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COLUMBIA, SC

NEWSFLASH
July 2021

Hello Swamp Foxes, welcome to the July 2021 Newsletter.

Well here we are into Summer, the Summer Solstice has come and gone and the days start getting shorter.

Model building seems to have died off for a few with the arrival of Summer, but very high standards remain for those still building.

Check out the great builds and works in progress by our members in members models and a few pics from the Mega Show.

Stay Safe, Hang in there and ..... **Keep on Building**

From the Front Office…

Howdy, all!

First, I want to thank all of you who came out and worked hard on the 19th. Yes, we had a few snags. I'll elaborate on those in a separate article.

Some numbers:

· Total entrants (individuals) – 98

· Total models registered for formal judging – 92

· Total models registered for display only – 6

· Total models actually judged – 89 (3 models were removed from the venue before they were judged. Several others were removed before the Class/BoS evaluations were complete)

· Total field awards made (medals) – 89

· Total number of all models on display – 270

· Total vendor tables – 71

· Total attendees – approximately 600 (workers, vendors, entrants, and GA)

I will attempt to recognize all the individuals who were there from memory. If I missed anybody, accept my apologies in advance. It was not done intentionally…

· Friday set-up: Rick Broome, Kevin Cook, Paul DeLoreto, Norman Foote, Mike Gearon, Matthew Goodman, Jim Hamilton, DC Locke, and Mike Roof

· Door Attendant: John Melton, DC Locke:

· Registration: Rick Broome, Paul DeLoreto, and Norman Foote

· Photography: DC Locke

· Raffle: Kevin Cook, Donnie Greenway, and Zach Chapman:

· Judging and Scoring: Rick Broome, Trevor Edwards, Norman Foote, Matthew Goodman, Dave Koopman, DC Locke, John Melton, Jeff Neal, Mike Petty, Mike Roof

· Show administration: Kevin Cook, Mike Gearon, Matthew Goodman, Donnie Greenway, Mike Roof

· Special Thanks: Sheila Roof, Susan Palmer (AMPS Northern Florida Armordilloes), Jeff Neal (IPMS/USA Region 12 Regional Coordinator), and Mike Petty (President, Armor Modeling and Preservation Society).

Several members had vendor tables, and from speaking with them on Saturday afternoon, they all made out well. Jim Hamilton sold out by mid-afternoon, and Fred and Pete's tables were looking rather bare towards the end of the show. If any of you wish to comment on the show, we are eager to hear from you. We can only fix it if we know it is broken.

Tentative planning for a possible show in 2022 is in the early stages. Stay tuned for details. I can only hope that we won't have to deal with the fallout from COVID-19 by then!

Other News Squadron is back—the company's trademarks and such have been acquired by Chris Decker,

and the website is back up and running. The "new" Squadron will have a different feel—Chris did not acquire the rights to Squadron Signal Publishing or (to the best of my knowledge) any of the subsidiary lines (True Details, Eagle Strike, etc.), so it will, for the near future, be competing with the other distributors (Sprue Brothers, Mega Hobby, Andy's Hobby Headquarters, Jef V.'s Corner Store, etc.). Even so, it is good to have them back, and I wish them the best of luck. They can be found at https://www.squadron.com Shows are slowly coming back

The IPMS/USA National Convention will be held this year in Las Vegas between 18 and 21 August. As with all of the IPMS National Conventions, rooms at the convention hotel sold out long ago—but hey, this is Vegas, so you shouldn't have trouble booking a room if you act quickly. Details can be found here: https://www.natslv2021.com/ The Huntsville (Alabama) show is being held on 28 August. Details: http://hsvpms.blogspot.com/p/annual-contest-information.html

The Anniston (Alabama) show will be held on 11 September: http://www.phantomphlashers.org/events.html

The Warner Robins show is scheduled for 25 September (I know, the club's website says June, but the IPMS/USA site says September): https://ipmswr.org/scottcon

The guys in the Atlanta Metro area will host their show on 23 October in Marietta: https://www.ipms-atlanta.org/annual-contest

And it appears the final show in our neck of the woods for 2021 will be the ACME show in Smyrna, Georgia on 6 November. E-mail them for details if you are interested: info@acme-ipms.com Other activities From early information on the WAHS website, the Atlanta Airline Collectibles show looks like it will return to the Delta Flight Museum at Hartsfield-Jackson International Airport on 2 October. If you've never been to the museum, it is a treat—they have exhibits that showcase the airline and its history, complete with several aircraft on display including a 767-200, DC-9-51, 747-400, 757-200, and their newest acquisition, a Douglas DC-7B. The event has become an expanded Delta surplus sale, too, so if you just *have* to own a set of airliner seats, a beverage cart, or an airplane lavatory, you may well be able to buy them!

Hint—if you go, the show's hotel is usually the Renaissance Concourse Atlanta Airport right next door. If you get a ramp side room, you can sit on the room's balcony, watch airplanes, and get your geek on! If you are interested, their contact person is greg.romanoski@delta.com

Meetings

I can assure you that I will reserve the upstairs maker space at the library as soon as it opens up for meetings. Otherwise, we're pretty much going month-to-month. It is important that you monitor your e-mail for meeting specifics.

Officer Elections

Per our club's Constitution and By-Laws, officer nominations are scheduled to take place this October with elections to follow in November. This means that the elected offices of President, Vice President, and Treasurer are up for nomination.

Of the three, the only office with no term limits is Treasurer. Both Executive positions (President and Vice President) have a limit of two 2-year terms, and those terms are reaching their conclusion.

The election rules in the C&BL were written with the intent of injecting new ideas and energy into the leadership of this club. You can read the particulars here:
https://ipmsmidcarolina.files.wordpress.com/2018/07/cbl-rev-0.pdf

I am coming to the end of my second 2-year term as your Chief Cook and Bottle Washer, which means by rule I am ineligible to run for any elected office for at least one election cycle. It is time for another dog to take the lead…

Furthermore, I have recently been hired to work remotely for a company in Portland, Oregon, and my work day may extend to the evening hours on some nights. I cannot predict when I will be required to be available to them, but I suspect that I will not have the same amount of flexibility that I have had since 2016. Rest assured, I will work with the new officers to ensure a seamless transition, and if the new officers will allow it, I will still volunteer to be on the show committee and act as the club's webmaster. We will discuss this at this month's meeting, so you should attend if you want to get the latest information.

SIDNA Sale

We're still exploring the possibility of a kit swap meet for the fall months. If you have a venue in mind, talk to them and get details, then contact us and we'll discuss.

In the words of Porky Pig, "That's all folks!" I hope to see all of you at our July meeting. Cheers, all. Stay safe, stay healthy, and look after yourselves and others.

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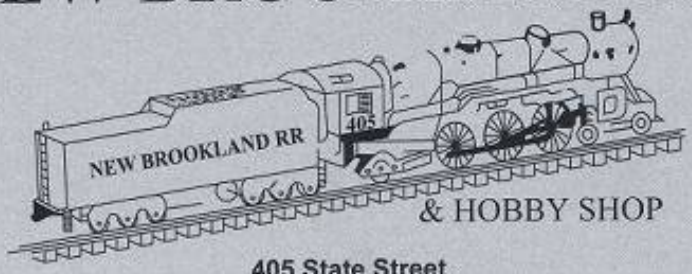

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Do That Voodoo…

There was some small bit of irony with the interceptor variants of the McDonnell F-101 Voodoo.

Soon after the end of the Second World War, the Air Force started development on a *penetration fighter*, an aircraft meant to escort the heavy bombers to their targets and back. The request resulted in the Lockheed YF-90 (a modified F-80), the North American YF-93 (a modified F-86), and the McDonnell XF-88. The McDonnell design won the "fly-off", but the program was cancelled after the Soviet Union detonated their first nuclear weapon and the new United States Air Force decided that the service now needed interceptors to shoot down nuclear-armed Soviet bombers over the proposed escort fighters.

