

AN ASSOCIATION OF MODEL BUILDERS SINCE 1980

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May Meeting Recap

Rich Van Zandt started the meeting off with a quick demo of a ‘One4All’ liquid chrome pen from Molotow. These pens are acrylic markers and are available with tip sizes of 1mm, 2mm and 4mm. Using one of these would be a good way to color the oleo section of a landing gear strut with chrome, and by using a quick mask, you could do the edge of a jet intake (think of the F-106) or even the leading edge of a wing. You can check these markers out online, and they are available from Amazon and other sources for \$11 to \$13 depending on the tip size desired



From the demo, we rolled right into the first in progress model from Rich. This was the Mig-29 SMT from Great Wall. A small gap at the rear lower fuselage was corrected with a bit of 0.030” sheet styrene. The horizontal stabs used plastic ‘pins’ which were not very robust as furnished from the manufacturer. These were removed and replaced by drilling a hole and inserting a metal pin in each. Rich praised the kit decals for the instrument panel, which he used. Multi-part afterburner cans are resin replacements from North Star in Russia. The resin wheels were also from North Star, but we have to say, unless you are really picky, or really want to use aftermarket resin, the Great Wall wheel/tire units do look pretty good. A resin aftermarket ejection seat

was also used, but required some modifications to the cockpit for a proper fit.



Stan Parker had his HobbyBoss A-4E Skyhawk in 1/48 in the works. Stan claims that some parts of this kit fit much better than those on the Skyhawks from Hasegawa. Also on the plus side, there is a nice weapons sprue provided, the intakes fit very well, and the kit costs less than the Hasegawa kits. But there are a couple of letdowns as well. The slats are not separate to mount in the lowered position, some major panel lines are not molded on underside of plane's wings, and only the early straight refueling probe is provided. So, if you need a cranked probe,

you'll need to rob one from somewhere, or crank your own.



A new Tamiya Bf 109G-6 was being built by **Bill Von Staden**. This one is kind of a mixed bag because the kit is engineered to allow you to interchange open and closed engine access panels on the finished model. There are magnets and steel washers involved which allow you to do this. Which unnecessarily complicate the



assembly for those of us who tend to build a model and then say, "There, it's done" and never intend to interchange anything. According to Bill, that will definitely be the case here. Despite all that, it looks like it will produce a nice 109G model when completed.

Ron Campbell had his 1/72 F9F "Dash-2" Panther back for its second round of in-progress. The decals have now been applied, and Ron is using Microscale products to prep the old decals he is using. Notably their Decal Film, which was sprayed over the old decals to prevent them from disintegrating when dipped in water. The model still has no landing gear on it, but it may end up being mounted 'in flight' on a stand.

Completed models at the meeting were led off by **Stan Parker** with his 1/32 Nieuport 17 from Academy. Stan liked the kit, the part fit together very well. The downside was a lack of several parts which you would expect to find in a WWI kit even when you don't pay Wingnut Wings prices. There was no seatback, no headrest, and no instrument panel. (In all fairness, not all WWI planes of the same type were fitted out exactly the same inside the cockpit. Pilot preferences were the determining factor for the locations of key items in many cases. But still, you'd expect a basic panel to work from.) The finished Ni-17 did look very nice.



And speaking of Wingnut Wings, Stan also had

a 1/32 Hannover CL II completed. Stan really did like this kit! (Every good biplane should be fitted with two horizontal tail surfaces to match the wings!) Pheon decals were used for plane's fuselage, the lozenge decals on the wings were from the kit. The fit of the model was really good, but Stan thought the wing strut assemblies need to be stronger. The WNW kit also supplied some accessory parts, like bombs, flares, a ladder and plane support stands.



Joe Vincent had completed a 1/72 T-10-10/11 from Modelsvit. And you are probably asking ‘What is it?’ Well, it’s one of the early aircraft which became the Su-27 Flanker. You can see the family resemblance, but there are a lot of changes between this and the production version, which is somewhat larger. This kit included photo etch parts and and masking material. The engraved panel lines are good, and they match from section to section on the model's surface as they should. A sensor had to be removed from in front of the windscreen on the model to build



the desired subject.

Joe also had a completed Trumpeter 1/72 SU-30 SM Flanker at the meeting. He said this one required some putty and sanding. He had to add some sensors on the fin. Joe tried the "pin method" to attach the canards. MRP paint straight and an MRP mix used on the underside camouflage. Joe said there is no kit-provided way to model this kit with the canopy open, so he manufactured his own canopy support. (The the canopy does not fit well if it is in the closed position.)



Joes third model was a 1/48 F-16B built from the old Hasegawa kit, which came with 31st TFW markings, in this case, the wing commander’s aircraft. The kit went together well with no real fit problems. Paints used was Gunze acrylic, with Alclad for the tailpipe.

Last from Joe was the 1/48 Revell F-84E – a model which he started at least 5 years ago. He put it back in the box when the original natural metal finish started showing signs of cracking due to an insufficiently cured undercoat. In



storage, a main gear leg suffered a severe bend, which was 85% corrected with some heat. More may have broken it. The decals were from the kit, as they are for the 31st FBG commander's plane. The kit is very good with great fit and nice details. Joe had to scratchbuild two small parts that were missing from the box. Paints again are Gunze acrylic and various Alclad paints.

An Eduard 1/48 Mig-21R was completed by **Rich Van Zandt**. This was a plane from the 263rd Independent Recon Squadron, which carries a camera pod on the centerline rack. Like the other Eduard Mig kits, the fit is of this Weekend kit is basically good, with a couple of joints needing some attention. Toothbrush bristles were used to fabricate the infamous Soviet "odd rods." MRP paint was used to paint the model, and this scheme required some tricky masking. Rich used some "Aero Masks" for this, but also had to get creative to mask the paint contours going up over the fuselage, where the masks didn't quite do the job.



June Meeting Up!

Our June meeting for IPMS*Memphis will be held on **Saturday, June 9th at 6:30 PM** at Advent Presbyterian Church on Germantown Parkway in Cordova. This one falls pretty early in the month, so try not to show up on the 16th!

We will be using our standard meeting format, so please bring any of your new recent finds in the way of kits, books, decals and accessories, as well as any current in-progress or completed models you have.

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2017 Contests & Other Events

June 9, 2018 SCOTTCON 2018, by IPMS Gen Robt L. Scott Chapter, Museum of Aviation, 1942 Heritage Blvd, Robbins AFB, GA Contact: Bill Paul (478) 929-3210 or wlpaul@cox.net

Aug 1-4, 2018 IPMS-USA National Convention, IPMS/Craig Hewitt Chapter, Phoenix Convention Center, 100 N. Third St, Phoenix, AZ See www.ipmsusa.org website for link

August 25, 2018 42nd Annual Model Contest, IPMS Huntsville Plastic Modelers Society, Huntsville Jaycees Community Building, 2180 Airport Rd, Huntsville, AL Contact Skip Hassler at skiphass@comcast.net

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Let Us Hear from You

Remember, the *Leading Edge* is a product of monthly contributions from chapter members and friends. Please send Richard T. Van Zandt information you have for the next issue. Email your information to: crjdrv@comcast.net

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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