



# IPMS MEMPHIS

# LEADING EDGE



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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## May Meeting in Review

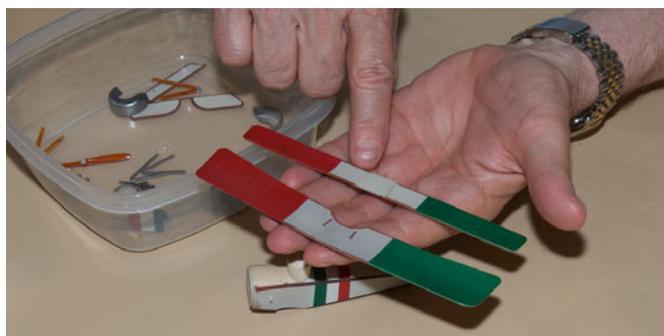
Our May meeting saw a somewhat light turnout. It seemed to be a time when there were a lot of other commitments scheduled for the same time period, so it was what it was. But, we have to say that this does not seem to affect the quality of the meeting as much as some might think. With fewer people, we find that everyone present stays pretty engaged and on-topic, with no secondary conversations going on parallel to the main event. And also, when we have a meeting like this, we tend to let the conversation kind of steer itself to a large degree. So if we have a member experiencing difficulty with some particular aspect of model building, he can just come out with a, "How do you guys handle this situation?" question, and let things go from there. Personally, I am still having a problem figuring out how some of our group can use Tamiya tape for masking by trimming it while it is on the model. To me, it seems you would need X-ray vision to see through it to know where to cut. I have had it explained, but I still can't do that one.

Our first in-progress model this month was a 1/48 Nieuport 11 in Italian service by **Bill Von Staden**. This little biplane has actually been in the works on and off for some time. The Eduard kit is from their ProfiPack line, and comes with some photo-etched parts, and some lovely French markings which are not being used on this model. The undersides of both wings are painted in the Italian national colors of red-white-green, with the exception of the color of natural linen being substituted for white in the centers of the wings. The kit goes together very easily, for being a biplane. The material to be used for the rigging has not yet been determined, which is what stopped progress for the present interval on this kit. But the work is probably 75% complete, so there is not that much left to go to finish it.



