kit with all that stuff in it, we'd like to go back to just a plastic kit with tape, paper or decal seat belts, a stretched sprue antenna lead, a paint scheme, and aftermarket decals, if desired.

February Meeting Up

The February meeting will be held on Saturday the 8th. We will have our standard meeting format, so bring any new kits, books, decals, and other stuff you have acquired recently as well, of course, as in-progress and any finished models. We hope to see you at 6:30 PM on the 11th.

2014 Contests & Other Events

March 8, 2014

Red River Modelers RiverCon III,
Clarion hotel, 1419 East 70th Street, Shreveport, LA,
Contact Jack Crumbliss (318) 828-4597

April 5, 2014 IPMS Phantom Phlashers Phantom Phurball 2014, Anniston City Meeting Center, 1615 Noble Street, Anniston, AL Contact Will Nichols (205) 616-5499

May 10, 2014 IPMS Atlanta Con 2014
Marietta, GA - IAM Local 709 Union Hall
1032 South Marietta Pkwy
IPMS Atlanta
Bill Johnston (678) 308-7308

June 7 2014

Warner Robins Region 3, **ScottCon 2014**
Museum of Aviation
1942 Heritage Blvd [Map](#)
IPMS/Gen. R. L. Scott
Bill Paul (478) 929-3210



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<http://www.ipmsmemphis.com>

Annual membership in IPMS Memphis is \$25/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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