



IPMS MEMPHIS

LEADING
EDGE



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

No. 307

March 2014

February Meeting Report

Before we got into the models, Bill Von Staden took his second raffle win in a row. So of course, there were conspiracy theories flying around and talk of having a recount. (Actually, we're not sure how you do that for a raffle, only an election.) Bill will probably be banned from our next raffle or two, but that's another story. On to the important stuff...

The In-Progress models were led off by a model which was not yet really in progress. An AMT 1/48 A-20G kit was brought in by Bill Von Staden, who was seeking the best way to correct the engine intake scoops which are supposed to be centered over the cowling, but are not. In any online builds we have seen, this area was ignored entirely or claimed to be correct as is, and left alone. It looks like to get the inlet centered over the prop hub, you would need to have a wing dihedral of about 10 degrees or more. Since the kit intake scoops are molded with a base plate which fits into a cutout in the wing, it's not a matter of simply gluing the scoop down in the correct location. One way or the other, there will be a hole in each wing which needs to be filled with sheet plastic. Now it's a question of choosing the least painful way of getting to the desired result. At this point, the finished model could end up being built as an A-20C, A-20G, A-20J or a P-70 Nightingale. It is a wonder, though, that an aftermarket supplier didn't jump in with something they could label and market as a "Correction Set" for the AMT kit. Seems like half of the resin stuff on the market exists to correct something, whether it varies from the kit part or is identical to it!

The first model at the meeting which had actually had some work done on it was a 1/72 Revell P-47M kit by **Joe Vincent**. This one was from Revell



Joe Vincent's P-47M in TENN NATIONAL GUARD markings with research photo below.

photo by R Van Zandt



GmbH in the Fatherland, and featured some very

EDITOR: Richard Van Zandt

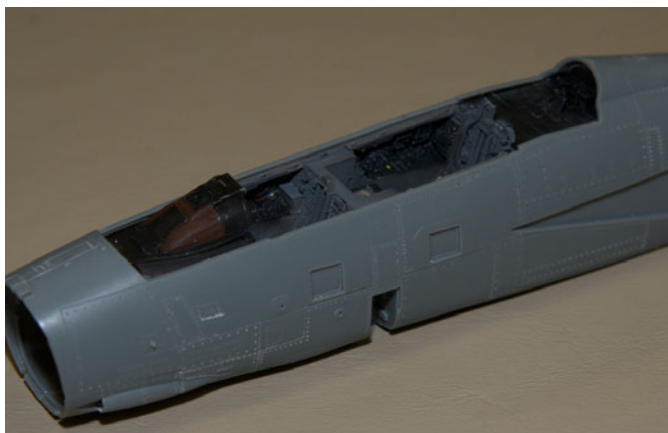
**CONTRIBUTORS: Bill Von Staden, Jim Webb,
Kevin Wilson, Richard Van Zandt,**

rough texture on the outer surfaces. Speculation on the cause of this ranged from plastic quality to packaging issues. In any event, this defect did not hamper the fit of the parts, which Joe said went together very well. The subject of this kit will be a Tennessee National Guard aircraft (before they used 'Tennessee Air National Guard'.) Joe had a selection of about four period photographs which were not all of the same aircraft, but were from the same unit, to work from. As is always the case, the pictures seemed to be taken from just the wrong angle, or there was a reflection from the sun in a critical location, or something blocking part of the view of the markings. Just enough to leave you in some doubt about what you need to put on the model to make an accurate replica. Of course, once you finish it and someone sees it, they needed documentation will surface, showing you what you should have done! Is this hobby great, or what? (Where did I leave that bottle of bourbon?)



Rich Van Zandt's TBM-3 off the USS Essex in markings that it flew in 1945

photo by R Van Zandt



Ross Armstrong's Hobbyboss F-14A cockpit was well underway with lots of Aires Resin bits.

photo by R Van Zandt

A Hobby Boss 1/48 F-14A Tomcat was being built by **Ross Armstrong**. The feeling here was that this kit was designed to have, 'everything opened which could be opened' on the finished model. (To which we heard someone mumble, 'And it's not from Eduard?') Plans for this one include an Aires resin cockpit, and weathered finish which looks like the plane has just returned from a cruise. That should be good!

Completed models were led off with a big 1/48 Accurate Miniatures TBM-3 Avenger from **Rich Van Zandt**. In a weird happenstance, this one is not the one we saw last month, which will be Rich's entry for our March OOB contest. This is one he had started, and for whatever reasons, was placed on the



'Shelf of Doom' in his closet for a while. So, you see that kits relegated to the 'Shelf' can occasionally be



Rich Van Zandt talking about the accurate Miniatures Avenger model for next months contest.

photo by Kevin Wilson

granted a reprieve and see life as a completed model. This one featured a replacement (no doubt that means ‘corrected’) resin prop from Cutting Edge. Tamiya Smoke (X-19) was used as a wash one the cockpit of this one, and the unit markings (G symbols) were sprayed on using ‘Character White.’ Rich described this kit from Accurate Miniatures as having, ‘no vices’ We think that’s probably a good way to put it.

