



CSM Debrief

April 2011

www.cincyipms.com

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The **April meeting** will be on **Sunday, April 10th** from 2 – 4 pm at Eastminster Presbyterian Church, 4600 Erie Avenue, Madisonville, Ohio 45227. The CSM regularly meets on the 2nd Sunday of each month.

Membership Renewal & New Members

Annual Cincinnati Scale Modelers membership fees are \$15. If you are a club member and have not renewed this please see **Mike Bailey** or **Tom Bebout** and ask them if they are willing to take your money for another fun year. PMS/USA national membership fees are \$25 a year and include the IPMS/USA Journal. See www.ipmsusa.org for details. *John Rutherford* joined the CSM last month!

Raffle & Door Prizes – Bring a model & get a door prize ticket. Raffle tickets available for sale!

Door Prizes

Revell 1/48th Me 110G-2
Revell 1/48th "Spirit of St. Louis"
Monogram 1/48th F-14A
Revell 1/48th Fokker D.VII
Italeri 1/35th M-47

Raffle Prizes

Promodeler 1/48th F-84G
Eduard 1/48th Fokker E.V
Hasegawa 1/48th Typhoon Mk Ib
Classic Airframes 1/48th Spitfire Mk Vc
Tamiya 1/48th F-117A with Humvee
Tamiya 1/35th Stug IIIG
Tamiya 1/35th Kubelwagon
DML 1/35th Hetzer
DML 1/35th T-34/76/1941

Wants & Disposals - If you have a want or a disposal, please call (513) 489-5387, or email: rschorry@cinci.rr.com

- I am looking for 1/72 US Marine figures of the Korean War Dave Reed reed.dw@pg.com

- Please build a B-25 and or a T-6 for the TSWM! Any scale will work and we plan on trading them out in April or May. I would like to purchase some Hasegawa P-47's in 1/48, bubbletop only please.

Matt Davis matthewdavis@insightbb.com

TSWM = Tri-State Warbird Museum

Kits for Iraq and Afghanistan We collect and donate model kits and building supplies to service members in Iraq and Afghanistan. They're not on duty 24/7 and building models gives them a little

downtime. Please make kit or any supply donations to Mike Bailey. Mike collects kits at every meeting (did you win a raffle kit that you really don't want?) so clean out your closet.

Interested in writing an article or taking photos? The *CSM Debrief* is looking for original info on models, workbench techniques, or Roadside Relics you may see. Send them to the editor for possible publication. The "Debrief" is available by post or email. It is also posted each month on the CSM club website: www.cincyipms.com and the **Yahoo Group website**. If you desire to read the Debrief in glorious color, please send an email to the editor (Rob S.) to get onto the email list.

CSM Oct. 2011 Contest – Don Flynn Our annual contest / swap meet is Saturday October 1st. Same venue as 2010, at Scarlet Oaks Vocational School, 3254 E. Kemper Rd. Sharonville Ohio 45241. Vendor table prices are the same as last year - \$30 for 6 foot tables. This is first come – first served and our limit is 85 tables for the venue so get them quick. If you need to call me my phone number is still the same (513) 777-6618. Contact hours are changed from Wednesday to Saturday if you call could you please wait till after noon. My work schedule is now 4 PM - 2:30 AM and I don't get up in the morning. ☺

Tri-State Warbird Museum – Exhibit Change by Matthew Davis

I would like to do the swap out on Saturday April 16th at 10 AM. F4U's will be coming out and B-25's and T-6's are going in. If you have a F4U that you can't pick up let me know and I will get it for you. If you have a B-25 or T-6 and you can't make it let me know and we will get together on another day. If you know of any other modelers not on my email list who may want to join us please let me know. Someone let Attilio Tore know, I don't have his email address. Thanks everybody!

Blizzardcon 2011 Report by Tom Bebout

Blizzardcon was held by the Eddie Rickenbacker Club in Columbus on February 19. A total of 628 models were displayed on the tables and the crowds were quite good. The folks in Columbus did a fine job in getting people to attend as well as hosting a successful show.