Events over Korea would dictate that the USAF actually did need escort fighters for the bombers after all, and McDonnell revised the XF-88 by enlarging the aircraft, installing new engines (the Pratt and Whitney J-57 replaced the Westinghouse J-34's of the XF-88), and refining the aerodynamics. The result was the F-101.

As the airplane was undergoing tests, several anomalies were found and addressed with, not least, the type's penchant for deep stall conditions at high angles of attack where the wing would effectively block airflow over the T-tail configuration of the airplane being the worst of the flaws. Additionally, the specifications called for the airframe to be built to withstand 7.33g, but the early versions were only stressed to 6.33g. McDonnell changed the construction midway through the initial construction blocks, and, rather than send every airplane through a modification line, the early 6.33g aircraft were designated F-101A, while the later 7.33g airframes were designated F-101C.

When these single-seat airplanes entered service, the Strategic Air Command (SAC) was once again losing interest in fighters—the new B-52 Stratofortress was coming on line, and was envisioned to fly above enemy fighters. In the Air Force of the day, what SAC didn't want was passed over to the Tactical Air Command (TAC). The airplanes received a Low Altitude Bombing System (LABS) to deliver a tactical nuclear weapon and remained armed with four M39 20mm cannons, and was pressed into service as a Fighter Bomber.

When the USAF needed a better aerial reconnaissance platform than the aging RF-84, the single-seat F-101 design was modified for the mission, and newly built RF-101A and RF-101C's became TAC's new photo ships. They would go on to perform a good portion of the photographic reconnaissance duties in Southeast Asia, and when the service needed even more aircraft, F-101A's were modified into RF-101G's and F-101C's were modified into RF-101H's and sent to the Air National Guard. These aircraft would eventually be replaced by the McDonnell RF-4C's.

By this time, the USAF was also working on a new supersonic interceptor program. Their "1954 Interceptor" program was running in to problems—the Convair YF-102 could barely break Mach, the fire control system was having issues, and the whole program was in jeopardy of being cancelled. As a hedge, the USAF asked McDonnell to modify the Voodoo into an interceptor. A second seat was added for the radar operator, a weapons bay featuring a rotating door was installed that could carry two AIM-4 Falcon guided missiles or two AIR-2 Genie nuclear tipped unguided air-to-air rockets, and a simplified version of the F-102's fire control system was installed. The airplane was designated F-101B.

With the adoption of the F-101B, the irony was complete—the airplane designed to protect bombers was now placed into service to shoot down bombers.

The F-101B would enter service with the Air Defense Command in January 1959, and would eventually also serve with several Air National Guard units until the Texas ANG retired their last F-101B in 1982. Canada was the only overseas operator of the interceptor Voodoo variants, leasing F-101B and F-101F (an F-101B modified with dual flight controls) between 1961 and 1987.

The Kit

In 1984, Monogram released a 1/48th scale kit of the interceptor Voodoo, hot on the heels of their F-105 and F-106 kits. Many modelers hoped that Monogram would kit the single seat Voodoos in 1/48th scale, but many more were hoping they would shrink the F-101B down to 1/72nd scale. That second group got their wish in 1991, when Revell Germany issued a kit that was for all intents and purposes a scaled down Monogram kit with recessed, rather than raised, panel lines. The kit has been reissued sparingly over the years—it appeared in a Revell USA box in 1992, Revell Germany reissued it in 1998, Ace (a Korean company that more than likely aided Revell in tooling the kit) released a boxing of the kit in 1999, and it appeared again by Revell in 2013. I used that last issue for this model.

Photo 1: Revell's Voodoo as it appeared in 2013.

When it comes to decals, there are several options. Microscale/Superscale issued several sheets in the early 1990's for both USAF and Canadian aircraft. Leading Edge, Expert's Choice, Almark, and Belcher Bits all followed suit with sheets of their own. In 2013, Caracal Models released a sheet of Air National Guard Voodoos, including aircraft from Maine, Washington, and Oregon. The Maine ANG scheme on the Voodoo, with the big green pine tree on the tail, has always been a favorite of mine, so the project now had wheels.

This is another project that started as a Saturday Build Day session at HobbyTown, and yes, you would be correct if you guessed that there were very few in-progress photos. Sorry…

Before we begin, this is a kit where you must pay close attention to the instruction sheet,

especially as it concerns the nose gear and cockpit assemblies.

When assembling the nose gear, pay attention to how everything is oriented. If you don't, you will wind up with something installed backwards—I managed to install the strut at the wrong end of the gear well, and didn't catch it until I was nearly done. Fortunately, I was able to rectify the situation with little effort. In Step 1, they instructions are vague, but where they show the knife symbol, what they intend for you to do is score and bend the plastic at those lines. Score the plastic lightly, bend the parts, and, to have some insurance, run a little liquid cement along the score lines and let the cement dry.

As you install the cockpit into the fuselage, the fit around the radar scope where it meets the glareshield is not good. Trim, fit, and trim again. You may even need a touch of filler to blend it in properly. The rest of the cockpit assembly is per the instructions, but if you want to add some jazz to it, you'll want to find a photoetched detail set, as the consoles and instrument panels are flat—there is no detail to speak of. Airwaves made a set when the kit was released in 1991, and Eduard might still produce a set for this kit, too. If Quinta Models were to release one of their splendid 3D resin cockpit sets for this kit, watch out…

Before you assemble the fuselage, make sure you install the saber drain masts on the tail.

There are several sink marks along the spine where the locator pins are. They need to be filled and sanded. You'll also find sink marks on the outside of the speed brakes as well. If you plan to leave the speed brakes open, it is easier to address the sink marks while the parts are separate. I closed the speed brakes on my model—after studying hundreds of photos of Voodoos on the ground, only one out of a hundred showed them open, and that only with a crew in the cockpit to a hydraulic service unit attached to the airplane. Since there were also sizable gaps around the brakes, the subsequent filling and sanding also eliminated the sink marks.

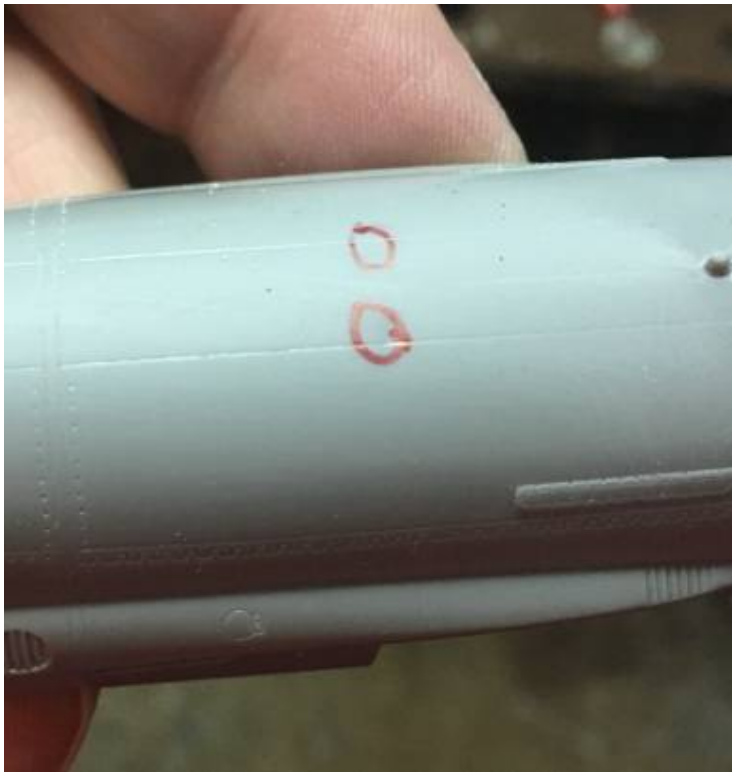


Photo 2: They're difficult to see, but there are sink marks present.

