

Genuine IPMS Richmond

SPARE PARTS

December

An IPMS/USA Award Winning Newsletter

2020

Next Meeting: Because of COVID-19 concerns, all previously scheduled IPMS Richmond activities are cancelled until further notice. Any change of status will be shared with chapter members via email and/or telephone call. This cancellation notice supersedes (now) contradicting statements in the enclosed minutes.



Scott Ratliff's vintage Monogram 1/48 Grumman F-14A and F-14D Tomcats, beautifully constructed, painted, & decaled. Presented during the November 9 "Show 'n Tell".

IPMS Richmond - Social Media Presence

www.ipmsrichmond.blogspot.com

SPARE PARTS LIST

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Minutes of November 9 Chapter Meeting

...E.L. Motley, Secretary

Chapter President Mike Lyons called the meeting to order at 6:55 PM with 18 members present. Mike announced that our chapter's annual Christmas dinner will be held Monday, December 14, 2020, 6:30 PM, at Mike's brother's restaurant, Lunch & Supper, on Summit Avenue in Richmond. The dinner will be a served buffet (food dished and served by restaurant staff) and we will be in a separate area of the restaurant. No outside food will be permitted. After dinner, we will have our special holiday raffle with over 30 premium kits (including Takom and Meng) as prizes. Because we are having our event at the restaurant, we will limit attendance to IPMS Richmond and local model clubs.

Our usual December chapter contest will be held at our January meeting on Monday, January 11, 2021. As previously noted, the contest's theme is "Your Birth Year." Build and enter a model of something that existed or was in use the year of your birth. There will be a separate contest category for this theme in addition to the usual categories. We have ordered trophies from Paul Klanian. And for those members seeking to "thin the stash," we will also have a chapter Swap Meet that night. Swap Meet tables will be free, but it will be your responsibility to set up and take down your table.

Our 2021 Old Dominion has been cancelled (see official announcement printed in last month's Spare Parts). Health and safety concerns left us with no choice. We look forward to resuming the ODO in February, 2022.

In upcoming events, the Heart of the South toy soldier and military figure show is scheduled for Saturday, December 5, 2020, from 9:00 AM to 3:00 PM, at the VFD Center, 7128 Columbia Pike, Annandale, VA 22003 (northern Virginia). The event continues the next day, Sunday, December 6 (same venue), as the Northern Virginia Little Giant toy, model train and action figure show. Call Ed Gries at (201) 257-2687 or (201) 342-6475 for more information.

Old Dominion Open Sponsors:



The virtual regional show for IPMS Region IV will be online November 13-14, 2020, sponsored by Wright Field Scale Modelers. Go to www.wrightcon.com for details.

The 2021 AMPS International Show is scheduled for April 29-May 1, 2021, at the Marriott at City Center, Newport News, Virginia. See convention information at www.amps-armor.org.

Treasurer Alex Valz presented the financial report. Our chapter remains in excellent fiscal condition.

Mark Elder announced that renovation of the Chesterfield Airport's lobby will commence November 16. Our chapter has a large display case of models in the lobby. Although our case will be covered and protective measures taken during the construction work, there is still risk to the display case and the models inside. Mark asked that any members wanting to remove their models contact him ASAP. He will schedule a time to meet you at Chesterfield Airport.



Prolific modeler Scott Ratliff presents his Monogram 1/48 F-14A & F-14D "Tomcats" during Show & Tell.



Scott Holtz schooled us in Real Space history and related scale model kits.

Mike's "Well-stocked Raffle" was awesome!:



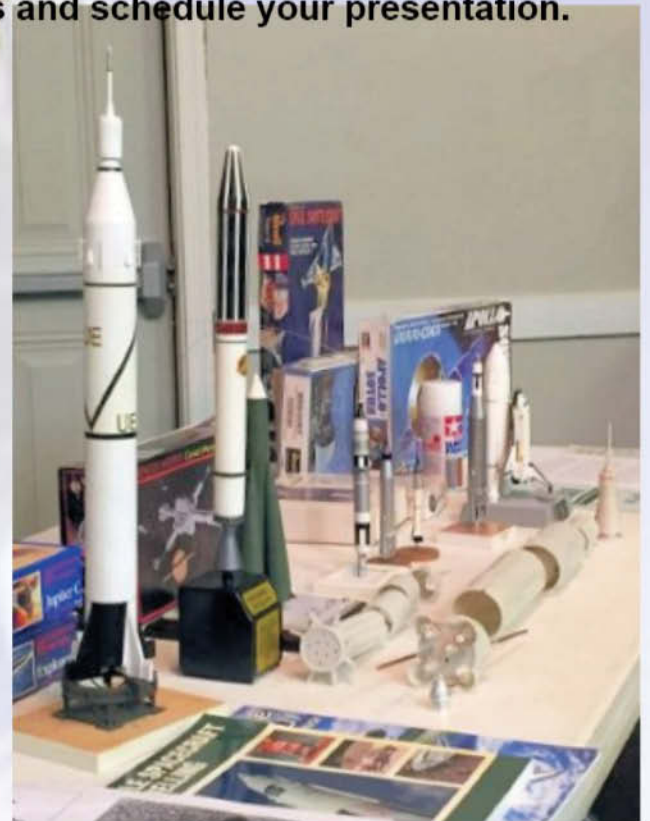
With no additional announcements or chapter business, a brief break was taken. Afterwards, Scott Holtz presented an interesting demo on building "real" space (as opposed to science fiction) rockets, missiles and spacecraft. Scott has built excellent models of American and Russian space rockets for many years. His award winners include a 1/6 scale Explorer I (the first U.S. satellite launched into space in 1958) and smaller scale American manned space vehicles (Mercury/Redstone and Atlas, Gemini/Titan and Space Shuttle). Scott is currently working on Saturn I and Saturn V launchers as used in the Apollo program.

Following Scott's demo, six members presented and discussed seven models during "Show & Tell." The meeting concluded with a well-stocked raffle.

Demo: Scott Holtz On Building Real Space Launch Vehicles

Scott Holtz accepted a challenge to build a raffle prize Glencoe rocket kit from a fellow chapter member. Upon completing the kit, and liking the unexpected distraction from building aircraft and armor kits, Scott has built an impressive collection of mostly vintage completed launch vehicle kits, as well as a number of more recent manufacture kits started or awaiting construction. This was the basis of Scott's demonstration, recounting the initial challenge, the resulting emersion into real space history, and building the kits that represent that history, from Sputnik to the Space Shuttle.

Scott presented a display of completed projects, some fashioned with techniques he developed for this new (for him) genre, as well as incorporating aftermarket decals made by companies that serve this particular niche of scale modelers. For those members that were children during the pioneering Mercury and Gemini programs, having Scott show and explain the variety of their launch vehicles, was enlightening. Examples of paints and glues used by Scott were displayed and their use given in detail. I received several emails from attendees that enjoyed Scott's presentation and want more like it. Can we challenge you to present a modeling technique or product (most would be new to somebody in attendance) during a future IPMS Richmond chapter meeting? Please consider joining Scott and other modelers that have interesting, if not fascinating, modeling subjects to share. Please contact an E-Board member to discuss and schedule your presentation.



Scott's display included many standard modeling scales, but the most prevalent seemed to be 1/200th and 1/144th. The largest on display is mostly resting on its side, I believe it is an example of the Apollo program's Atlas rockets. In reality, the rocket launch vehicle skin is so thin it must be filled with fuel to stand vertically on the launch pad!



James Crumpler's Monogram 1/24 "World of Outlaws" Steve Kinser Sprint Car #11.



Kimiyoshi Okabe's Monogram 1/24 1996 Cobra Mustang Convertible, painted like a WWII P-51 Mustang fighter. Note the Interior Green interior finish!



The Polar Lights 1/2500 scale Discovery Star Trek "USS Enterprise". Unfortunately, I cannot make out (sorry, my fault) the builder's name on the Show & Tell registration form. Upon receiving the builder's name, I will post the images again, and give due credit. The build and finish are very impressive!

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KittyHawk model
kittyhawkmodel@vip.sina.com
elitetorn@126.com





Another view of Kimiyoshi Okabe's Monogram 1/24 1996 Cobra Mustang Convertible, in WWII garb. What a combination!



Above & Below: Don Worley's Revell 1/72 U.S. Navy WWII "Gato" class submarine. Built out of box, Don painstakingly assembled and painted this very detailed model, which includes on-deck machine guns, cannon, railings, etc.



Additional images of Don's submarine, SS-228, the USS Drum, was featured in the November issue of *Spare Parts*.



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WASHINGTON SHIP MODEL SOCIETY



Alex Valz's Tamiya 1/350 1980's USS New Jersey battleship. Among aftermarket add-on's were etched-brass details and wood decking. Alex did a great job constructing and painting the modernized WWII-born American warship.

