



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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JULY 2014

## August Meeting Pushed Back

Yeah, we know we have mentioned it before. But we think there are some chapter members who only read the newsletters in odd number months, or maybe even number months, we're not sure! We just want to make sure we don't have members showing up for a meeting the wrong weekend in August. The 50<sup>th</sup> Anniversary 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 be lonely, unless there is a church event that evening. But, you won't be attending an IPMS-Memphis chapter meeting that night!

## June Meeting – As You Were

Our June had a somewhat light turn out, but we had plenty of plastic to look at. This was largely due to **Joe Vincent** missing the last meeting, but making up for it this time! Joe led off the work-in-progress models with a 1/72 Tamiya F-51D. We say "F", instead of P-51D because this aircraft will be in the postwar markings of the Tennessee Air National Guard, or that could be just Tennessee National Guard because, depending on the timeframe, the word "Air" was not always present. Joe's plan is to use Alclad's 'White Aluminum' for the finish, and paint the markings in Gunze Aqueous. Joe gives the Tamiya kit mostly high praise, but notes that parked Mustangs are usually seen with dropped flaps, which are not an option with this kit.

Next up was **Rich Van Zandt** with a 1/72 Hasegawa Martin B-26B/C which was pretty far along. The



Joe Vincent show us the inspiration for his next TN Air Guard project.

photo by Rich Van Zandt

main construction issue with this kit is the fit of the engine nacelles to the wing. A large 'step' in encountered in this area, and of course the worst area is on the top of the model, where it is in plain view if not addressed. The fit of the wings to the fuselage is pretty good, and Rich notes that it is OK to have a visible join line here, as this is evident on a real B-26. (To those familiar with the 1/48 Monogram version of this aircraft, the fit of the engine nacelles to the wing should sound very familiar, as that kit suffers from the same malady.) The Hasegawa kit will end up as quite a tail-sitter, unless this issue is addressed. Rich is using metal landing gear struts and main cockpit to combat the problem. The markings on this one will be the excellent, but somewhat pricey, sheet from Kits World in the UK, and the model will

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Richard Van Zandt,

feature post-D-Day markings with the upper stripes overpainted.

Never one to shy away from unusual subjects, a 1/48 Tamiya P-51D by **Ross Armstrong** will be finished as an air racer from the 1964 Reno event. A True Details cockpit has been installed, but modified to 2-seat configuration using the Tamiya kit seat for the rear seat. Unlike some 2-seat P-51's, this one used the standard canopy, not the bulged one to give the rear-seater the extra headroom. Not too comfortable looking back there, to say the least! Ross made his own ADF antenna for this one, and construction was done by gluing the upper wings to the completed fuselage, and then offering up the lower wing to complete the assembly. This model will be finished in an overall light blue paint scheme.

The completed models portion of the meeting was also led off by **Joe Vincent**, and as we mentioned, he



*Joe V's Trumpeter SU-27 in Ukrainian markings te are almost all decals, very impressive job.*

*photo by Rich Van Zandt*

brought several:

The first was a 1/72 SU 27 Flanker from Trumpeter. This one featured a quite stunning 'digital' or pixilated camouflage scheme in a gray, and light and dark blues. The model was painted in a light blue overall, and decals in a medium gray and a dark blue made up the pattern. Everything started out OK with the decals, until Joe noticed that each piece was covering progressively more surface area than it was supposed to, making the colors in the pattern extend into places they should not have reached. So he was forced to 'section' the decals by cutting them down. You have to look at the pictures of the model to see how difficult this task had to be! But we have to say, the finished result is pretty stunning. As far as the

Trumpeter kit was concerned, Joe said that the fairing behind the seat was not correct, and that the 'slush guard' for the nosewheel was not really the right shape.

Next up was Joe's 1/72 North American O-47 by Olimp. You might need to look up both the aircraft and the kit manufacturer on this one! Both the kit parts and the instructions were kinda vague in some areas. The observation plane was flown by the Tennessee Guard, and featured a large single exhaust pipe running along the starboard side of the fuselage, above the wing. Exactly what angle it exited the engine at was not certain. The side windows on the underside of the fuselage didn't fit very well. The finish was Alclad, and Joe made his own decals for this one.



*Joe V's Olimp O-47 Observation aircraft (above) and P-47M both in TN Air Guard markings.*

*photo by Rich Van Zandt*



Joe's 1/72 P-47D was built from the Revell Germany kit, which he said went together very nicely. The Alclad finish had markings in a dark red which were masked and sprayed on the model. Revell also supplied the subject kit for Joe's F-104A,

but it was felt that this could well have been the Italeri kit. The Tennessee ANG flew this one out of Knoxville. This one also featured a natural metal finish done using Alclad, with the tops of the wings done in white.