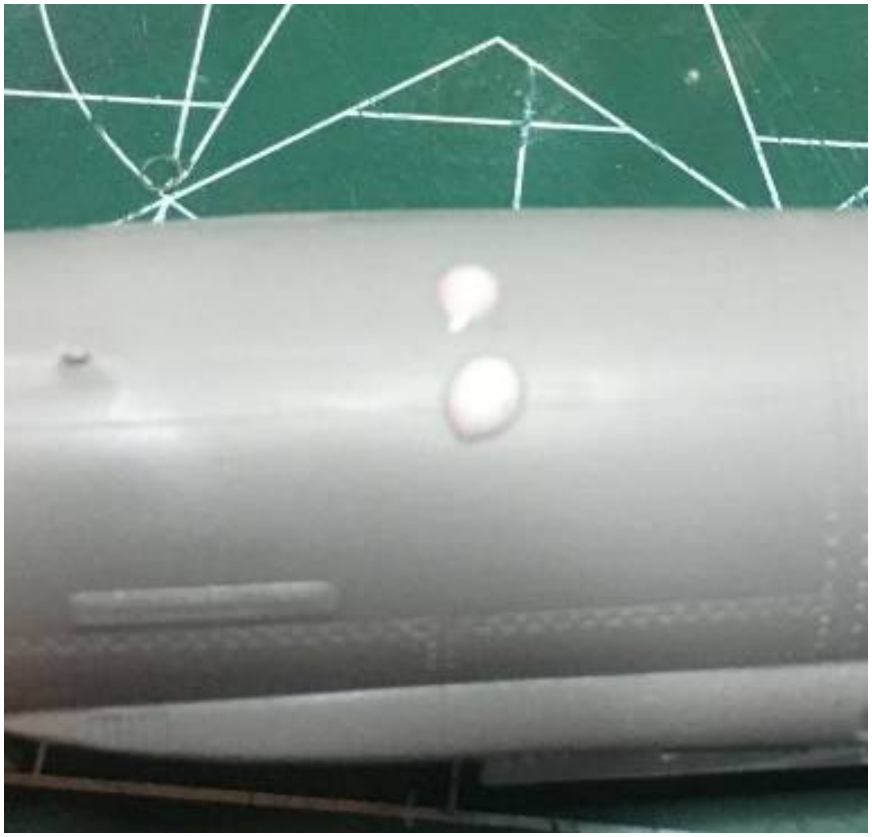


Photo 3: Fill with a mix of CA and microballoons...

Photo 4: Sand and polish...

Photo 5: And rescribe the panel lines. Done.

Perhaps the worst fitting parts on the kit were the wing halves. The way Revell designed the parts leaves the seam on the wing underside, but it is not very tight. To add to my misery, I decided to show the flaps up as well (the same hundreds of photos I studied showed that the flaps were usually up on the ground, too), which created more problems. Before I installed the flaps, I traced the outline of one on an index card so I could later make a scribing template. I did the same for the speed brakes…

For those wondering why Revell gave you the option to have open speed brakes and flaps, the answer is color. The red interiors to these items lend a splash of color to an all-gray

airplane.

To fill the canyons around the speed brakes, the flaps, and the wing, I used CA. Since the gaps were relatively wide (about 1/64” in the worst places), I first let a drop of CA accelerator wick down into the gap and let it evaporate—it will remain active for a while, and I didn’t want the CA and accelerator to react so quickly that the glue foamed and the plastic got hot. After the accelerator appeared to be dry, I started applying medium viscosity CA to the gap, drop by drop. As the CA wicked into the gap, it was cured by the accelerator. If I didn’t use the accelerator, the CA would travel to the inside of the wing halves and it would take a lot more CA to fill the gap. As the first application cured, I applied more CA until the gap was slightly over-filled. This is the only time I tend to use accelerator, by the way.

Photo 6: The speedbrake gaps.

Photo 7: The upper flap gap and step.

Photo 8: The underside gaps.

Photo 9: Almost there--needs a little more work.

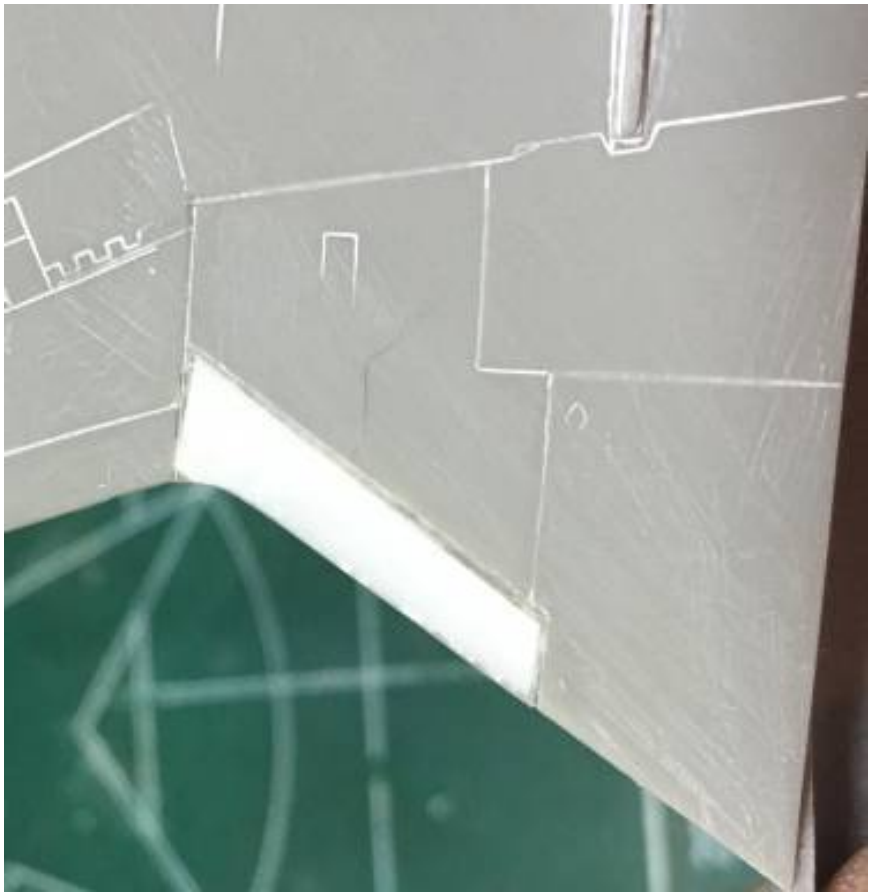


Photo 10: Evergreen and CA filled the top step...

Photo 11: And CA filled the rest. These have been primed and need some scribing touch up.

Work in small sections—about an inch or two at a time. When the CA cures, start sanding. Don't be gentle—start with at least 320 grit wet or dry sandpaper, and work down through 600 grit. Let each subsequent grit remove the scratches left by the previous grit, then give the area a buff with a Scotchbrite pad or 0000 steel wool to remove the last of the scratches.

For the flap upper surface, I used a strip of Evergreen styrene to fill the step. Attach the strip with either liquid cement or (better) CA, fill any remaining seams with CA (let the liquid cement dry if you took that route), then sand and polish.

To replace the lost panel line details, I used my normal procedure—Dymo tape guided by a steel straightedge for straight lines, and Tamiya's Tape for Curves or bespoke scribing templates get used for odd-shaped items. A sewing needle in a pin vice is used as a scribe. Apply the guide/template, and gently scribe along or around them.

To make the bespoke templates, trace the shape or outline you need onto the index cards. You can either soak the index card with CA or transfer the outlines on to a piece of .010" or .020" Evergreen sheet. I made one template for the speed brake and one for the flap, flipping each over as needed on the left and right sides of the airplane. I even installed a guide strip/stop to the flap guide to make sure it would line up correctly.