Thirteen awards were gleamed by members of the Cincinnati Scale Modelers. Tom Draper placed a 1st with his Caudron C714 as well as a 3rd with the RO-43. In single Engine Prop (inline) Attilio Tore picked up a 2nd place with the F2B Brisfit which also took Best British Aircraft for the show (Attilio is still trying to figure that one out). Mark Statt finished with a couple of 3rd's with his Ki-46 Dinah and the PT-26.

Tim Stumpf gleamed a 1st Place in the Civilian Category with his Bae 146, and Montie Keich's JGSDF Light Armored Vehicle pulled 2nd and his 45MM Anti-tank Gun received a 3rd Place Award. Randy Dosier 's Kenworth Cabover & Trailer placed 2nd in Commerical Vehicles and Chris Allman got a 3rd with the USS Relativity. Chris also scored a 2nd place with the Starship Icarus in the Scratchbuilt/Conversions Category. Rounding out individual wins in Aircraft Dioramas was a 1st and 2nd for Ted Everett with his "The End of Spring 1945" and his "Memphis Belle". Ted also picked up an additional 2nd Place in Automotive with his "Going Home Racing" theme. Congratulations to all, next year let's take Best in Show.

Region Four 2012 Regional will be held on April 13 to 14 that year, hosted by the IPMS Wright Field Modelers, headed by Dave Koukol, at the Hope Hotel & Conference Center.

IPMS/USA Nationals 2011 & 2012 The IPMS/USA 2011 Convention will be held in Omaha, NB from August 3 - 6. The 2012 Convention will be at Walt Disney World, Orlando, Florida in August 2012. Special convention hotel room rates will apply in Florida for a savings.

Roscoe Turner Indianapolis Show by Tom Bebout

The results are in and Cincinnati Scale Modelers picked off 18 Awards at the 2011 Roscoe Turner Indianapolis Show. The show had over 601 models entered in 72 categories along with 118 vendor tables. From all appearances the show seemed to be well attended and the Indy folks are to be congratulated for a job well done.

Our winners were Tom Draper with a 1st Place with a Fairey Hendon in Vacuform & Scratch Built and a 3rd in 1/72 Single Engine Prop with a C-714 Caudron. Attilio Tore received a 3rd Place for his 1/48 Fairey Barracuda in Single Engine Prop(split Allied). Mark Statt received a 1st, 2nd , and a 3rd place Award with a Pitts S2A, Piper Cherokee and his 1/72 KI-46. Tim Stumpf took 1st Place with a nice BAE 146, and Issac Zelazny sweep the field in Vacuform & Scratchbuilt (split Paper) with a SAAB Vigin, Lippisch P13a and Dassault MD450 Ouragan.

In the Commercial, Police, Fire & Rescue category Randy Dosier received a 3rd Place with his Peterbuilt 359 and Tom Bebout picked off a 1st Place with a F-84G. Chris Allman received a 1st, 2nd and 3rd in Fictitious Rockets, Ships Surface Vessels with a IJN Maya and Space Sci-Fi (out of box) with a USS Relativity. In Dioramas Ted Everett took a couple of 2nd's one for Aircraft, with his Memphis Belle and another in Automotive with the 1969 McLaren. Plus Monte Kelch got a Second Place in Armored cars with his Puma 234/2. Who said working with plastic can't be fun a well as rewarding?

CSM Spring 2011 Make-N-Take by Dave Reed

The CSM held another successful Make-N-Take at Hobby Lobby on Saturday march 19, 2011. We had a great turnout! Over 50 builders had fun building a variety of kits. We saw several familiar faces that had graduated to more challenging builds. And we introduced our hobby to a bunch of new ones. At the end of the day, over 80 youngsters and adults got to spend some quality time together and hopefully pick up a new hobby. Thanks to the club members that helped to make the day a success: Ted Everett, Tom Bebout, Alex Reed, and Nick Reed





CSM Website - Steve Stohrs of NA Hobbies has built for the club a new website.

