Random Ramblings

Bob Morales

We’re two months out from our group build, “Dr. Bob’s Models”. Hopefully you’re well on the way. My particular build is coming along nicely. Having it done in December means she’ll be able to make it to Chattanooga in February!

Last month, Mike Idacavage incorporated a few building demos into his show-and-tell presentation. Thanks Mike! Now I know you other guys have some skills that you could easily incorporate into our meetings.

We, the club leadership, will be presenting what we think will be an exciting dimension to our club. Please attend if you can.

See you Saturday!

If you would like to contribute to our website, please email me the information at rmoe701@gmail.com

The website address is http://ipmsmarietta.blogspot.com/
Monthly Meeting Minutes September 2014

Bob Morales

The September 2014 Meeting of IPMS Marietta will be held Saturday, October 11th at 1:00 P.M.

We will be meeting at Hobbytown USA in Kennesaw, GA. The lunch crowd will meet at 11:30 at Sidelines in the same shopping center and the meeting will follow. If you don’t want to eat, just come by at 1:00 for the meeting.

September Meeting Notes

Bob Morales

In Attendance:

Rob Hofels, Dave Lockhart, John Vallrugo, Paul Crawley, Ken Lundquist, Art Murray, Keith Scruton, Patrick Cook, Mike Idacavage, Mc Lean Gilbert, Rob Morales, Schuyler Morales, Martin Hatfield, Buz Pezold, Andy Roberts

15 members showed for our September meeting. With 14 pieces on the table for show-and-tell, we had a pretty busy time.

Dave Lockhart started things with the general presentation/slideshow, and Kevin Westfal from HobbyTown showed us a bunch of the new goodies from the shelves. Once again, this is truly an amazing age for modeling.

Dave started S-N-T with a finished model, even though the theme was “What’s on your Workbench”...nevertheless, he had a 1/350 scale Japanese Submarine i-400 (or is it a 1/400 scale I-350?). The Tamiya kit was accentuated with Eduard photoetch, a ScaleDeck wood deck and White Ensign paints. Dave noted that this type of submarine was designed to transport a floatplane whose mission was to bomb the Panama Canal, which did not happen due to the end of WW2.

Dave has a thing for larger scale ships, and his 1/96 scale U.S.S. Constitution is no exception. He’s added wood decks and a copper plated lower hull to the legendary Revell kit. “Old Ironsides” is the oldest ship in continual commission in the U.S. Navy, and is about to go into drydock for a multi-year life-extension program.

Ken Lundquist had a neat Grand Banks Dory rowboat. He wasn’t certain of the kit manufacturer, but he did bring in the jig used to form the hull. Oh, yes, this is a paper kit...just neat detail in these models!

John Vallrugo had a few workbench kits in progress. First was a Heller J-29 Tunnan in 1/72
scale. He also had a Bristol Beaufighter Mk.X, also in 1/72 scale. This was the Matchbox kit and John was scratchbuilding the interior for the Beaufighter as well! (Sorry, I did not get a good picture of these models.)

Paul Crawley brought in his next 1/72 scale airliner project. He is going to model a Tupolev Tu-104 airliner from the HPH resin kit. This kit has a full interior and separate loading stairs. Paul promises to build this in such a way to show off the interior!

Andy Roberts brought his Fokker D.VII in 1/32 scale. This is the Wingnut Wings kit. He shaded the wing ribs with weathering powders to accentuate their look. He also is creating Lithuanian decals for the markings. (Once again, failure of the photographer!)

Buz Pezold brought in a familiar project to all of us. He completed his Rareplane vacuform Grumman F3F-1 in 1/72 scale. Buz scratchbuilt the main mounts, tail wheel, propeller, entire cockpit, added an Engines and Things Pratt and Whitney engine, True Details Grumman F4F wheels and added a few figures from CMK’s U.S.S. Gato crew to assist in handling the bird. Buz paint choices include Tamiya aluminum in the rattle can and Humbrol enamels. This is also his “Dr. Bob’s Models” entry.

Art also had a Lochkeed T-33 in 1/32 scale. This was the Czech Model kit modified to build the Twin Tail prototype. Only one was built. Art scaled up the E-Cardpaper 1/48 scale model as a template to scratchbuild the tail section. Art also used strip styrene to build the canopy rail section, using a sandwich-style approach to create the unique look of the structure.