Don't try to get the line done in one pass—start with several light passes before you make a heavier pass. Remove the guide/template, and carefully deepen and sharpen the scribed line. Next, sand the raised edge of the scribed lines to get rid of the "fringe", gently clean the lines with the scribe, and polish with the Scotchbrite. When the fringe is gone, brush a light coat of Tamiya Extra Thin cement into the lines to homogenize them.

Go slowly, and don't be afraid to fill, sand, and re-scribe if you make a mistake. Fill your

errors with CA rather than putty—putty will chip and chunk out, while scribing into cured CA is much like scribing into styrene, leaving crisp and sharp lines. The ultimate goal is to make your work blend seamlessly with what the kit provided.

The fit of the strakes around the weapons bay was less than precise, and rather than fill the gaps with CA and spoil the intricate detail around them, I used Vallejo Plastic Putty to fill the gaps. Apply the putty with a spatula or toothpick, let it sit for a minute, then clean up the excess with a damp Q-Tip. The same holds true for the data link antennas and the afterburner cooling scoops on the underside of the model aft of the wing.

As you build up the rest of the wing and inlet assembly, you'll find that the inlet fit is less than stellar. You could take the time to make things fit, then fill and sand the seams and gaps, but I took the other fork in the road and made a set of inlet covers from .015" Evergreen sheet styrene. Before you assemble anything, trace the inside of the inlets on an index card as you did with the flaps and speed brakes, and transfer the outlines to the plastic card. Cut 'em out, refine the fit with sandpaper, and set them aside to be painted red.

I simply could not figure out how Revell intended the weapons bay to be assembled. Since my models are attached to bases and can't be "played with" anyway, I installed the weapons bay door permanently to the best of my ability and addressed the gap around it. You don't need to eliminate the gap, but you should make it tighter. White glue is perfect for this task, as it fills the gap just enough to show the outline but not so much that it looks like a flush panel. The door was installed with the Falcon wells exposed, since by the time Maine's ANG got the airplanes, the Genie was being removed from ANG service.

The kit's AIM-4 Falcon missiles were pretty nice—there's a slight gap on the fins, but a little white glue took care of that. Assemble them, fix the gaps, and set them aside for paint. Same goes for the fuel tanks. As you assemble the afterburner cans, try to get the fit as good as you can. Be sure you dress the seam, since they will get a coat of metallic paint which will highlight flaws.

I left the radome off for ease of painting. It fits well, which made the decision to leave it off until the end easier.

Photo 12: Radome and wheels/tires painted and ready to install.

The rest of the little doo-dads were cleaned up and made ready for paint. The canopy was installed with Pacer Formula 560 Canopy Glue—due to the lack of detail in the cockpit, I decided to close the canopy. Plus, with everything closed up, the lines of the airplane are accentuated, which sometimes gets missed by modelers who like to do a "guts on display" model. Tamiya tape and a sharp #11 blade, a few minutes, and the canopy and windscreen masking was complete.

The anti-collision lights (the teardrop between the tanks on the underside and the aft teardrop shape behind the cockpit) were sanded flat—I would replicate them with a drop of Canopy Glue after the paint and decals were done.

The last thing added to the fuselage before paint was the tail light lens. I removed the molded-on "lens" from the tail stinger, and fashioned a clear one from a piece of clear sprue from the kit. I first cut the chunk of sprue roughly to size and shape, and then drilled two shallow depressions in the mating surface of the part to simulate bulbs—one was red, the other silver to simulate a "white" lamp. The face of the tail was colored black with a Sharpie. Then, the lens was added to the tail with CA, and once the CA cured hard (a few hours), the lens was filed and sanded to shape, and polished back to clarity. It is a small detail, but this is one of those simple details you can add to your models without a lot of effort. The lens was masked with a strip of Tamiya tape.

The first steps in painting the model was to shoot a coat of flat black around the cockpit to paint the canopy frames—when seen through the canopy, the frames appear to be black inside. The searchlight well was also painted at this time, and when dry, the molded-in lens was colored with a drop of Metal Color Chrome. The searchlight lens was then installed with Canopy Glue and masked.

The aft "shingle panel" area of the tail was painted with several shades of Vallejo's Metal Color—I think I used Aluminum as a base and masked and painted several areas with Dark Aluminum. While I had the metallics going, I painted the afterburners. They look clean and pristine afterwards, but not to worry—they'll get properly dirty in time.

Once the metallic colors had dried, the shingle panel was masked. The model was given a few coats of Testor Acryl FS16743 Aircraft Gray (also known as ADC Gray). Thinned 60/40 with Acryl Thinner, the paint laid down perfectly to a nice shine. It was allowed to dry for a day or two before the model was given two coats of Future, cut 1:1 with 91% Isopropyl Alcohol. The Future was applied to protect the paint, and was left to cure for 48 hours.

What's that? The instructions on the bottle of Future say 30 minutes, and you can walk on it? Well, sure. If you use it as a floor finish, you indeed can walk on it after 30 minutes—but you won't be using acetic acid- or alcohol-based decal solutions on the floor, will you? And if the floor gets dull or dingy, you can easily strip and re-coat the floor. A model, on the other hand…

Let the product cure thoroughly. You've come this far, have a little patience. It will be rewarded…

I used the kit decals for some of the stencils and basic markings, but the majority came from the Caracal sheet. If you've never used them, Caracal decals are some of the best in the world! They laid down perfectly with very little need for decal solutions to persuade them. Standard procedure is to split the decal work over four nights so that they freshly applied decals can dry face-up, letting gravity help things along. After the decals were applied and dry, I used a microfiber cloth and distilled water to remove the residual decal adhesive from the model—if you don't do this, you run the risk of brown stains developing under the final clear coat.

The model got another coat of Future. After it dried, the anti-glare panel was masked and added using Vallejo's Panzer Gray Surface Primer. The radome was painted Vallejo NATO Black and glossed with Future, and the contrast between the two black items is a nice touch.

The missiles, wheels, tanks, inlet covers, and horizontal stabilators were painted along with the rest of the model, and added to the model once the final coat of Future was dry.

The masking was removed from the shingle panel, and a very thin (*very* thin) mixture of Panzer Gray surface primer, Vallejo semi-matt varnish, and a few drops of Panzer Gray surface primer was misted over the afterburner cans and in the coves of the shingle panels to add some exhaust soot and age to the area. It kills the bright shine of the Aluminum and adds just enough patina to impart a heated look to the area. Go slowly—apply a little, and let it dry completely (about 15 minutes, minimum) before you add another coat. If you go too heavy, the remedy is to start over, so be patient.

The gear wells were masked off and painted with FS34102 green. The outside of the nose wheel doors masked (as was the surrounding area), and the inside of the doors were painted red.

The various lights, sensors, and antennae were painted in the relevant colors and installed. The anti-collision lights were formed from a drop of Canopy Glue, allowed to dry, and then tinted with a drop of Clear Red, over coated with Future. The tail light lens was given a drop of Future, too. The IR sensor tip (forward of the windscreen) was given a coat of Tamiya Clear Green over the Panzer Gray to make it match what shows in photos.

The canopy and searchlight lens were unmasked. The “seals” on the canopy were added with yellow decal stripe from a Microscale sheet. Before soaking the decal, I use a new blade and a straightedge to trim the clear fringe from the stripe, and to cut the stripe into thinner strips. The straight lines are easy. The curved areas are tedious, but with a good decal solvent (I used Solvaset) makes them wrap around with no sweat. Even sharp curves can be done this way.

Because we did so much test initial fitting, final assembly went quickly. I use Formula 560 Canopy Glue almost exclusively for final assembly, since any squeeze-out can be removed with a wet Q-Tip. In this case, I used CA to install the main landing gear, owing to the way the kit os designed—the attachment is in no way precise, so I used the CA to add strength to the assembly. As I noted in the beginning, as I posted some in-progress photos to Facebook, several people messaged me to tell me that while the model was nice, the nose strut was at the wrong end of the well. I checked my references again, and sure enough, somehow I got it wrong. Some quick work with a #11 blade to free the strut, some CA to install it correctly, and some paint to touch up the area, and the problem was solved.