We thank Steve for all his hard work! His business site: <http://www.nahobbiesstore.com>

Steve has posted a huge batch of pictures to the website from the October 2010 Contest.

Sun 12:00-5:00 Mon 10:00-7:30 Tues-Sat 10:00-6:00

BOARDWALK

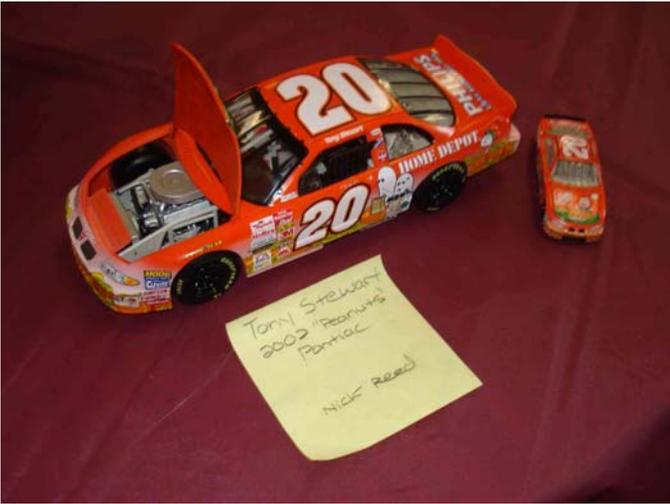
Hobby Shop

1032 Delta Avenue
Cincinnati, Ohio 45208 (513) 871-2110

Pictures from the March meeting taken by Isaac Zelasny.







Vacuform Project - Contrail Fairey Hendon 1/72 Scale by Tom Draper

Price: About \$2 circa 1980 Decals: Lettering and walkways from the kit decal sheet, Roundels from Modeldecal Type B sheet

Notes: Hand to hand combat leads to model?

Vacuforms started appearing in the late '70's; giving the adventurous among us the chance to build aircraft that had never appeared in plastic before. One of the kits I bought was a Contrail Fairey Hendon in the manly and correct scale of 1/72. The Fairey Hendon was a failed British attempt to design a modern heavy night bomber. The project started in 1927 and was delayed by the crash of the prototype. The Air Ministry delayed things even more while it tried to decide whether to convert Fairey's stringer and fabric design to an all-metal aircraft. In the event, only 14 service examples were manufactured starting in 1936, by which time the aircraft was obsolescent. All went to #38 squadron. It's two 600 HP Kestrel engines provided a stately cruise of 130 mph with a bomb load of 1660 lbs. Mercifully, Hendons were taken out of service in 1939 to be replaced with Whitleys.

Actually, it took me longer to build my example than it took the RAF to get their 14 aircraft. I got out my Putnam, converted the dimensions to 1/72 scale, blew up their plan to size, and concluded the kit was hopelessly incorrect. That was that for about twenty-five years until I got it out again. I really like the lines of the Hendon (it's roughly the size of a B-17 and quite graceful) and spent a day researching the aircraft, this time, on the Internet. I found out that Putnam's info on the Hendon's dimensions was incorrect, and so was their drawing. Basic dimensions were miscalculated. My plan from Aviation News was correct, but I thought it was wrong because I believed Putnam's dimension info. However, after much investigation, I discovered that the kit itself was correct as to fuselage and wing dimensions. Things seemed ready to go and I was in business. Unfortunately, Contrail's plan that came with the kit and the kit itself was based on the incorrect plan in Putnam's when it came to wing underside shape and tail dimensions. The prototype kept getting confused with the production aircraft, the tail of which differed from the prototype in shape as well as vertical and horizontal measurements. The kit had the tail shape right, but scaled them to the prototype's dimensions.