The last model in the 'Vincent Tennessee Air Guard Series' was a 1/72 F-102A built from the Meng kit.



2 more of Joe V's TN Air Guard aircraft above is a F-104A and Below is an F-102 Delta Dagger.

photo by Rich Van Zandt



While the weapons bay in this kit was somewhat complex, Joe said that the rest of the model was a fairly simple construction project. This one was painted in 16473 'ADC Gray' overall.



**Ross Armstrong** brought along a couple of his 'commission builds' to the meeting to show us. These were built for an ex-FedEx pilot who wanted a model of each type he had flown for the Memphis-based air freight carrier. The first aircraft was a 1/144 Revell DC-10-30. Of course, it was painted in purple and white. Ross used Gunze white, and apparently Xtracolor paint offers both the early and late versions of the purple used by 'Federal Express' and later 'FedEx.' So that's what was used here.



Ross's DC-10 in Fed Ex markings.

photo by Rich Van Zandt



Ross's FedEx Boeing 727-100 in its last paint scheme before retirement.

photo by Rich Van Zandt

Next up was a 1/144 Boeing 727, but we can't tell you which kit it is. Ross was given this one in a plastic bag and does not know the identity of the mystery kit! He does know that it is extremely tail heavy, but given the configuration of the B727 that's not too surprising. The rear entry stairs are used to hold the tail elevated on this one. Gunze white and Xtracolor purple were again used on this one.



Ross Armstrong with his 2 FedEx aircraft.  
photo by Rich Van Zandt



## Get Well Wishes

Chapter member Stan Parker was suffering from a serious infection and had to undergo surgery on his left foot. The procedure was successful, and Stan is at home recovering comfortably. But we understand he will not be entering in any polka contests for the foreseeable future. We know Stan would have especially liked seeing Joe Vincent's Tennessee Air Guard models. We wish Stan a speedy recovery.



## July Meeting – Don't Miss It!

Our July meeting will be held on the usual second Saturday of the month, which is to say the 11<sup>th</sup>. 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.

Part 2



Painting this Mk is relatively easy, all but one of the schemes is in the Ocean grey underside with the A pattern top of Dark Sea Grey and Dark British Green. Tamiya has makes all of these colors and I used them for this model. Several have partial and one has full D-Day stripes, yellow leading edge ID markings and a Sky fuselage band and propeller spinner. The Black & white stripes were Mr. Color as well as the Yellow ID markings and the Sky band & spinner. After examining the drawings in the instructions I found that the stripes for the markings that I was doing were only could only be 16" wide for both the wing and fuselage bands. Some seem to have use the full 18" with but this would go out beyond the wing roundels and completely cover the Sky band on the fuselage. As always use your references to determine how your particular aircraft was painted.



Once painted and sealed with a coat of future the

decals were applied, the settled down nicely with only a little help from some setting solution. The decals are fairly opaque, having only a slight translucency were they bisect the D-Day invasion stripes. I fixed this for the British roundels but they could have included a white blocking decal for the code letters. Overall it's not that noticeable, however the sky color looks a little washed out. There are numerous service markings to be applied, I don't know if they would have all been applied or even visible on the aircraft so a chose to leave many of the smaller underside service markings off. These would be hidden under the oil staining that would be applied to the underside anyway.



Once I gave the decals a good going over to make sure they were all settled down into the panel lines along with a little coaxing with a fingernail or a piece of a toothpick. The model was then sealed with a few thin coats of future mixed with Mr. Color thinner and allowed to harden overnight. I decided to try something new with the weathering on this kit. I have been reading a lot about MIG washes and AK Interactive washes and thought that I would give



point. Take special care when attaching the landing gear to get the rake, splay right, and that the wheels have the proper camber. Next attach the gear doors again checking the alignment and clearance from the wheels, Eduard has made this a little easier by putting a flat spot on the door side of the gear leg. The tail wheel gives you a choice one with a true stirrup arrangement or one that is all one piece, I chose to use the 3 part unit, assembly was easy and once the paint was removed from part of the shaft it slide into place easily. The cooling exhaust for the underwing radiators can now be attached. There is a small



these a go. After some experimenting with the MIG dark wash I can say that I am pleased with the result. They are applied with a fine brush and capillary action draws it along the panel lines. It can be wiped off with ordourless turpentine and a clean rag. It did take somewhat longer to do the weathering more controlled then my usual method. These enamel based washes show promise and once I get a few more shades as well as their filters, it will give me a new tool in the weathering arsenal.

