



AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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Newsletter Skipped in August

You probably noticed that we didn't do a newsletter for August. We did send out an e-mail to notify everyone about the chapter meeting. The meeting itself was also a week later than usual because of the IPMS- USA National Convention in Hampton, VA. But now we're back, the convention is history, our wallets are somewhat thinner than they were in July, and we are ready to get back to the modeling bench. We have heard people say that attending the nationals and seeing all of the contest models leaves them with a somewhat depressed feeling. It seems that seeing all of the high quality work sets a standard that they feel they will never match, thus they are deflated over it. Sorry, can't relate to that. For most of us, I think it is the exact opposite. The trip to get back home cannot go by fast enough! And it's a shame if you have some household things to take care of when you return before you can get back to what you want to do – handle some styrene, put paint in the airbrush, and work on a model. If you can break out a few tools, aftermarket items or decals you picked up in the vendor room at the convention and use them on your current project – well, that's even better! If anything, after you return from the convention to your home planet, it makes your choice of what project to tackle next quite difficult, as your mind is generally going in about four directions with different ideas. From personal experience, I can say if you happen to have missed the convention the previous year, these feelings are somewhat more intense!

There were 2700+ models in the competition, which was as tough as ever. The vendor room was large, but with enough room to navigate the aisles. We heard there were originally about two dozen of the new Airfix 1/48 Spitfire Vb there for sale, but I guess

we took too long to eat breakfast that day and never saw one. Zoukei Mura had several stacks of the long overdue 1/48 Ta 152H there, and they were all gone sometime on Friday. And Rich Van Zandt actually purchased some aftermarket 1/48 "printed" detail parts, which is to say they were produced on a 3D printer. These parts were produced by the company Click2detail, they can be found on the web & FB. When you held these parts in your hand, you had to wonder if you were looking into the future of the hobby. If so, things are looking pretty good! Rich Van Zandt & David Morris were the only 2 IPMS members to compete at the show, with Rich Van Zandt taking home 5 3rd place awards.

Next year the 2015 National Convention has been pushed up into July (22-25) and will be held in Columbus, OH at the site used for previous IPMS conventions (it's good.) For 2016, there was only one bid submitted, but the committee thought it was a good one, and the site of that one will be Columbia, SC, and it will be back to an August date. So, start saving your nickels now so you can do two in a row in the east.

OK, enough about that. Here's what happened at the last two meetings -

July Meeting Wrap Up

The big in-progress model at our July get together was the 1/32 Tamiya P-51D of **Rich Van Zandt**. The kit canopy has a centerline seam which is going

EDITOR: Richard Van Zandt

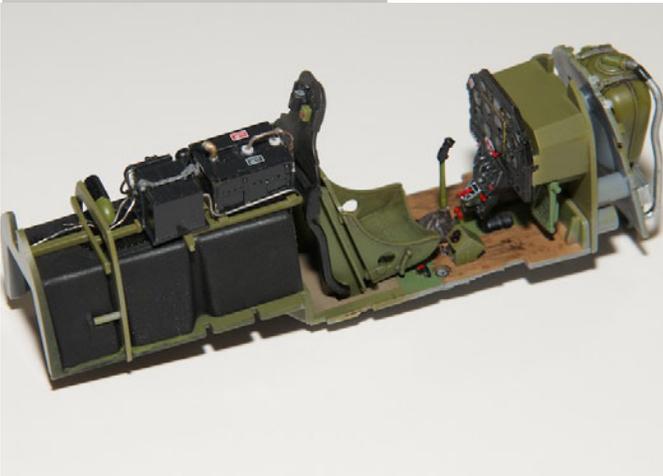
**CONTRIBUTORS: Bill Von Staden, Jim Webb,
Richard Van Zandt,**



□ *Cockpit work on Rich Van Zandt's P-51D*
photo by Rich Van Zandt & Bill Von Staden



to have to be sanded and polished out. So, we suppose it has a true 'bubble' shape which would prevent it from coming out of a single piece (upper) mold. Rich's big Mustang will be treated to a number of resin parts and decals from Roy Sutherland's



Barracuda Studios. There were assorted packages of resin parts all over the table while the work on this one was discussed. The paper drop tanks in the kit will get resin noses from Barracuda, as the Tamiya parts were too smooth and did not look like the real



thing. Aftermarket cockpit parts and placards abound, and Rich said he had at least ten hours of work in the instrument panel and gunsight. The battery and radio boxes are from Barracuda, and the PE overlays on the rudder pedals have the North American logo on them! This model will be completed as one of the early P-51D's which did not have the fin fillet, and will have an OD over natural



metal finish.

Ross Armstrong had a couple of in-progress models at the July meeting. You had to sit up pretty close to get a good look at the first one. The 1/144 Falcon (the Dassault aircraft, not an F-16) was manufactured by F-Rsin in France. Despite the company name, this is an injection molded plastic kit. The plastic is somewhat soft, and there was flash to deal with, But Ross was impressed with the kit's landing gear. He is still waiting on the purple and white Federal Express decals to arrive from DRAW, but otherwise this one is pretty far along, and pretty impressive.

There was quite a dramatic size difference involved when Ross unveiled his other civil project – the



Ross Armstrong & his Big & small airliner builds

photo by Rich Van Zandt



Revell 1/144 kit of the Boeing 747-8F. The fit of this kit is pretty good overall, according to Ross. He said he thought it would make a good entry for an Out-of-the-Box contest. It has two sets of fan blades for each engine. The engines on this one will be painted a dark blue. This may be a first for our club – the model will not be in the markings of the military, an airline, or a government agency. Some (though most of them are residents of the northwestern U.S.) think that this organization is more important than any of those: the NFL's Seattle Seahawks. This one should make a good looking model when you see the decals for it.