The stabilators were the final item added to the model. In order to get them both at the same dihedral angle, I cut a template from an index card—the gauged the angle by using several head-on views of the airplane, and averaging the angle out. CA was used to tack them into place, then diluted Canopy Glue was applied to further secure the bond.

Photo 13: The loud end, initial paint. The afterburners are not permanently installed at this point.

Photo 14: Canopy frames painted black.

Photo 15: All gray now.

Photo 16: Enlisting gravity to lend a hand. Note how the nose strut was masked during painting.

Photo 17: Decals complete.

Photo 18: From the top...

Photo 19: To the bottom. Note the dirty sheen to the loud end and the position of the nose strut. Oops…

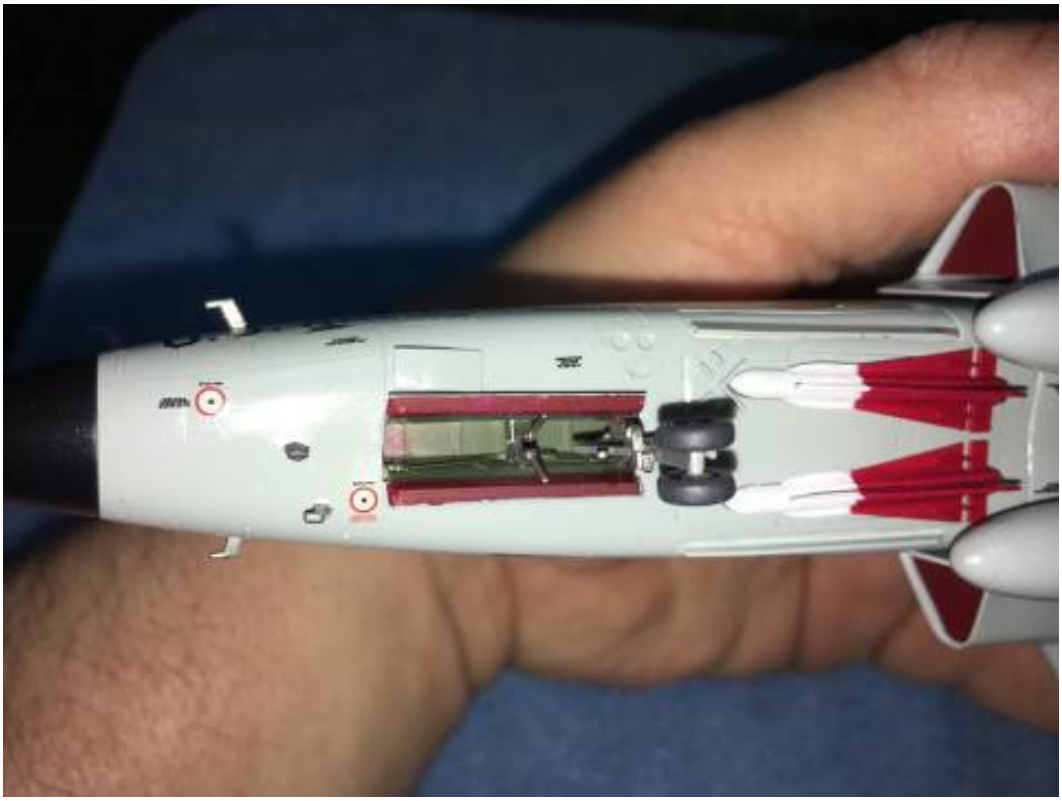


Photo 20: "Harry, I fixed it!"

Photo 21: That's better!

The base for this one is as simple as it gets—I bought a cheap picture frame, printed out the base artwork onto card stock, and inserted it into the frame as the “picture. Some Canopy Glue secures the model to the glass. It won’t take a lot of rough handling before it will let go,

but the bond is secure enough.

Ralph Nardone

A really OLD accurizing article, warmed over....

By Fred Horky

The following is a "blast from the past" article: the main material first appeared over forty years ago in the old "Flying Tiger" of the IPMS/General Robert L Scott chapter in middle Georgia. It was an era when IPMS chapter newsletters were found printed on REAL paper for which editors made "pasteups" for the printer with REAL paste (actually, rubber cement), with text material done on typewriter and also "pasted up". (Who remembers "typewriters"?) In my tenure as the Flying Tiger editor, in order to make my (limited) budget go further, only pages with artwork were commercially printed: the "words" pages in between done on a church mimeograph machine (who remembers "mimeograph machines"?) before the whole thing was collated and stapled.

As many of my friends will know, the Douglas DC-3 (or C-47, or Dakota, or whatever) has been a favorite of mine for over sixty years: ever since being privileged to fly the old bird all those many years ago. I flew this one at Dobbins AFB in Georgia in 1968-1970.

Ten years earlier in 1959, my first "Gooney Bird" instruction had included learning the techniques of surviving the Berlin Corridors when flying into that divided city, far behind the Iron Curtain.

And the type was old <u>then</u>!

My modeling task with the OLD Airfix kit all those years ago was trying to make the 1960's kit look more like a C-47! There were some rather obvious corrections needed. To its credit, the reconstituted Airfix company has released a "new tool" C-47 .....not just a new box ....but a whole new kit. Just now I found a *Modeling Madness* on-line article in which the author compares builds of ***<u>both</u>*** the old and new Airfix C-47, completed FIFTY YEARS apart. See

https://modelingmadness.com/review/korean/us/usaf/transp/plesdak.htm

Of course, today there are SEVERAL much better C-47 kits; so you might say "why

bother?" to the old Airfix. And you would be right. But in truth, some of those new kits don't QUITE get the vital nose/windshield shape quite right, either!

Besides the stub nose and several of other corrections in the old kit, it is a "rivet city" of the first rank: it'll keep you scraping, sanding, and scribing for hours!

So I thought you might like to know how I attacked the problem on the OLD Airfix kit, which appeared decades before most of the others.

Builds of the old and new Airfix kits in the Modeling Madness article are seen above. The one at the rear was built from the OLD kit; it's rather severely misshaped nose rather obvious. That pug nose was the major focus of my correction efforts on the old kit.

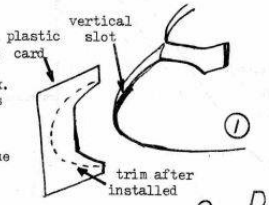
The pages below from that 1979 Flying Tiger newsletter show my steps used to correct several shortcomings of the OLD Airfix kit.

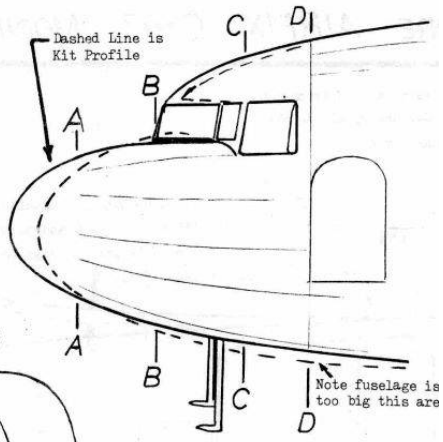
ACCURIZING THE OLD AIRFIX C-47

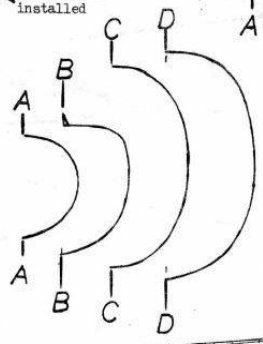
The new Italaerei C-47 kit is now available, so you may say "why bother?" to improving the old Airfix kit. But the methods described here will improve the old kit, and may be applied to rejuvenate an old, already completed "junker" from the back of the shelf or spares box. The areas to be worked on are: (1) nose shape (Airfix is a scale foot short!) (2) windshield shape (3) dihedral angle, and (4) wingtip thickness.