McLean Gilbert had Academy’s M3A1 Stuart in 1/35. He was busy accurizing her with Eduard PE, Tamiya suspension parts and scratchbuilt corrections to the interior and exterior. Mac is recreating a Stuart of the 3rd Marines on Bougainville.

Art Murray has been keeping busy in the aircraft department. First he showed us his P-47N Thunderbolt in GA Air Guard markings. This was the Revell kit in 1/48 scale done out of the box with the exception of seat belts added. He painted it with Alclad and Tamiya acrylics.
Keith Scruton had a completer AV-8A Harrier in 1/48 scale. He finished the Monogram kit with model master paints, Caracal decals and charcoal pencil for the panel lines. He also dug out a few “started years ago” kits including a Monogram F-14 and A-6 Intruder. Both of these 1/48 scale birds are being repainted and corrected.

He is primed up now. Again, he is converting it to a U-2C, the first such aircraft to launch and recover on an aircraft carrier. Mike also had a started F-15EJ in 1/72. He is using the Hasegawa kit and showed us some technique for adding the “turkey feathers” to the engine tailpipes.

Mike Idacavage is showing good progress to his Airfix U-2 in 1/72.

Rob Morales had his in-progress Ki-43I Oscar fighter. He is building the Hasegawa kit OOB. This is his “Dr. Bob’s Models” entry. Additionally he showed progress on a 1/35 Sturmpanzer IV “Brumbar” assault gun. This is the old Dragon kit with link-to-link tracks and magic sculpt zimmerit. He did modify the hull as the original issue hull is way too short.

We did not vote for MOM this month as the theme was “In Progress” models

Upcoming shows:

10/25 – Spartanburg SC – Spartanburg Scale Modelers Annual Contest
10/25 – Mobile AL – USS Alabama Modelfest 2014
11/8 – Smyrna GA – ACME NNL Southern Nationals
11/15 – Murfreesboro TN – Annual Model Contest and Show
2/6-7 – Chattanooga TN – Model Con 2015
2/7 – Jacksonville FL – JAXCON2015
2/13-15 – Atlanta GA – AMFS/AMPS Figure/Armor Show
3/14 – Marietta GA – IPMS  
Atlanta Model Con 2015

4/4 – Anniston AL – Phantom  
Phlashers Phurball 2015

4/30 - 5/2 Auburn IN – 2015  
AMPS International Show

6/6 – Warner Robins GA –  
Scott Con 2015
Here Comes the Judge

One of the most interesting, and humbling experiences I had at this year’s IPMS nationals was being a judge. While I have had the pleasure of judging for regional shows, we’ll the nationals are, the nationals! It kind of like when a referee goes from the minors to the majors.

One of the first things I found amazing was the number of judges. The room was packed with guys for the initial meeting of the judges. My initial thought was, “They don’t need me, and there are already too many judges.” Once the meeting started and you realized how many models there were (>2500) and the number of categories (>200), maybe they did need everyone present. Once the head judges were identified, we were asked what category we’d like to judge: planes, ships, space, etc.

I choose ships and we met with the head judge and broken down into various groups: 1/700, 1/350, 1/72, carriers, etc. I was grouped with two guys in the 1/350 category. Now the fun begins and the education!

With clip boards and LED lights in hand we began the work of looking at our models. Talk about intense. There was not a detail or item that was overlooked. Every model was scrutinized to the last detail.

The one of key factors in judging any model is the “basics”. We’re there any gaps, how was the paint job, how was the alignment, we’re there any glue spots, etc, etc. There was one model that I really liked but is looking at the waterline, there was a significant gap between the gray paint and rust red hull. How could that have been missed?

If you are going to enter models in the nationals and you “think” you’d like to win an award, you better bring your A game. You are going up against the best. Every detail of your model will be examined.

After about 2 hours of judging models, our group selected the 1\textsuperscript{st}, 2\textsuperscript{nd} and 3\textsuperscript{rd} in our category. While my heart really wanted one model to be the best, we all agreed on another. Surprisingly, the largest, most detailed model did not win 1\textsuperscript{st} place. The one that won was built by the best modeler demonstrating the best skills in building and painting.