On the other hand, you can’t say that about every kit. **Joe Vincent** had built Sword’s 1/72 T2V-1 Sea Star to prove it! While the finished model no doubt looked pretty striking in the white and red training scheme, we don’t think it was like a day at the beach. Joe was faced with no locating pins or similar to install the nose gear strut into the gear well, the control stick didn’t fit in the rear cockpit as the seat was almost up against the control panel, and the wing tanks required extra attention. On the other hand, assembly of the airframe itself went generally well. We think this is probably one of those kits



Joe Vincent’s colorful T2V-1 Sea Star in markings seen at NAS Memphis.

photo by R Van Zandt



where only one manufacturer makes it, so if you want one, that’s where you are going to have to go.



Continuing with his Tennessee theme Joe had his F-86D contest aircraft with him. It was in TENN AIR GUARD markings

photo by R Van Zandt



Joe also had a 1/72 Hasegawa F-86D completed. The Sabre was in the markings of the Tennessee Air Guard. As you might expect for the location, orange

markings with white trim were featured on the natural metal aircraft. Joe made the decals for this one. He liked the kit, but said the seam down the rear spine gave him trouble getting it smooth enough for the highly reflective finish.



Kevin Wilson's F6F-5 Hellcat in markings worn on the USS Essex in 1945

photo by R Van Zandt



Kevin Wilson made his return to the land of the completed models with an Eduard F6F-5 Hellcat. This one was built from the Profi-pack version from Eduard's line. Kevin said it was not really double kit, but more like a, 'kit and a half.' We think he was referring to the fact that this kit comes with an extra set of fuselage halves to give you the option of having the quarter glass windows behind the pilot, or not. Or Kevin could have been referring to something else, we are not always sure! The photo-etched parts for the engine were not used in this case, as they were felt to be both too difficult to use and, being flat, not representative of what they were supposed to be. This one was painted in Gunze Aqueous Paint, and Kevin



said the kit was, "a joy to build." This is high praise coming from a guy whose usual compliment for a good model is, "it wasn't that terrible of a kit."

A Tamiya 1/48 F-16C/N kit by **Ross Armstrong** was not his first experience with this great kit. As expected, and as before, the fit of this F-16 Block 30 model is top notch. On this one, Ross incorporated an Aires resin cockpit, wheel wells, and engine exhaust nozzle. A little work was needed to get all of the resin parts into position, but the Tamiya parts went together with no problems.



Ross Armstrong's F-16C block 30 in 8th TFW 'Wolfpack' markings he's building for a colleague.

photo by R Van Zandt



Ross explaining how all the resin extras fit in the already great Tamiya F-16.

photo by R Van Zandt



Probably the most unusual model we have seen in some time was from **Rich Van Zandt**. He had completed a model of Hobby Boss' YF-23 in 1/48 scale. The expanse of surface area on this model is quite impressive. By comparison, the kit from



Rich Van Zandt's YF-23 done up in the markings of the 2nd Prototype Air Vehicle from Carcal Decals.

photo by R Van Zandt

Hobby Boss was not. Most of the model was comprised of the upper fuselage/wing and the lower fuselage/wing. Then there were incidental smaller pieces like the “vertical” tail surfaces, which we put in quotations here, because they are pretty far from actually being vertical when attached. Rich pirated some F-18 engine fans to bury inside the model, just so there would be something in there if you looked in the intakes. The biggest problem is that the plastic gear legs will not support the weight of the model, at least it was not able to travel that way. What it really needs is a set of metal gear legs. But with this being an aircraft that did not make it to production, with the F-22 being selected instead, aftermarket parts for this one are virtually non-existent.

March OOB Contest Up!

The February meeting will be held on Saturday the 8th. We will have our first contest of the year, the annual OOB contest, but with a twist as described below. Please bring any new kits, books, decals, and other stuff you have acquired recently. But please leave any in-progress and finished models home, as we would like to devote the show and tell portion of the meeting to the models entered in the contest. We hope to see you at 6:30 PM on the 11th.

As to the contest rules, at our March meeting last year, we decided that the 2014 version of this contest would be different. So for the contest this year, we are calling it **OUT OF THE BOX - OLD SCHOOL**. The gist of it is, we will not allow any 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. **Do Not** forget the instructions. Without them the model is disqualified.

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



JOIN
IPMS



MIDSOUTH HOBBIES

Your local source for almost every hobby need
Visit us seven days a week:

5130 Old Summer Ave (New Location)
Memphis, TN 38122
Phone 901-682-9402

IPMS * MEMPHIS

Let Us Hear from You

Remember, the *Leading Edge* is a product of monthly contributions from chapter members and friends. Please send Bill Von Staden information you have for the next issue. Email your information to: bvonstaden@yahoo.com. Contributions to the website should be sent to our Webmaster **Rich Van Zandt** at crjdrv@comcast.net

<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.

President: Bill Von Staden

email: bvonstaden@yahoo.com
Phone: (901) 758-0779

Vice President: Richard Van Zandt

email: crjdrv@comcast.net
Phone: (901-219-2310)

Secretary/Treasurer: Kevin Wilson

10176 Fox Chase Drive, Olive Branch, MS 38654
email: KWilson206@aol.com
Phone: (901) 833-7051

Webmaster: Richard Van Zandt

email: crjdrv@comcast.net
Phone: (901-219-2310)

IPMS Contact Mailing Address:

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

IPMS Memphis is a chartered chapter of IPMS USA and IPMS Canada. For more information, visit www.ipmsmemphis.com

© 2014 IPMS Memphis

LEADING EDGE