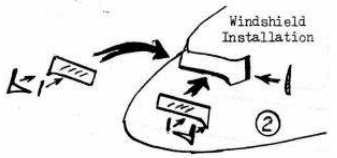
(1) NOSE First saw a vertical slot appr. ¼" down the glue seam to take a plastic card template as shown in the sketch. After installing, trim & file it to the proper profile. Then build up nose and area above windshield with thin putty layers, allowing plenty of time to dry. File and sand to shape, playing particular attention to nearly flattened area ahead of windshield (note section B/B)

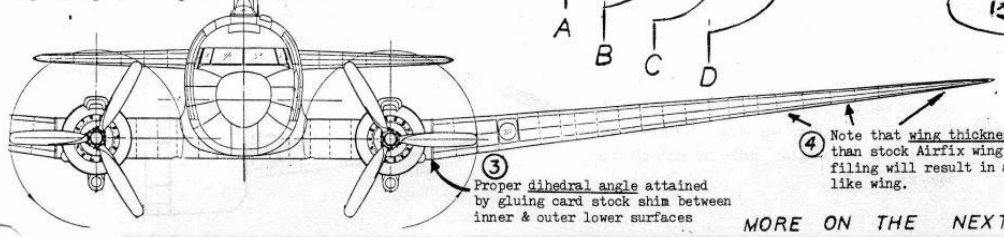
(2) WINDSHIELD The Airfix W/S was tapered: it should be constant depth from side to side--note head on view below. In the filing of nose to proper shape, the opening will be deeper at the center (see profile at right) so a new W/S must be made. Use two pieces of flat clear plastic. Add small painted pieces as the framing pieces of the W/S. Instead of trying to make closed pilots' side windows, it is easier to leave them "open" by putting a sliver of clear plastic at the rear edge of the opening, simulating the edge of the opened window.











③ Proper dihedral angle attained by gluing card stock shim between inner & outer lower surfaces

④ Note that wing thickness is much thinner than stock Airfix wing: considerable filing will result in a much more scale-like wing.

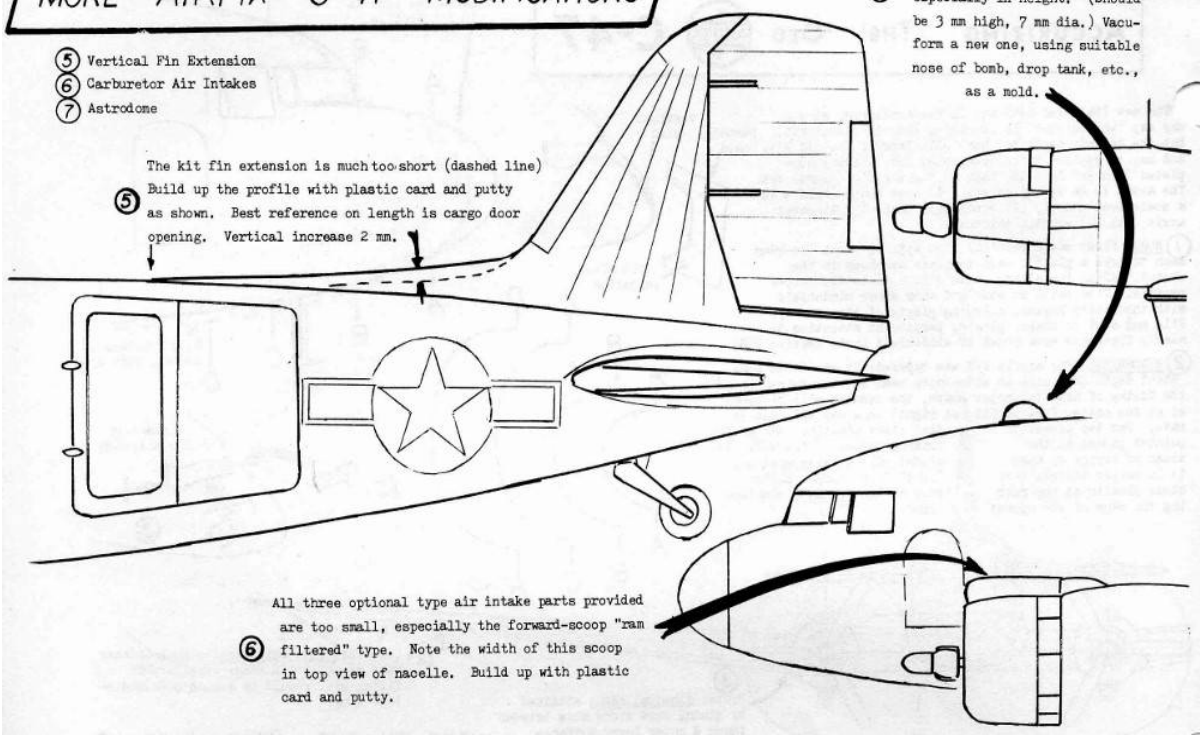
MORE ON THE NEXT PAGE ➡

MORE AIRFIX C-47 MODIFICATIONS

⑤ Vertical Fin Extension
⑥ Carburetor Air Intakes
⑦ Astrodome

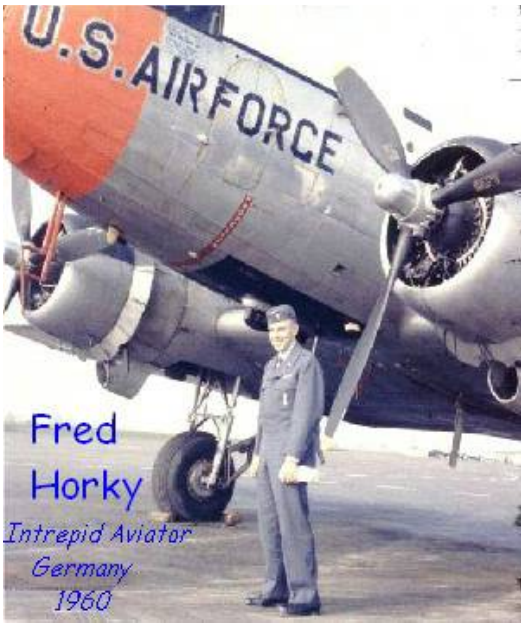
⑤ The kit fin extension is much too short (dashed line) Build up the profile with plastic card and putty as shown. Best reference on length is cargo door opening. Vertical increase 2 mm.

⑦ Kit Astrodome is too small, especially in height. (Should be 3 mm high, 7 mm dia.) Vacuform a new one, using suitable nose of bomb, drop tank, etc., as a mold.



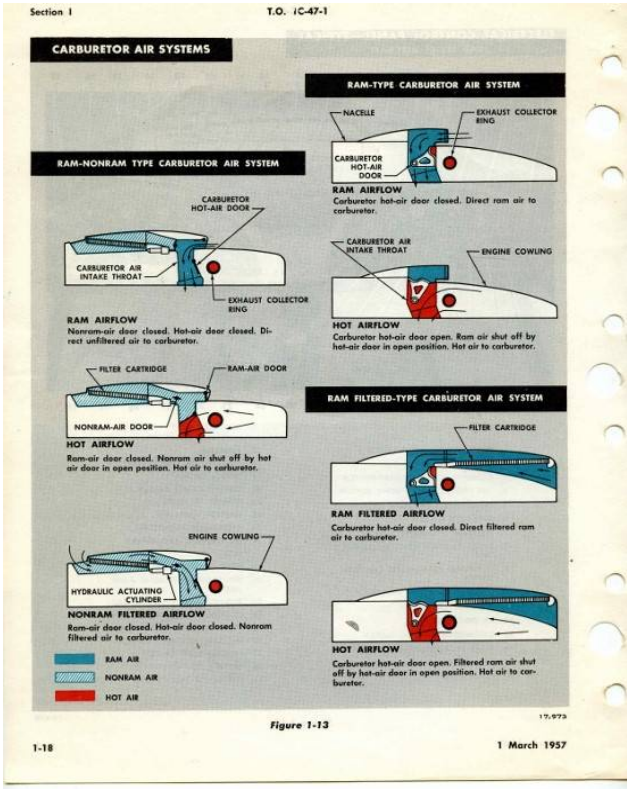
⑥ All three optional type air intake parts provided are too small, especially the forward-scoop "ram filtered" type. Note the width of this scoop in top view of nacelle. Build up with plastic card and putty.