Going forward the lesson learned is quality not quantity. I’ll take a more time and consideration when building my models. I’ll pay more attention to details. Hopefully I’ll have less “errors”, my gaps will be filled, the sanding perfect and the paint beyond scrutiny. Will I ever get a national award? Maybe, maybe not but there’s nothing wrong in trying.
Haynes in the U.K. has continued to put out some unique non-automotive books in their Owner’s Workshop Manual series, and the latest is Soyuz by David Baker. The preceding Vostok and Voskhod spacecraft and the equipment designed for the abortive moon landing program are all described, as are the variants of the R-7 carrier rocket and the Progress cargo tanker. The current Soyuz is described technically in detail, with diagrams of systems and interior photos. Docking procedures and the Apollo-Soyuz Test Project are also covered. If you’re building a model of the Soyuz spacecraft or just have an interest in manned space flight, you need this book. Another new book in this series may appeal to some of you, and that is Top Fuel Dragster.

Another fascinating book is from Osprey, and it is #45 in the Raid series, Killing Bin Laden, subtitled Operation Neptune Spear 2011. Using open source and other available data, author Peter Panzeri starts with a bio of Osama bin Laden and a history of al-Qaeda and describes the effort to locate and track the quarry. The intelligence-gathering and mission-planning are described in as much detail as the available information allows, and a blow-by-blow description of the actual mission, with a detailed timeline, follows. I wish there had been more information on the stealthy MH-X helicopter used - the cover painting is the best illustration of the chopper - but maybe more info wasn’t available. This is clearly not a modeler’s book, but I think that it is a must-read regardless.

Also from Osprey is New Vanguard #214, U.S. Heavy Cruisers 1943-1975, Wartime and Post-war Classes, which picks up where #210 left off. The Baltimore class makes up the bulk of the coverage, but the postwar Oregon City and Des Moines classes are also described, as are the Alaska-class “large cruisers” (which, as author Mark Stille points out, should not be referred to as battlecruisers). Postwar conversions to missile cruisers are described rather inadequately, and I wish that the new CAG/CG hull numbers for these had been provided. I had the pleasure of touring Newport News when she visited San Juan in the ’60s, at which time she was the last all-gun cruiser left in the Navy. The two volumes make a nice, concise history of ships often overshadowed by their bigger sisters.

And now for something completely different! Schiffer has at times done books about American plastic kit makers such as Aurora, Monogram and Revell, but now comes A Weird-o World, The Art of Bill Campbell. After serving in the Army during WW II, Campbell began doing box art for Hawk (much of which is in
this book), but when boredom set in he got creative and eventually management was persuaded to do his Weird-ohs in plastic, and the rest is history. But the book also covers his subsequent work doing print ads and political cartoons, as well as ideas for other similar lines of model kits that never saw the light of day. The best part might be depictions of other Weird-oh designs that never made it to market. For those of you who remember the glory days of Hawk and the Weird-ohs, this book is a hoot!

A book I can only recommend with reservations is *Military Aircraft Insignia of the World*, from Flight Recorder Publications via Crecy. This is an update of a 1998 volume by the same authors, and I prefer the way the older edition was organized. Now the insignia are aligned vertically down the edge of the page, and it is often difficult to correlate them with the adjacent text. In some cases the text is on one page and the insignias on the next. There are also errors such as those regarding the U.S. insignia; the white star in the blue circle with the red center dot is shown as applying from 1917-27, but we all know that it was used into 1942, and its successor (without the red dot) is not shown at all! This may be a worthwhile purchase for the smaller air forces, but if you have the older edition, hang on to it!

New from Crecy is another book that looks like it might have originated with Specialty Press. *The 377 Stratocruiser & KC-97 Stratofreighter* by Bill Yenne is a fine look at these derivatives of the B-29 & B-50. After the early development, Yenne alternates chapters between the commercial and military airplanes, with lots of excellent photos, interior shots, magazine ads and data tables. There is coverage of proposed turboprop developments (including a C-130 competitor!) and of course the famous Guppy series. Extensive appendices include complete instrument-panel schematics and other illustrations from the service manuals. This is excellent coverage of these iconic aircraft.