*Bill Von Staden showing off his French, opps, I mean Italian Nieuport 11.*

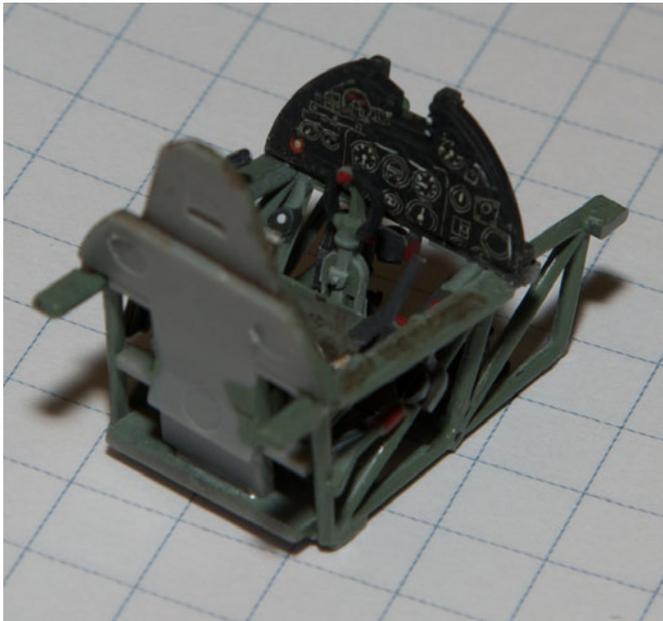
*photo by Rich Van Zandt*



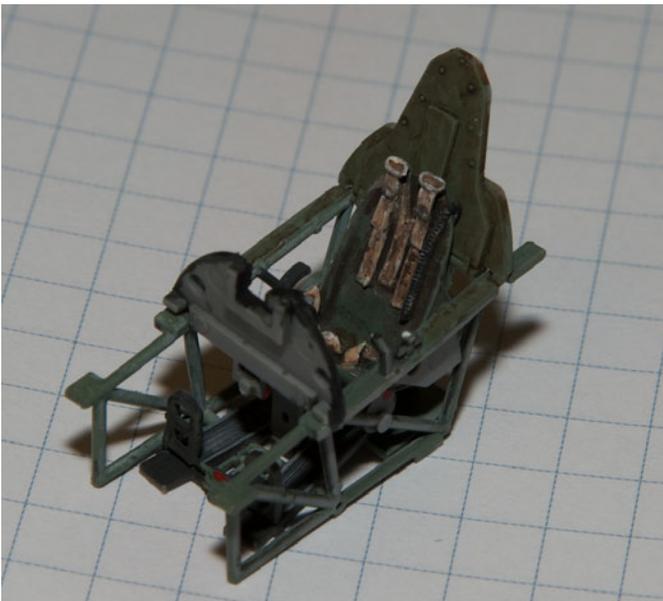
**EDITOR: Richard Van Zandt**

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

The 1/48 Hasegawa Sea Hurricane being built by **Jim Webb** is still challenging! If you remember, this is to become one of the Catapult Aircraft Merchant planes which were launched at sea to defend the convoys, having no way of being recovered aboard ship. A brave pilot with high resistance to icy cold North Atlantic seawater was a requirement here! Jim was impressed, but not in a good way, of the number of ejector pin marks that Hasegawa was able to get inside the main gear wells. Small pieces of thin sheet plastic were placed to hide these, and an Alclad finish made them look like the rest of the wheelwells. Jim had completed the cockpit assembly, fitted with an Ultracast resin seat. We can't really refer to the interior here as a 'tub', as it is actually more of a cage or



*Jim Webb's highly detailed Sea Hurricane cockpit, just wondering how much will be seen when its all closed up.*  
photo by Rich Van Zandt



framework. It was noted that you have to be careful when trapping this assembly between the fuselage halves, as it will compromise the fit if it is not correctly placed.

**Rich Van Zandt** had two complete models with him at the meeting. The first was the Eduard 1/48 Spitfire Mark IXc late version which he had in-progress last month. Rich continued his praise of this kit is extremely good, and said that he had bought two more since last month, the first being another ProfiPack version, and the other the simplified 'Weekend' version offered by Eduard. The finished IXc certainly turned out as he had hoped, and if there was a flaw on it, it was pretty tiny, as we didn't see any problems with it. The model also led to a discussion on



*Rich Van Zandt's Eduard Spitfire IXc in full D-Day markings*

*photo by Rich Van Zandt*



the use of the MIG washes, and the accenting of panel lines. One thing we notice is that most of the models we have at our meetings do not have the extreme pre- or post-shading along every panel line, a black inked-in panel line itself, and a highlighted or lightened center to every panel on the plane. We see these techniques used on probably 80% of the built model aircraft on internet websites, and the result just does not look realistic to most of us. As far as the Spitfire sitting in front of us, those things are either not present, or so restrained that you have to look for them. Nuff said!

See Part One of Rich's review & build article at the end of this issue. Part 2 will be in July's Issue.

Rich's other model was the 1/72 Hasegawa MV-22B Osprey, which was also here last month when it was still in the works. The finished model turned out nicely, and Rich demonstrated how the model could have the engine pods also repositioned from forward flight to hover. Interesting stuff! Rich also mentioned that part of the challenge with this kit was applying the large decals used for the wing/fuselage walkways. Moving them around after they hit the surface provided some interesting moments. This



Rich Van Zandt's MV-22 Osprey showing the positionable engine pods rotated slightly from on photo to the next.

photo by Rich Van Zandt



model also led to a discussion on which category it should be entered in when taken to contests. The consensus was that it should be in the 'Rotary Wing' category, which is to say with the helicopters. But Rich said that he has seen contest organizers argue with this, and put them in an aircraft category. In the end, I guess the head judge in each case will make a ruling, and then dare you to argue with his authority on.

## August Early Warning

Yeah, we know it seems like a long time until August, but it's actually just two newsletters away for us. We wanted to go ahead and point out that the 50<sup>th</sup> IPMS-USA National Convention will be held over the weekend that we usually have our meeting, which is to say August 6-9. As a result, our August club meeting will be held on Saturday the 16<sup>th</sup>. So, if you show up at the Advent Church on the evening of August 9<sup>th</sup>, you may get to join an ice cream social, bible study, or some other church-oriented event, but you won't be attending an IPMS-Memphis chapter meeting that night!