And that, pilgrim, is how model kits were corrected in the olden days!



P.S. Anyone desiring to submerge themselves in DC-3/C-47 trivia for hours or even days should try: http://www.douglasdc3.com/

P.P.S. Have you ever wondered about the FUNCTION of the various fairings and scoops on top of the different types of C-47 cowlings and nacelles? Below, you'll find the "Dash One" flight manual description.



The 2021 Scale Model Mega Show: The Good, the Bad, and the Ugly

The 2021 Scale Model Mega Show is in the books.

By the numbers, we had a great show. We're still doing the final math, but fingers-and-toes counting shows we covered our costs, which is all we ever ask of a show.

However, this year we saw some challenges that weren't all met in a satisfactory manner. The new format has shown that it is viable, despite a few e-mails and phone calls from folks who had varied opinions.

Part of the early confusion was fallout from the COVID restrictions. The Governor lifted his restrictions almost a month before the show, but the armory is controlled by the SCNG Adjutant General, not the Governor. The AG finally lifted his restrictions shortly before the show, but we wanted to be safe and imposed our own occupancy limit that was 50% of total capacity (around 500 people). In order to keep show workers, entrants, and vendors from having to stand in line and be counted in/out every time they left the building, we issued wrist bands.

The actual process that had been discussed soon fell into confusion. We had little time to rehearse this, and by the time we started the process, there was already a large crowd assembled waiting to enter the building. Had we started at 8AM rather than 8:45, we could have possibly avoided the problem. In hindsight, we really didn't need to worry about head counts, as we never saw more than 500 people total in the building at any given time. Hindsight is always 20/20…

There were issues at registration. We soon learned that our old method of drafting in volunteers on the morning of the show didn't work with the new format. It requires more than just taking money and filing one form. The people doing the job worked hard, and they did the best job they could, but with this system small oversights at Registration snowballed when they reached Scoring and Judging, and it took some time to unravel them.

As a result, we are looking for a committee-level Chief Registrar. I'll have more on that towards the end of the article.

There were other problems that came up in Scoring and Judging.

First, as with every show we've run, getting people to step up and judge was difficult. Again, despite our efforts to train and recruit judges from within Region 12, we were constantly behind the 8-ball when it came to finding judges.

Along with that, there was a last-minute change to the procedure that caused a delay in the start of judging. Once the procedure was revised back to the one that had been rehearsed, judging began. Had we had more people step forward, we could have shrunk that delta, but with the judging corps we had, between the delays at registration and with judging, it remained almost a constant 90-minute delta. This judging format is time-intensive. Shows that use the same basic system usually need between 5 and 6 hours to judge 100 models. Our judging teams maintained that time frame, but the early delay was never overcome.

As a result, the awards ceremony was late in starting. By the time we wrapped up the show, it was around 6:30 PM—we were scheduled to end at 5 PM, so that 90-minute delta is apparent.

The big issue: The HVAC at the armory failed. It worked on Friday afternoon, but by 10 or so on Saturday it became evident that it had failed overnight. Apparently, the system took what we called in the avionics industry a massive shi—er, crap, and from what I understand, the entire system needs to be replaced.

Of course, the show is in mid-June in the Midlands of South Carolina. I don't need to tell any of you what that means. Yes, it was hot, it was sticky, and it was stuffy. We've received some polite and not so polite suggestions as to what we could have done (including to go out and somehow get fans—as if we weren't busy enough running the show, we should have run out and gathered fans), but the bottom line is that it was beyond our control. We had to roll with it along with everyone else in the building.

It happens. I made my money for many years troubleshooting and repairing systems that "worked fine when we landed last night…"

All in all, comments have been positive. Even the folks who contacted us directly (via the club or show e-mail, Facebook, texts, and phone calls) who didn't like the format still enjoyed the show. Yes, we have had several detractors. We have received several less than friendly comments. But in the end, we know we had issues, and we are working to overcome them.

As an aside, whenever you experience bad service or receive a bad product, you'll find that discussing the matter privately with one of the people responsible for the product or service will get you a lot further than going on to an online forum or a private newsletter to gripe while not giving the responsible parties a chance to weigh in.

From the post-show reports from the various committee members, what did go well?

The food vendors were once again well-received. Mike Gearon did a great job in getting them lined up—the only repeat food vendor we had was Southern Mama's Catering—and Mike got a thumbs up from all of the food vendors at the end of the day. Having the food vendors there is something we do as a courtesy—some folks don't like to leave, go find someplace to eat, and then battle to find parking when they come back. The past several shows have received many favorable comments because we offer this courtesy.

The raffle had some 300+ items, most of them from the estate of Bob Spagnola. However, we also received items from Microscale, Bob Smith Industries, Aves Studios, Flex-I-File, Zona, and the old Squadron as well as many great items from club members and other donors. Kevin Cook and Donnie Greenway were notified that come next time, the raffle will be completely and totally under their guidance. They were assisted for most of the day by Zach Chapman, and I believe our raffle team has become a well-oiled machine.

The vendors, by all accounts, had a great day. Once again, Tim Darrah sold all vendor tables early, and had begun a waiting list. Of the 71 tables, there was only one no-show. Every year we've done the joint show, we've added a few more raffle tables, and every year Timmy sells out early. I believe that's a testament as to how popular our show has become.

So, where do we stand?

As mentioned, we've already started to address the issues. Adding a committee-level Chief Registrar is a big push in the right direction. If you are interested in the job, let us know. This is the best way we can think of that integrates the registration process with the scoring and judging process. The Chief Registrar will be intimately involved with the show planning procedure from the beginning, and will have input on how the system can be made better and run easier.

Now that the pandemic restrictions have started to lift, we will have more opportunities for in-person meetings, dry runs, and training sessions.

We are also working closely with the Region 12 Regional Coordinator and the IPMS/USA Director of Local Chapters to try and get our Region back in the game. When it was formed, there were at least six or eight shows a year in the Region, and each club helped the others. Somewhere along the line, that spirit of camaraderie got lost—as mentioned, we have always met difficulties in getting people to judge at any of our shows.

Too many people within the Region have taken a "This is **your** show, **you** work it!" attitude. I have been involved over the years with IPMS/USA Region 11 and Region 12 as a club president, Chapter contact, and contest chairman, and have also attended shows in Region 2, Region 3, and Region 10. Nowhere else have I seen this attitude—everywhere else, folks understand that going to a show and volunteering to judge go together, and is necessary to maintain a healthy Region. It is a form of karma—if you come to our show and help, we're more likely to help when we go to your show…