I finishing the weathering with some light over-sprays of lighter and darker colors then sealed the whole thing with a few coats of Dullcoate to knock down the gloss finish. A bit of silver pencil was used simulate the wing root chipping and wear and tear around the engine access panels. I used van Dyke brown & burnt sienna to simulate the oil stains on the underside.

The rest of the small pieces were attached at this



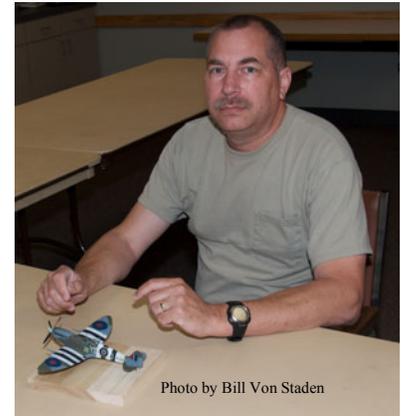
actuator on the inside of the radiator that is visible. The door can be displayed in the open or closed position. The antenna mast was then attached, note there is no wire going to the tail as in earlier Mk's.

The canopy masks fit well and aide in a quick and easy painting. They are painted British interior grey green on the inside and dark green on the outside, a



Spitfires and expand into some of the other Mk's that are screaming for a really good modern kit of this iconic WWII fighter, possibly the best looking fighter the British ever produced.

Rich Van Zandt II  
IPMS # 41265

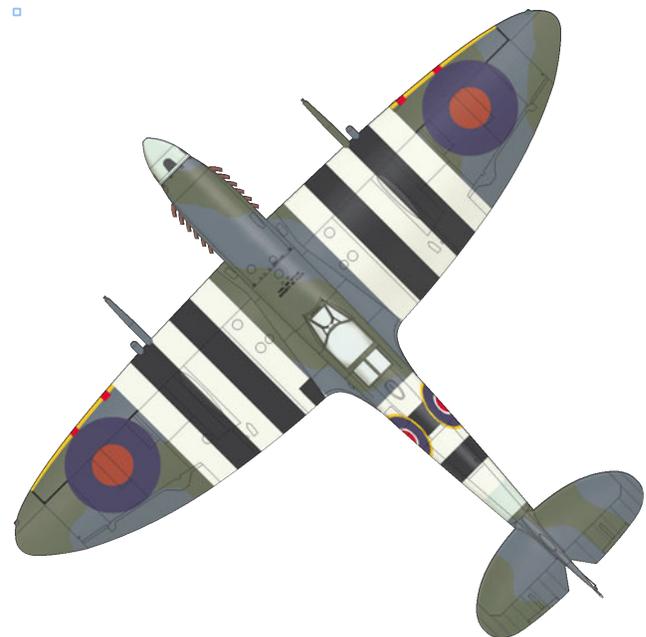
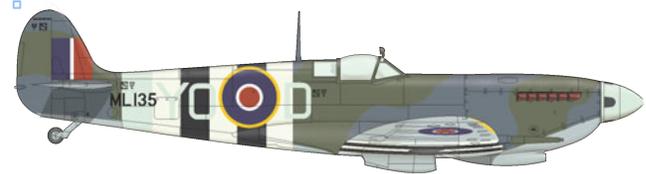


small mirrored sequin was punched out to provide the reflective surface for the rear view mirror. The front and rear canopy were then attached to the model with white gator glue, the fit was excellent. Once these were set the sliding portion of the canopy was also attached in the open position slid all the way back so the small notch was up against the antennae mast. The swing down door on the cockpit was painted British interior green then washed with MIG dark wash and the pry bar painted red. It was then attached in the open position.



The exhaust was painted with Alclad exhaust manifold then dry brushed with MIG rust powder and installed. The upper cowl was then attached locking the exhausts in place. MIG pastels were used to simulate the exhaust stains on the fuselage, then fixed with Dullcoate.

I am very impressed with the quality of this little kit, the surface detail, the attention to the molding and the assembly of the parts all add up to a very good looking model right out of the box with little to any real need for aftermarket parts. With this fine start on would hope the Eduard would continue their series of



## 2014 Contests & Other Events

**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@ipmsusa.org) 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@ipmsusa.org) 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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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](mailto:bvonstaden@yahoo.com). Contributions to the website should be sent to our Webmaster **Rich Van Zandt** at [crjdrv@comcast.net](mailto:crjdrv@comcast.net)

<http://www.ipmsmemphis.com>

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

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