## June Meeting Up

On the other hand, our June meeting will be held on the usual second Saturday of the month, which is to say the 14<sup>th</sup> this month. We will be using our standard meeting format. Please bring any in-progress and recently completed models, as well as any new kits, books, decals, and other recently acquired modeling stuff. We hope to see you at 6:30 PM this Saturday night.

# Review and build of the Eduard 1/48 Spitfire Mk IXc Late Model Profipack.

Pt 1



Eduard has started to release variants of the Merlin engined Spitfires, they have started with some of the later variants which have never been done properly in any scale. Their first release was the late model Spitfire IXc in 2013. This was followed by the early IXc and then the IXe. The remarks I make for the late



model will also apply to the other releases as well. They have also released the late & early Mk IXc in their weekend edition kits and have just released the Mk IXe in a weekend edition. They have also released these in their Royal Class edition and now a special D-Day edition in commemoration of the 70<sup>th</sup> anniversary of D-Day with markings for 5 different Spit Mk IXc in invasion stripes.

The Spitfire Mk IX was suppose to be a stop gap measure between the Mk V which was badly outclassed by the introduction of the FW190 and the introduction of the Griffon engined later Mk

Spitfires, but teething trouble with the Griffon engine forced Supermarine to use the latest variant of the Merlin engine and put it in the Mk Vc airframe with a redesigned front end that would house the new Merlin 61 to 70 series engine. Production of this Mk commented in Feb of 1942. The Mk IX eventually became the second most produced variant of the Spitfire and would be used later in many air forces, most notable the infant Israeli Air Force.



This model represents a Spitfire flown by Jerry Billing of Essex Ontario, a Canadian pilot, flying aircraft, serial number ML135, YO-D of 401 Squadron Royal Canadian Air Force, 126 Wing of the Second Tactical Air Force.

He had returned from Canada after having served the RAF defending Malta then being sent home for a rest and to serve as an instructor which he did not care for. He was then sent to England and was told to go to the RCAF manning station but he went AWOL and travelled to Biggin Hill. He asked Lorne Cameron the C.O. at 401 Sq RCAF if he could use a good pilot and was accepted.

He flew many sorties in different Spitfires. By D-Day he had been more or less un-officially assigned a Spitfire of his own, ML135. He remembers how they slopped invasion stripes on her. There was no time for careful masking or measuring. It was distemper paint and could be washed off. D-Day had poor weather and when they flew through rain the stripes were all but washed off when they got home. Jerry flew YO-D ML135 on D-Day and the Luftwaffe was nowhere to be found. The next day they were making a sweep over the beachhead and Jerry nailed a Ju88.

When the wing went to the continent Jerry was still flying ML135, YO-D based at B4 at Beny-sur Mer. By now she was called "D-for Dorothy" and had the name emblazoned on her just below the windscreen.

July 1st 1944 Jerry & 2 others from 401 Sq. were on to patrol at low level over France when Jerry's plane was hit by flak and the Merlin smoked and seized up. He belly landed ML135 into a French garden in no

parts that gives you both open & closed canopies, + a separate windscreen as well as the nicest gunsight I've seen in this scale. Also included is a fret of color photo-etch for the cockpit and precut masks for the canopy. The parts are finely molded with exquisite surface detail. Considerable attention has been paid to how the parts are broken down, and where injector pins were placed, and the location of seams and join lines. Options are available in the box to do late Mk



IXc (late c-wing with the narrow gun bulge), plus the clipped wing LF variant . Two different engine cowlings are also provided. You also get 2 different horizontal stabilizers and their corresponding elevators, and a broad and narrow cord rudder. There is a nice set of decal provided that allow you to build 6 different markings including a bare metal & full D-Day striped version. In the other 2 boxings they give you the early c wing with a more prominent gun bulge and the e wing with a relocated narrow profile gun bulge. So you have a total of 6 possible different wings that are available with the 3 boxings. Eduard

man's land. He got out and ran to a stream where he hid all day in water up to his neck. His escape was aided by a French family who hid him until he was repatriated by the advancing army a few months later.

The kit consists of 200 parts on 5 sprues molded in a medium grey plastic quite different from some of their earlier kits. There is also a clear sprue with 13



also makes a resin replacement cockpit for this kit with upgraded detail, however it is almost the price of the kit itself. They also make several other PE & resin upgrade parts for this kit which if you used them all would put your cost well over \$100 for a small 48th scale kit.

