



# CSM Debrief

# Mar. 2014

[www.cincyipms.com](http://www.cincyipms.com)

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Our **next meeting** will be on **Sunday, March 2nd, 2014** from 2 – 4 PM at Eastminster Presbyterian Church, 4600 Erie Avenue, Madisonville, Ohio 45227. The CSM regularly meets on the 1st Sunday of each month.

**Membership / Renewal** Annual Cincinnati Scale Modelers membership fees are \$15. February and March is our annual renewal time. Please do so!

IPMS/USA national membership fees are \$25 a year and include the IPMS/USA Journal. See [www.ipmsusa.org](http://www.ipmsusa.org) for details.

## Club news

Election of officers will be at the March 2<sup>nd</sup> meeting. Anyone interested in becoming vice-president? Or for that matter any other office?

The 2014 CSM Show/Contest is set for Saturday October 1, 2014. ☺ Get building!!!

**Matt Davis** – the **Tri-State Warbird Museum** is asking us to bring in aircraft models in Normandy D-Day themes for the 70 year anniversary. All scales are acceptable. C-47s and B-236s have also been requested. We'll set a date in may to change out the display cabinet we have at the Museum.

**Top Draper** – Tom brought in “Clean Strip Brush Cleaner” available at the hardware store which works on brushes and airbrushes. Just use it carefully as it is quite volatile.

**Dave Koukol** of the Wright Scale Modelers is now our Region IV IPMS coordinator. Thanks Dave!

There was discussion about the club buying a coffee maker so those who need the ‘evil’ brew can have some during our gatherings. If you see a good deal on one, contact Dave Reed.

On March 16, the Wright Field Scale Modelers will be hosting an AMPS (*Armor Modeling and Preservation Society*) Skype (video conference) on judging armor under AMPS rules. Contact [Contact@ipmsdayton.com](mailto:Contact@ipmsdayton.com) for more info.

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

**Raffle & Door Prizes** — Show up to our meetings and get a ticket for the Door Prize raffle. Raffle prize tickets are available for sale (\$1 each), which supports ongoing raffles and having fun! See page 5 for the kit list for the March meeting.

### Raffle & Door Prizes

#### Door Prizes

- A/M 1/48<sup>th</sup> TBM-1C
- Hasegawa 1/48<sup>th</sup> Nate
- Italeri 1/35<sup>th</sup> Tiger 1
- Hobbycraft 1/32<sup>nd</sup> Spad XIII

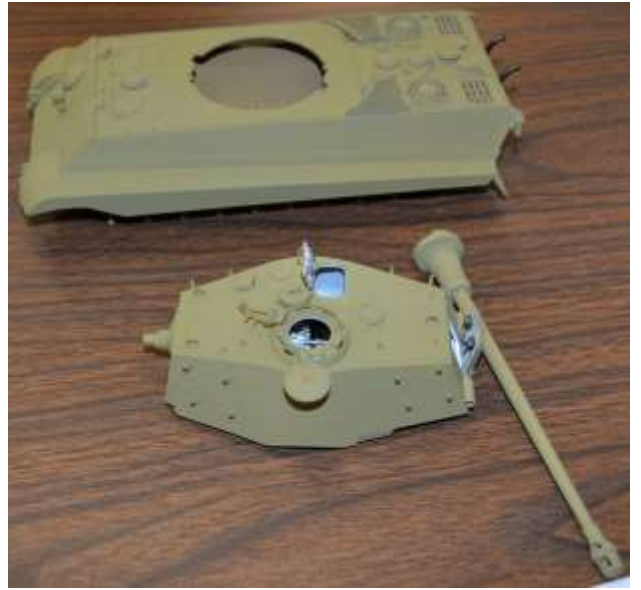
- Hasegawa 1/48<sup>th</sup> Kate
- DML 1/48<sup>th</sup> Fw.190D-9
- Eduard 1/48<sup>th</sup> Avia B-534
- Hasegawa 1/48<sup>th</sup> Zero type 21

#### Raffle Prizes

- Hasegawa 1/72<sup>nd</sup> He.111H-6
- DML 1/35<sup>th</sup> Panther II
- DML 1/35<sup>th</sup> M1A1
- Tamiya 1/35<sup>th</sup> Kanonenwagen
- DML 1/35<sup>th</sup> SU-85M

**Some photos from the February meeting** – photos by Rob Schorry





## Airmodel's Dornier Do 23G – PART I by Tom Draper

Released about 1975 for about \$2 and still available today on their website.