August Meeting Revisited

There were actually no in-progress model at our August meeting. But it was notable for the return of Stan Parker, who has been on 'medical leave' from chapter meetings for a while, and Anthony Stead, who has been missing in action for a bit. Joe Vincent was not at the meeting, but we should note that he had a good reason. The powers that be were moving the F-100D into the Udvar-Hazy Center, which is the companion facility to the National Air and Space Museum in Washington D.C. Joe was there with his son for a dinner celebrating the event.

Despite the 'lack of progress', there were enough finished models on hand to keep everyone's attention. **Stan Parker** wowed us with several recently finished aircraft. The first of these was a 1/48 scale AFV Club F-5N Adversary in a beautiful three-tone blue and gray scheme. This was one of the aircraft flown by VFC-111 'Sundowners' which was once used by the Swiss Air Force, now operating out of Key West. Of course, it had the cool 'red sun with rays' painted on the rudder, along with a small sharkmouth. Stan thought the kit was pretty good, though the photo-etched parts supplied seemed to be too large to fit properly.

Stan's second model just goes to show you how



Stan was busy during his convalescence,, Here are 2 of his completed builds. F-5N above & F-4J below

photo by Rich Van Zandt



impatient modelers can be. Academy makes a nice 1/48 Phantom kit, which has so far been released as an F-4B and an F-4C kit. And we know that a Navy F-4J variant is in the works, and may even be here by the end of 2014. But what if you just had to have an F-4J now, we mean today, and you don't want to wait and see if an F-4J kit is out by the end of the year? Or, what if it turns out to be late and does not make it until say, February of 2015? Oh, the horror! Well, fear not. You can do what Stan did and buy some resin conversion parts from a company called Steel Beach, and do one now. And if the resin wing pylons don't fit that well, and contain some air bubbles, you'll just have to model around that and keep going. Stan decided he wanted his F-4J to have

the landing gear in the 'up position' and be mounted on a stand. He said the gear doors all fit well in the closed position, which is somewhat rare, and the wing to fuselage joint was very good because of the kit design incorporating a 'spreader bar' to insure a good fit. He noted that the Academy F-4C kit includes a raft of different variants of the AIM-9 Sidewinder missile, which can be used on various models.

The last of Stan's air fleet was an Academy 1/144 E-3 Sentry AWACS aircraft of the USAF. The only construction issues were the fit of the engine pylons to the wings. The cockpit area of the nose was molded in clear plastic, but this was painted over and decals used to portray the windows. The white decal furnished for the center of the black radome was so



Stan's other completed model a E-3C Sentry call sign 'DISCO'

photo by Rich Van Zandt

short it did not reach the edges of the dome. So paint was used to extend the white stripe to the proper points.

The final finished model at the meeting was... well, it was different. **Bill Von Staden** had been looking at some 'What if' builds, or 'Whiffers' online and had an inspiration to build his first such model. It was mostly something plausible, nothing like a rocket-powered largemouth bass or anything totally out of left field. This was more of a "What if the Kawasaki Ki 45 Nick had been a flop (which it very nearly was) and the Japanese had test flown a Messerschmitt Bf 110C, and liked it for the role the Nick would play?" So, a surplus Fujimi Bf 110C received a True Details resin cockpit, some resin gun barrels, an authentic Japanese Army Air Force blotched paint scheme and some SuperScale tail unit markings for a Ki 45. The national insignias and the white home defense bandages were applied by airbrush. Stranger than truth!



Bill surprised everybody with Ki-45 'Nick'. Er, I mean a Bf-110 in Japanese markings.

photo by Rich Van Zandt



September Meeting – Be There!

Our September meeting will be held on the usual second Saturday of the month, which is to say the 13th, at the usual 6:30 PM. Our plan is to have the Photoshoot of the IPMS National Convention ready to go. As this is written, we think that's possible, and the popcorn will be furnished and you'll need to **bring some liquid refreshment** of your own, non-alcoholic, please! You can leave your in-progress and finished models at home, but we will make time to peruse and fondle any newly purchased items (kits, books, decals or aftermarket stuff) you may care to bring to show.

If there is any change in this, you'll see it in e-mail form with the delivery of the newsletter. Please take time to read it! (Of course, that assumes you are reading *this!*)

2014 Contests & Other Events

9/6/2014

Gateway to the West Contest & Swap Meet

Holiday Inn – Route 66
10709 Watson Rd IPMS Gateway
[Doug Barton](#) 314-610-2429

9/27/2014

14th Annual Sproo-Doo Model Show

Statehouse Convention Center
101 E Markham St
Central Arkansas Scale Modelers - IPMS
[Brianna Childres](#) 501-269-9086

10/4/2014

Huntsville Plastic Modelers Society 38th Contest

Huntsville Jaycees Community Building
2180 Airport Rd SW
Phil Cassibry 256-656-9624

Nov 15, 2014 , IPMS Middle Tennessee, Lane Agri-Park, 315 John Rice Blvd, Murfreesboro, TN Themes are 50th Anniversary of the (Ford) Mustang and 100th Anniversary of the Great War, Contact Tom Winter (615) 479-7737



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

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LEADING EDGE