After researching the plane, and comparing the kit to the photos and info I amassed, here is what I was faced with:

- The fuselage was correct in length, although lumpy, with simplified detail. The clear part for the nose turret area was useless. The one-man greenhouse was correct for the first few production aircraft.
- The tail dimensions were for the prototype, not for the production aircraft. All the parts were too narrow and too short, which I discovered after I had spent many hours following the Contrail drawing, unwittingly making them for the prototype.
- The decal sheet lettering was correct for the first production aircraft in 1938, early in its service career, (white underwing serials were changed to black about 1937, as was the walk way markings) but the roundels were incorrect in size and missing two wing roundels to boot. The decals also included six tiny "Keep Clear of Propellers" warnings that go on the engine nacelles and wing leading edge.
- The wing was correct in dimensions, but in the middle of the build, I found that the curve of the bottom of the wing was incorrect, necessitating cutting away most of the bottom surface and replacing it with flat plastic card.
- The white metal Ram's Horn exhausts were correct for the prototype, but not for K5085, which was different from most of the production run.
- The wheel spats were ¼" too short. No main landing gear was provided.
- There was only rudimentary interior detail – and I could find no visual references at all for the specific interior configuration.

Therefore, I had to design and scratch build almost all external and internal detail using plastic card, wire, and a few parts from a Matchbox Supermarine Stranraer, all added at various stages during the build. The Wing: It came in five pieces, capturing the washout of the wingtips and the gulled center section. I sanded off all detail, cut off the ailerons, and scribed the complex pattern of bomb cell doors on the center section. Later, when mating the wing with the fuselage, nothing looked right. I found a great photo of K5085 flying overhead. It exposed all kinds of detail, but proved what I feared was true. The curve of the bottom of the wing was grossly incorrect. I cut out the entire bottom of the wing surface except for the leading and trailing edges and replaced it with flat card stock. Of course, I had to rescribe all the bomb doors again. I added internal structure, including a coffee stirring stick for rigidity, in order to mate the new bottom surfaces with the remaining wing. This procedure went quite smoothly and allowed the wing and the bottom of the fuselage to agree with each other – and the photo. The trailing edge was thinned and the ailerons were shaped to scale and modified to accept the control horns, which were added later.

The Fuselage: I found a jar that matched the curves in the fabric scalloping, and sanded and filled until the lumpiness was gone along the fuselage stringers. Since the aircraft was used as a troop carrier as well as a night bomber, I added a catwalk down the interior, curving around the offset pilot station all the way to the tail gunner's compartment. I scratch built a cockpit and a navigator's station below and behind, plus a dorsal gun position, and a nose and a tail gunner's station. I went into the propeller spare parts box and retrieved a 1/48th Lindberg He.111 prop spinner, that I modified into a mold (using clear vinyl) for a vacuformed nose turret, which I made with my Mattel Vac-U-Form machine I bought in 1965. (One of the most useful modeling tools ever created sez I). Guns came from a Supermarine Stranraer kit, as did a number of parts that I used here and there. I made the unique and very cool windblast shields that protected the dorsal and tail gunners, plus a sliding hatch with the Vac-U-Form and a piece of basswood, sanded and sealed smooth with Aerogloss model airplane dope. The cockpit canopy came from the kit, which sits offset to port, adding extra interest to the model.