The Dornier Do 23 was designed during the early '30's and became the first heavy bomber of the emerging Luftwaffe. Designed for a crew of four or five, it has the general fuselage layout of a WWI Gotha. It used a first generation Dornier wing with trailing ailerons as found on other larger aircraft such as the Do.18 flying boat, as well as '30's Junkers aircraft. It had poor flying characteristics, but helped train a cadre of bomber crews that would fight in Spain and then in WWII.



Every other year or so, I get the urge to do a large vacuform. Usually it's a vacuform of a plane virtually never seen completed. Early vacuforms usually mimic the solid wood kits of the 1940's, which give you the basic shape upon which you add as much detail as you like (or can). These kits help me retain building skills unnecessary when building Tamigowa pegboards. Early Airmodel vacuforms fill the bill. They usually provide the basic shapes necessary to provide a platform for a whole bunch of scratch building without having to mold the basic shapes – fewer hours than those wooden solid kits. Their Do.23 contains the fuselage, wings, engine nacelles, landing gear, tail pieces, and that's about all. But the plastic is easy to work and is robust enough not to need extensive internal support. All the detail, inside and out, is up to me.

First step is removing the parts from the sheet and cleaning them up. This kit may have used a wooden mold, because there is wood grain showing here and there. Regardless, all pieces have to be sanded over every inch of their surface, with all the imperfections filled and re sanded. All pieces need to be reduced by the depth of their carrier plastic. I rubber cement a sheet of black wet and dry 320 grit waterproof sand paper to an old drafting board. I sand by section, getting the fuselage first, and then going for the wings. Wings' trailing edges should be done first (because their wing taper leaves more plastic to get rid of) then the leading edge. I use a caliper to make sure each piece has the right depth and the wings' taper is the same along their total length – exactly the same. Vacuform tail pieces usually must be sanded to remove any pudginess. This usually means sanding their outside surfaces as well as their inside edges.

Once again, the caliper is needed to achieve thickness symmetry. Doing all this took about 3 hours. Any mistakes can be corrected with scrap shims glued into the edges and re sanded. Once finished, all external surfaces must be checked for symmetry and minor differences, say, from one nacelle to another. For example, in the kit instructions, the horizontal tail is incorrectly located in the vertical tail piece. It should angle up slightly front to back above the fuselage. Note that the area below the horizontal tail planes must be filled in with scrap plastic. Luckily, vacuform plastic loves liquid cement. Google images will give you a wealth of photos to help you.

### Wings

The Do.23 used Dornier trailing ailerons, their standard for that time. If you have an old Matchbox Do.18, you probably know what you need. The kit does not provide them, suggesting that you make them out of scrap plastic. That won't work because the resulting plastic pieces will have no structural rigidity. I made mine out of basswood, first making the trailing edge, then cutting the piece out of the main piece of basswood, then tapering their thickness towards



the wingtips, then making their leading edge. Time: 1 hour for both.

## Fuselage

Next I tackled the interior. The book *Dornier Do .23*, by H. P. Dabrowski, available on Amazon for \$9. Given its scores of well-selected photos, you can't really make an accurate model of this plane without it. It shows glimpses of the interior at the nose, inside the pilot's area, and the ventral gunner's station. Armed with the basic info, I made a good guestimate of the interior areas that I could see from the various openings in the fuselage. As with most vacuforms, there always seems to be an injected kit that provides a wealth of parts that fit right into the vacuform you are making. In this case, I robbed quite a few parts from an Italeri Ju.86. When I was finished I did not close up the fuselage until it came to wing mounting time.