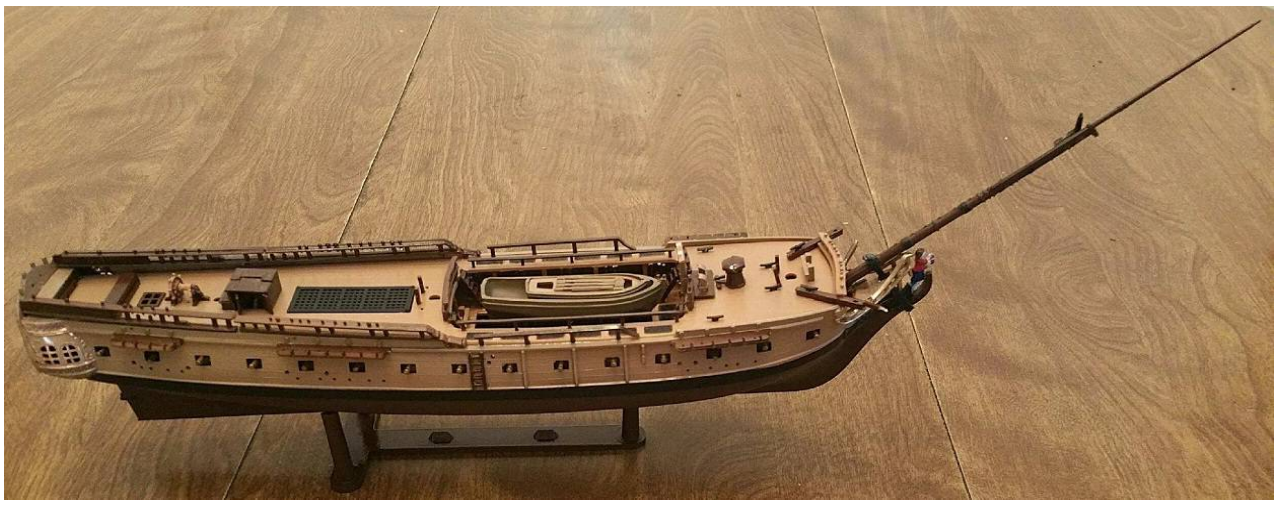
Finally, we are going to look into a new venue. The armory has a new facilities manager, and they plan on raising the rental price that is inconsistent for what they offer (think paying 4-star hotel rates for a Days Inn room). The HVAC issue was unfortunate, but it also pointed out how having a reliable, proactive venue staff is important. Also, having a more "posh" (for lack of a better word) venue will attract more people.

The show committee is working hard to take what we've learned and make the appropriate changes for our next show. As we've been doing since the show ended, if you have anything you would like to communicate to us, we're all ears…

Members Builds and Works in Progress.

Darby Erd – Eduard – 1/72 scale Il-2 type 3 Stormovik

Hub Plott – Mars Models – 1/48 scale Beriev Be-4



Norm Foote – Lindberg – 1/130 scale Jolly Roger Pirate Ship (In Progress)

Michael Carra – Trumpeter – 1/72 scale Panzer Pz. Kpfw.VIII “Maus”.

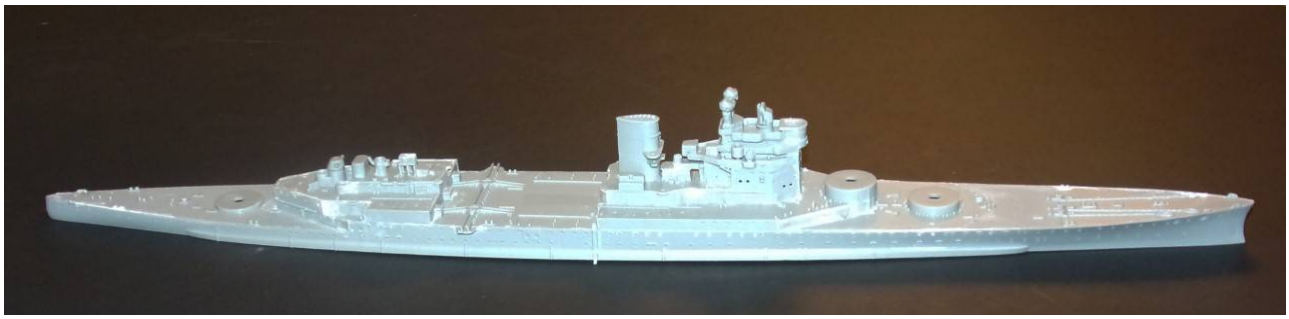
Michael Carra – Italeri – 1/72 scale M12 GMC.

Michael Carra – Italeri – 1/72 scale Pz. Kpfw IV.

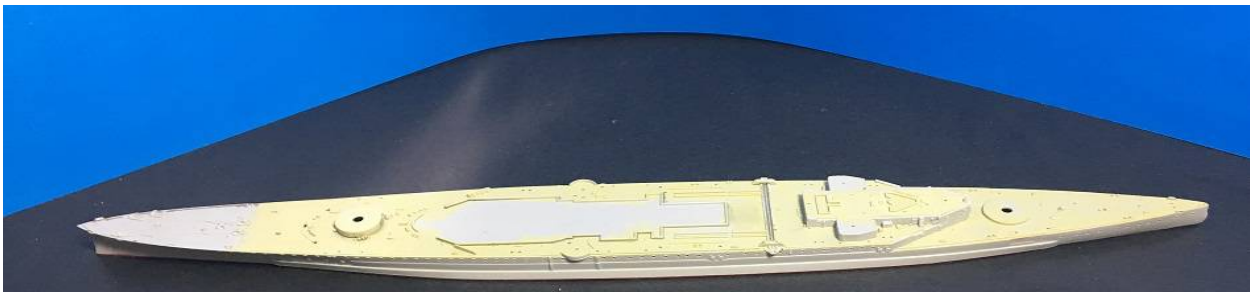
Michael Carra – Airfix – 1/76 scale M4 “Sherman”.

Michael Carra – Trumpeter – 1/76 scale M4A3E8 “Sherman”.

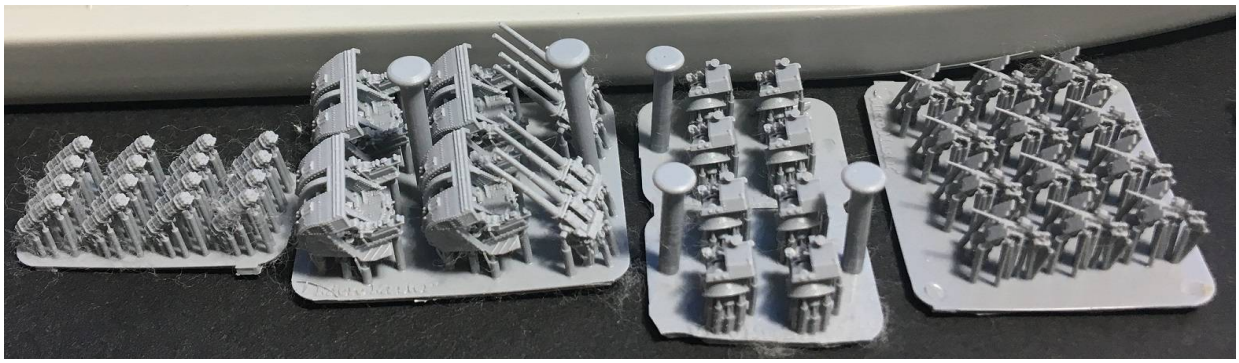
Michael Carra – Cottage Industries – 1/72 scale USS Alligator, US Civil war Submarine (WIP).



David Koopman – Trumpeter – 1/700 scale HMS Renown (In Progress).



John Currie – Trumpeter – 1/700 scale HMS Repulse (In Progress)



John Currie – Micro Master – 1/350 Washdeck, 4” Ready Use Lockers, 20mm Ready Use Lockers.
Flota Nets, 4” High Angle AA Guns, 20mm Mk.V twin guns, 20mm Mk.II single guns.
Mushroom Deck Vents small, Mushroom Deck Vents large.

John Currie – Trumpeter – 1/350 scale HMS Roberts, HMS Abercrombie + 3D printed parts (WIP).


Cotton Swabs

International Plastic Modelers' Society/USA
Membership Application / Renewal Form

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Name: _____

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Chapter Affiliation, if any: _____

Junior (17 years or younger)		$17.00	____	Date of Birth: _____
Adult	One year	$30.00	____	
	Two years	$58.00	____	
	Three years	$86.00	____	
Canada & Mexico		$35.00	____	
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Family (1 set of Journals) _____ ← Adult fee + $5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:
Name: _____ IPMS #: _____

PAYMENT OPTIONS:

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Check ☐ Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____

Applications should be printed and mailed to: IPMS/USA, P.O. Box 1411 Riverview, FL 33568-1411

Well thats all folks

John