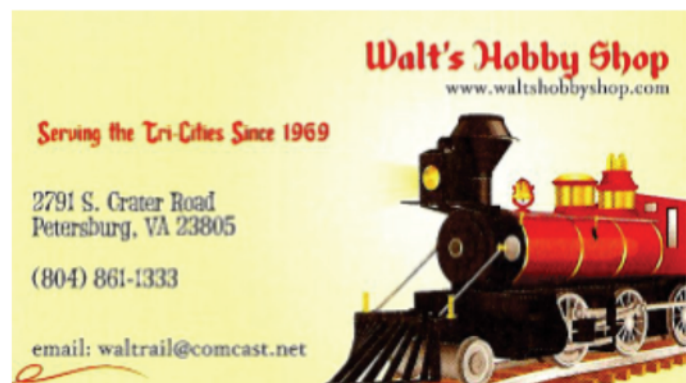
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Well it's been a long time since I've written an article, I just haven't been on the computer searching and talking to other modelers about tips and new products to possibly use and pass on to you!! Unfortunately I have not built anything for the last 3 plus months. I just lost all desire to go in my shop except to sit and watch TV.

That is going to change as of now !! I use mainly Tamiya paint because it works well for me, Tamiya TS-13 Clear is used on most of my builds. A friend, who I consider to be a MASTER BUILDER AND PAINTER, gave me the name of a clear coat that he applied to his last build. It looked great, (Mr. Hobby) **Mr. Super Clear Gloss** !! I ordered 2 cans from Hobby Clinic, I was not going to use it on a model, but had 2 hoods that I painted and used it on them!! I am very impressed with the way it went on with just the right amount of pressure leaving the can !! Try it and see what you think!! Well, I ordered and received 2 models that brought back that "want to build again" feeling: 1) MPC Grumpy's Vega 1/25 it's a re-pop and no flashing anywhere on it!! 2) 1977 Ford Pinto 1/25 AMT!! I hope this will light a fire under my butt and start building!! Take care and **STAY SAFE!**





Scott admits he originally saw a similar "Scroll Saw Paint Mixer" on Youtube, but he just had to assemble his own **Craftsman Scroller Saw and Clamp Paint Mixer**. I was so impressed, it almost went on the newsletter cover! *(Oh, please do not attempt this!...editor)*

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This project has been a real labor of love. I decided to alter the model almost at the start. I replaced the kit supplied flaps that were molded in one-piece in order to have a proper drop down look that would be accurate. In order to do this, I had to add the flap actuator details which the kit does not provide. The flaps were added individually with flap extender panels inserted to bridge the gaps like the real Corsairs had. You can thank that to the gull wing configuration and simple geometry as the flaps are lowered, gaps form. I decided to correct that. The rudder was also cut and repositioned so as to have the correct vertical pivot point; sprue sheet was added to the cut portions to block off as necessary to fill the gaps. I didn't like the kit main landing gear wheels at all. They were scale thickness too wide and too tall. I decided to go with an aftermarket company called Attack Squadron. They are the cross thread pattern. The details on the wheels and the hubs was perfect and I'm glad I purchased them for this project. Ribbing details were added to the tail wheel well that were sorely missing. The rear wheel was cut and repositioned so the wheel would be at an angle as if the tail was slung around by the pilot as he parked the aircraft. The tail hook was left as part of the assembly as the Marine Pilots often left those on their aircraft on the chance that they might be needed. The decal sheet is from Meteor Productions. The heads up is an MV Lens with clear sheet added to simulate a gunsight that the kit did not include. The rudder has been cut and repositioned as well. The leading edge wing lights, both port and starboard are clear sprue added after drilling out with a drop of red and blue paint being added. Seat belts are tape and the aerial be colored invisible thread with a black magic marker.

The weathering was applied to resemble a well-known Birdcage Corsair "Ramblin Wreck" that was photographed with a tarp over the cockpit while sitting at Espiritu Santo in 1943-44. The time frame of the photo is not exactly known. But the photo shows a really weather beaten aircraft. The weathering to the exterior of the model was to show dirt, grime and fuel spills as these older Corsairs were notorious for that look. By time of the photo, Ramblin Wreck has been on-station in the Solomons for somewhere on the order of about 2 years. The weathering would have reflected this usage and time on-station. The center line fuel tank was very dirty with dust accumulation, paints chips and general wear.



The model was painted in a custom mix of Tamiya Acrylic paint for the Tri-tone scheme of Insignia Blue, Intermediate Blue and Light Grey underside. The wheel wells are distressed to show the early Salmon Primer color showing through chipping, as was the prop spinner, painted in Alclad II Aluminum, the prop boss painted in Alclad Burnt metal with hairspray over the hub and then with Tamiya Acrylic Red, distressed with water and a brush to "chip" away the red paint. The aerial is Invisible thread colored with a magic marker. Weathering is artist oils in panel line wash of Unbleached Titanium on the top, and a lighter grey underneath. Mig Pigment powders were applied to give the model a dusted look and 3 different shades of powder were used. Chipping to show bare metal was applied with a Number 2 pencil.