I also made a key discovery lying in wait in the book, vital to making an accurate model of the Do.23: the rear fuselage is concave to create more visibility and a greater field of fire for the ventral gunner. The bottom rear of the plane is shaped like the inside half an ice cream cone, something like WWI Gotha bombers. I cut away the relevant section of the rear ventral fuselage. Then I boiled a thin piece of balsawood and taped it to a tube. It retained the curved shape. Once the wood dried, I modified it to create the tunnel, and smoothed it with sanding sealer and then clear dope. There is a photo in the book that shows Do.13 fuselages, which were similar to the Do.23s, lined up upside on the assembly line. That gave me the answer to what I was looking when added to the close up of the ventral gunner's station. The book is full of large photos which show any number of details which are not on the plans or not visible on the photos that I started with.

## Engines

The engine nacelles posed their own challenge. First I made sure they were the same width as their back halves which are part of the wing pieces. The engine exhausts are not correct in the kit. I sanded down the phony exhausts, but kept the raised area they were molded on. Then I carefully drilled out six exhaust holes on each side. The actual exhausts are Conrail tubes of the right diameter.



Then I glued the nacelles together and sanded them in preparation for the main radiators each nacelle carried. They were open at the front below the main radiator, exposing the front of the engine. I cut away the center of the rear face of the nacelles so I could position two engines from the spares box. I also carefully cut away the



bottom front of the nacelles, plus a half round in the middle, which took the nose and propeller shaft of two Lindberg engines from the 1/48<sup>th</sup> Ju.88 kit from the mid '50's. (Never throw anything away!). They were exactly what I needed. I hacked them up and turned them upside down so they would fit in the nacelles with their propeller shafts in the right place. Since not much of them are visible, I could trim them to fit without sacrificing visible accuracy. The main radiators were made from some HO clapboard Evergreen sheet stock cut and sanded to shape and then wrapped top and sides by a thin piece of white plastic. Last was a piece of sprue that simulates the mechanism that opens and closes the radiator's movable cooling vents.



I made the ventral engine radiators by cutting up stretched sprue to the same length, gluing them together lengthwise then gluing them to four pieces of thin card just slightly larger than the sprue length and width. They were curved and fixed in place on the bottom of the nacelles along with some miscellaneous bits and pieces. Next I added what appears to be some metal cladding on the top of the wings surrounding the nacelles, probably acting as heat shields protecting the wing surface from the exhausts. Finally I added circular length to the front of each engine so the props could spin proud of the nacelles.

The Do.23 used two single blade props bolted together for each engine just like the

Handley Page Hereford, That's where I got mine. They are the right size and shape. Thank you, Ebay.

About this time I made the massive teardrop wheel spats. I carefully cut away the integral wheels, which I glued together again. The spats were glued and sanded. The rest of the landing gear job had to wait until I completed assembly of the main parts of the airplane.

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**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 (to save postage, trees, and hassle, I recommend email!). It is also posted each month on the CSM club website.



*Please try to keep your telephone and email up to date with the club. In case of severe weather or other reason, we will try to contact you if our monthly meeting is cancelled or postponed.*

*Thank you!*



German Army WW II Nebelwerfer



US Army WWII 105mm M3 Howitzer

**Upcoming (and nearby) events in the IPMS “world”** see <http://www.ipmsusa.org/>

3/15/2014	Indianapolis, IN	IPMS/Roscoe Turner <a href="http://www.ipmsroscoeturner.org/2014%20contest/2014%20contest.html">http://www.ipmsroscoeturner.org/2014%20contest/2014%20contest.html</a>
4-11 & 4/12	Dayton, OH	WrightCon and AMPS Joint contest <a href="http://www.ipmsdayton.com/2014/index.htm">http://www.ipmsdayton.com/2014/index.htm</a>
5/9 & 5/10 5/17/2014	<a href="#">More for '64</a> <a href="#">Invitational Model Show &amp; Contest 2014</a>	IPMS Warren, MI Military Modelers Club Of Louisville L'ville, KY
5/22/2014	IPMS/Three Rivers	<a href="http://www.tripms.org/">http://www.tripms.org/</a>
5/31 & 6/1	<a href="#">Wonderfest</a>	Louisville, KY

<http://www.ipmsusa2014.com/> **August 6 – 9, 2014 Hampton, VA 50 years and counting!!!**



# IPMS/USA MEMBERSHIP FORM

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Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

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Payment Method:  Check  Money Order  Credit Card (MC/ VISA only)

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## IPMS/USA

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

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## CSM Debrief

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