From Kelsey Media in the U.K. is another in their series of Aeroplane Archives, this one on *British Jet Airliners*. The bulk of the coverage is on the Comet, Trident, VC10, One-Eleven, Concorde and BAe 146 series, with the usual mix of rare photos, isometric cutaways and color side-views, but where the book really shines is an extensive section on drawing-board studies, some of which were quite spectacular. If you like airliners, this one is worth looking for.

Also from Kelsey is the latest in their Company Profile series, and finally we get another American manufacturer in the form of Curtiss. As before, all the types are described in one or two pages, roughly chronologically. This one has been hard to find locally; try the Books-a-Million in Sugarloaf Mills, or you may have to order it online.
Tanks have evolved from slow, ponderous smoke-belching beasts to nimble, fast, hard-hitting game-changers on the battlefield. The automotive advancements of the past century certainly improved the tank’s ability to deploy on the battlefield. State-of-the-art communication equipment makes command and control of armored elements much less haphazard. But the single thing that makes the tank such a feared predator on the battlefield is its main weapon, the tank cannon.

Gun, rifled gun, smoothbore cannon, whatever you call it, the tank cannon is the reason why the tank exists. From the first British models of the Great War to today’s Abrams, Challengers and Leopards, you can’t but be in awe (or fear) of the tank cannon.

From a modeler’s perspective, the importance of the gun cannot be overstated. One of the key points to armor modeling is to ensure your gun tube is correctly assembled, no gaps, straight, no seams, etc. Many times a modeler will opt to upgrade to a turned metal barrel to help alleviate the chances for seams, flat spots from oversanding or other errors.

When it comes to finishing, most armor modelers will opt for a somewhat weathered or battle-worn appearance. Dirty, grimy and damaged to some degree are fairly common treatments in tank modeling. The accessibility to pigments, oil and enamel washes, chipping and rusting techniques are quite eye-catching and “en vogue” among armor builders.

One thing that is not a realistic representation is when the modeler adds some smoky black residue at the end of the gun barrel. That is because with the advent of “smokeless powder”, or cordite, towards the end of the 19th century, most of the propellant is burned off during the ignition and very little is left to gather at the end of the barrel. This is the same for ship’s guns as well.

Now this is not to say that these big guns won’t have some residue. But I can assure you that having run the bore brush through quite a number of barrels after firing numerous rounds of ammunition, the residue was always rather minimal. And any decent tanker will make it a priority to service his mount to include weapons maintenance prior to taking care of himself.
1. Welcome for all of the best modelers in the Atlanta area and a special thanks to HobbyTown USA for hosting our meeting.

2. President's presentation.

3. Treasury's report.

4. Local show news...Report on the lunches Saturdays...Bill.

5. What's new on the shelves or hints of further models? How about new books?

6. Congratulations to everybody that had a built model on the table from last few meetings. Now what's on the table for today?

7. Military or modeling questions. Now guys clean up and put your chairs back where they belong; remember we are guests.
IPMS Modeling Quiz Answers for the Month of October, 2014.

How did you do both here and in Florida? Let’s see who steps forward and answer the questions month and Sam how did you do?

1. Schlieffen Plan and Plan 17. Alfred von Schlieffen, the German chief of staff from 1891 till 1906, conceived the plan that bore his name. The goal was to defeat France before Russia could mobilize, in the event of a two-front war. Subsequent German generals weakened the plan by transferring some men from the right wing, which would conduct most of the offensive operations, to the left wing to check French plans of attack through the French-German frontier. Consequently, the armies on the right wing lacked the strength to envelop Paris.

2. A wholesale mutiny. After the disastrous Nivelle Offensive in 1917, the French Army mutinied. Whole units refused duty and would not fight. This is one of the best kept secrets of WWI.

3. Ground attack. The nimble Sopwith Camel was undoubtedly one of the best fighters of the war. It could out turn a Fokker DIV, and could match the Dr1 Triplane in speed. However, it had its drawbacks. Its high powered rotary engine and light airframe meant it was extremely difficult to fly. It was also slower than both the Fokker DVII and the newer SE5. Despite this, it served as the primary British fighter until the summer of 1918, when it was replaced by the more capable Sopwith Snipe. As well as serving as a scout, the versatile Camels served as long-range escorts, trainers, naval fighters, bombers, and even night fighters.

“Ils ne passerant pas!”