Kit Build: Academy 1/48 Chance-Vought F4U-1 "Corsair" by Glen Martin



Friends of Glen Martin can view all of the images of his Academy 1/48 F4U-1 "Birdcage" Corsair, and other great modeling projects on his Facebook page.



THE HISTORY BEHIND THE MODELS

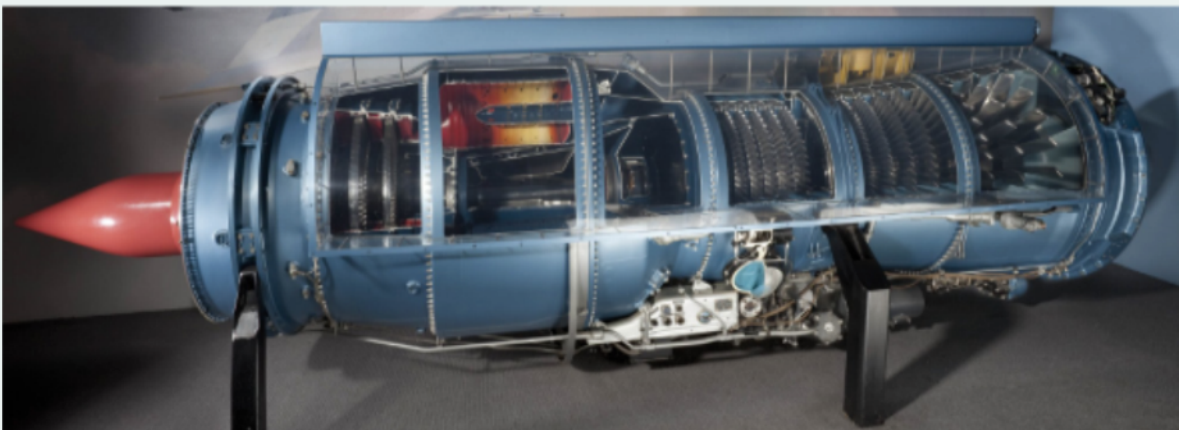
MACH ONE HUN: THE F-100 SUPER SABRE

By E. L. Motley

In early 1949, North American Aviation was the free world's most successful builder of fighter aircraft. North American's P-51 Mustang had been a war-winner. With the jet age now dawning, their F-86 Sabre provided the new U.S. Air Force with arguably the world's best fighter plane. No one knew that the F-86 would soon become a legend in the bitterly contested skies over Korea. Pleased as he was over his company's success, NAA's president, Lee Atwood, knew the time was right to develop a fully supersonic version of the F-86.

It was a very lofty goal. Chuck Yeager broke the sound barrier less than two years before. Although a wealth of German research and engineering information was captured in 1945, the aerodynamics of supersonic flight was a new frontier with so much yet to be discovered. Despite the challenges, Atwood was confident that a supersonic jet fighter plane was feasible...and that North American would build it. On February 3, 1949, North American's chief engineer, Raymond H. Rice, began the company's supersonic fighter project, using the F-86 Sabre as a starting point.

The project took on the name of "Sabre 45," based upon a new version of the Sabre with wings swept at 45 degrees. This configuration was deemed capable of Mach 1.03 flight—just above the speed of sound. Early in the project, it became obvious that the F-86 couldn't be remade into a fully supersonic fighter. A completely new design was necessary. Rice and his engineers worked through 1950 on the new aircraft. Influencing the design process was the Air Force's request for a supersonic daytime fighter. Ironically, the outbreak of the Korean War slowed the F-100's development as North American diverted resources back to the F-86.



Pratt & Whitney J57 Turbojet Engine featuring cut-away to show internal working parts. NASM display on-loan to another museum.

Rice knew that designing the right airframe was only part of the equation. The key to the entire project was the powerplant. A very powerful axial flow turbojet engine was needed to reach and to maintain supersonic speed. The centrifugal jet engines already available from Rolls-Royce, GE and Pratt & Whitney were all unacceptable. Westinghouse was working on their new J40 turbojet for the Navy, but was having many problems. Fortunately, Pratt & Whitney's JT3 turbojet had undergone a complete redesign and showed much promise. The JT3 became the reliable J57 engine—and the clear choice to power North American's supersonic fighter.