The kit cockpit is made up of 48 parts of which 14 are photo etch, that's a lot of detail in a real tiny space. You have the option of using a decal or the supplied PE instrument panel. A few small drops of 5 min epoxie in the instrument bezels makes for a nice presentation of the instrument panel. They provide separate lower sidewalls that the bulkheads and floor support assembly attach to. Most of the other parts attach to these. The whole cockpit is painted in British cockpit grey/green with black and silver highlights. The seat is a red-brown cast phenolic seat. There is a very nice set of PE sutton harness. There is



the option to have the boarding door open or closed, the same goes for the canopy. If you are going to close the canopy, some minor surgery will be required before you, glue the two fuselage halves together. The aft cockpit bulkhead is a very delicate affair and I broke mine during assembly, but once installed you can't tell with the aft canopy in place. Eduard has provide some fuselage spacers and prop holder for the in front of the the cockpit and a nice tail wheel holder that must be installed before you close up the fuselage halves. Then whole cockpit assembly can be slide into place.

There are two different fillets for the forward part of the wing, one has an additional bulge in it and the other does not, these should be attached before attaching the wings. The landing gear wells are a complicated affair with no less than 5 pieces to make up each well, this includes the landing gear attachment slot ( this could be an area of concern

since you will not know if the angle of the slot is right until the gear leg is attached) Note: (The forward rake of the landing gear leg was increased on this Mk of Spitfire). The lower wing should be attached to the fuselage before you attach the upper wing. There are attachment points on the lower side of the fuselage that the lower wing will attach to this will eliminate any step at the wing fillet. Care must still be exercised with the underside attachment of the wing fuselage interface , but Eduard was kind enough to put the join line right on a panel line, which will facilitate the cleanup of the panel line. They did a very nice job in capturing the subtle gull wing underside of the Spitfire wing that no other manufacturer has so far captured in 1/48 scale. The rounded wingtips slip into the slots in the outer wings and do not require any cleanup ( the short wingtips are provided in both clear and grey plastic). The ailerons are separate pieces, they fit beautifully and show the deep undercut that is just not available on kits wings that have them as an integral part of the mould. The underwing radiators are a 7 part subassembly that fit so tightly you will need to remove any paint on the mating surface, they can be pressed into place an a small amount of thin glue will finish the attachment.

Care must be exercised when attaching the two halves of the upper and lower cowl, (the lower cowl on the late version has the extended carburetor intake) as they do not have a positive alignment tabs and must be sanded to remove a nasty seam line no matter how careful you are in assembling the parts. Once the seam is removed a fine needle and drill bit will be required to restore the lost detail. There are 2 small PE pieces to fit into the front end of the carb intake, they can be fit after the parts are cleaned up. These assemblies fit beautifully to the fuselage once completed. I would not permanently attach the upper cowl at this point because it will interfere with the attachment of the exhausts stacks later on.

Part 2 covers painting, weathering & final assembly

Rich Van Zandt II  
IPMS # 41265



Photo by Bill Von Staden

## 2014 Contests & Other Events

**June 21, 2014 MossCon 2014, IPMS/Missouri Ozarks Scale Specialists**, The White House Theater, 2255 Gretna Road, Branson, MO Contact Nate Jones (417) 230-6220

**August 6-9, 2014 50<sup>th</sup> Anniversary 2014 IPMS-USA National Convention, IPMS Tidewater**, Hampton Roads Convention Center, 1610 Colliseum Drive, Hampton, VA Contact John Lent (843) 821-1063 or go to [www.ipmsusa.org](http://www.ipmsusa.org) website

**9/6/2014 Gateway to the West Contest & Swap Meet**  
Holiday Inn – Route 66  
10709 Watson Rd IPMS Gateway  
[Doug Barton](mailto:Doug.Barton@ipms.com) 314-610-2429

**9/27/2014 14th Annual Spoo-Doo Model Show**  
Statehouse Convention Center  
101 E Markham St  
Central Arkansas Scale Modelers - IPMS  
[Brianna Childres](mailto:Brianna.Childres@ipms.com) 501-269-9086

**10/4/2014 Huntsville Plastic Modelers Society 38<sup>th</sup> Contest**  
Huntsville Jaycees Community Building  
2180 Airport Rd SW  
Phil Cassibry 256-656-9624



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<http://www.ipmsmemphis.com>

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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