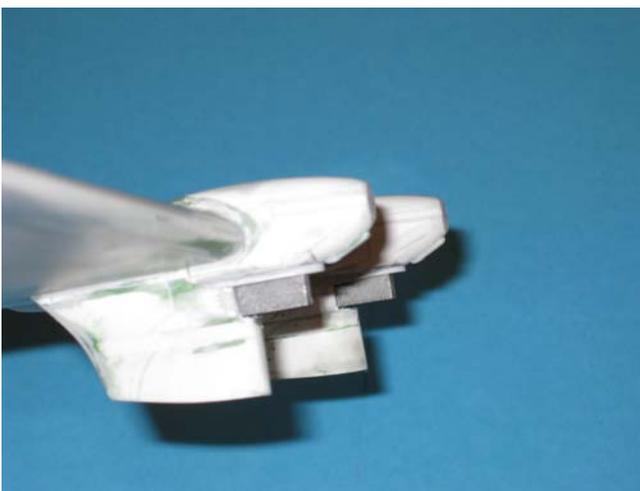
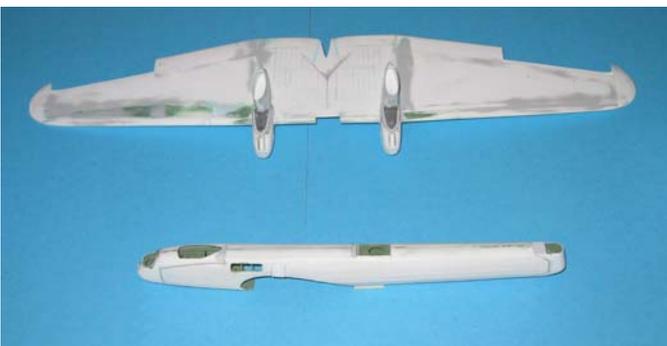
The Nacelles: Comprised of two times two pieces, the nacelles included the wheel pants, as well as crudely depicted radiator shells. I had started these assemblies before I discovered the wing problem, so they were cut out to conform to the incorrect curved wing undersides. This, of course, made for mucho rework, but that paled before the fact that the pants were ¼" too short. Therefore, I had to cut the bottom portion off and add a horizontal plug halfway up the pant. This caused all kinds of problems with the curve of the pants' trailing edge, but it did give me a way to mount the kit's wheels by cutting off a portion of tire and gluing the rest inside the pants. They also removed the need for scratch building landing gear, except for the parts nearest the wheels.

The radiator opening consisted of scores of adjustable cooling louvers, which opened to let air in and out of the radiator (not supplied) inside. I made a radiator, sawed out the kit's closed louvers, and spent about a week making new lower chins to the radiator housings and installing scores of open louvers, which were individually fitted front, side, and bottom. The kit's Fairey Reed metal props were supplied in metal. These props were too crude to use, and in any case were used only on the dual control versions of the production run. I mated modified Stranraer props to the metal spinners supplied in the kit. Aligning the two nacelles was a critical step involving much shimming, filling, sanding, and rescribing. The Rams Head exhausts were molded for the dual control Hendons and were incorrect for the early aircraft. I cut them up, and fashioned them from the incorrect metal pieces provided. This involved sawing, supergluing, filling, sanding, losing tiny pieces in the rug, etc. I cut slots in the sides of the nacelles and installed them at the end of the build.

The Tail: I made the vertical tails too short, and the horizontal tails too narrow and two short, matching the prototype. Once I saw my mistake(s), I sawed them up and added pieces of Evergreen stock, resanding and reshaping everything. (As with most incorrect model parts, it's often easier and quicker to make correct parts from scratch.) There was no provision to locate the tail on the fuselage, so I sanded a curved profile to their mating surfaces and tube glued them to the rear fuselage. This step went more smoothly than most steps in the assembly. Finally, I made the struts from 30-year-old Airmodel strut material.

Finishing Steps: Fuselage windows were cut from clear plastic sheet, and various details were fashioned from plastic strips, wire, and basswood. Structure for the canopy and turret came from decal strips. The entire exterior was sprayed with Humbrol 114 (NIVO), followed by much clean up and respray, followed by coats of gloss acrylic, decals, and flat acrylic. Certain areas of the plane were brush painted with gloss to denote metal surfaces.

I must say making this aircraft gave me a huge amount of satisfaction. Building today's super-detailed kits is fun, but today's modeling seems to be a battle to keep as much detail as you're given rather than creating it yourself. In this case, I fashioned all the detail as well as a lot of the basic shape of the model. I would have used resin aftermarket stuff if I had the chance, but for better or worse, the result is 95% my work, and that's what vacuform modeling is all about.





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