By 1951, North American's Sabre 45 project yielded the NA-180. Though retaining a number of its F-86 Sabre roots, the new fighter featured low swept wings and stabilizers, a long nearly flat-bottomed fuselage, a plain nose jet intake, no flaps and a large ventral "barn door" speed brake. The armament was four 20 mm Pontiac M-39 cannon. The Air Force designated the NA-180 the F-100 and ordered two YF-100 prototypes and 110 F-100A production aircraft, the contract being signed on November 1, 1951. The F-100 became the first of the USAF's classic "Century Fighters."

Test flights began at Edwards Air Force Base on May 25, 1953. The big new fighter (now dubbed the Super Sabre) was fast and impressive. The F-86D flying as a chase plane had to stay in afterburner just to keep up with the YF-100. At 35,000 feet, test pilot George Welch went to afterburner and felt a blast "like a kick from a well-fed mule." The Super Sabre left the F-86D as if it were standing still. Successful testing continued at Edwards. On October 29, 1953, Welch flew the first production F-100A to a new world speed record of over 755 mph. Delivery of F-100A's commenced; the USAF's 479th Fighter-Day Wing became the world's first supersonic military unit. The initial F-100A was followed by 202 more, with the final 36 having a more powerful version of the J57 engine. North American had indeed produced the first fully supersonic fighter.

Not all of the news about the Super Sabre was good. The plane was a fast beast to land, needing a tail chute to slow down hot landings. Even a carrier-style arrestor hook would later be added. Pilots described landing the F-100 as a "controlled crash." More troubling were several early high speed accidents, one of which killed a prominent RAF senior officer testing the plane. Against the advice of F-100 test pilot Lt. Col. Pete Everest, NAA shortened the rear vertical fin and trimmed weight to reduce drag. Everest also expressed major concerns about yaw problems he encountered, particularly at high speed.

Disaster struck at Edwards on October 12, 1954, when George Welch pulled an F-100A out of a high speed dive. The plane disintegrated, killing Welch. All Super Sabres were immediately grounded and production stopped while an investigation took place. It was determined that Welch's plane broke apart from pitch/yaw coupling, what we today call "inertia coupling." The solution was to heighten and enlarge the rear vertical (rudder) fin, slightly increase the wingspan at the tips, and to strengthen the airframe at certain stress points. These improvements were retrofitted to 76 F-100A's already in service and to 90 more still under construction or awaiting delivery at North American. Pitch and yaw dampers were included on later Super Sabres, starting with the F-100C.

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After production resumed, improved versions of the F-100 started rolling out of North American's plants in Los Angeles and Columbus. The more powerful B model was quickly followed by the F-100C. The C model focused on the ground attack mission, could carry 6,000 lbs. of stores on eight pylons and mounted an in-flight refueling probe. In 1956, production of the F-100D began with improved aerodynamics, a 7,500 lb. ordnance load, additional electronics and flaps. These improvements, including a LABS (Low Altitude Bombing System) and autopilot, enabled the F-100D to carry a nuclear weapon. Sidewinder and the Bullpup missiles could also be carried. Internal fuel capacity was also increased. The last new-build version of the Super Sabre was the two-seat F-100F in 1957. Although intended to be a combat proficiency trainer, the F model could still carry two guns, 6,000 lbs. of ordnance and perform a variety of missions.

Although originally envisioned to be a daylight air superiority fighter, the Super Sabre instead evolved into a versatile fighter-bomber. By 1958, F-100's equipped 16 USAF wings and was the backbone of the tactical fighter force. From 1954 until the arrival of the F-4C Phantom in 1963, the F-100 was the Air Force's principal fighter-bomber. The Super Sabre was the first American fighter to utilize in-flight refueling extensively. Curiously, the F-100's probe and drogue refueling did not become the Air Force's preferred system. "Huns" as their pilots and ground crew called the F-100, deployed globally to many places where a display of American force was required. After extensive duty in front-line USAF squadrons, many F-100's soldiered on with the Air National Guard. Following retirement, many Super Sabres were converted into QF-100 drones.

But the Super Sabre first saw combat while wearing the French cockade instead of American stars and bars. In 1958, France received 85 F-100D's and 15 F-100F's from the U.S. Two wings of the Armee de l'Air operated Super Sabres in the ground attack and tactical nuclear strike role from 1958 until replacement by Jaguars in 1978. Some of these F-100's flew bombing missions from bases in France during the Algerian War.

Eighty F-100A's were rebuilt to D equivalence and supplied to Taiwan. Ultimately, Taiwan flew 122 Super Sabres. Turkey received 260 F-100C's and D's. A few of the Turkish "Huns" fought Greeks in 1974. Nearly all were withdrawn by 1982. Denmark flew 55 F-100D's and handful of F-100F's until their replacement with F-16's began in 1983.

Before it became the "Hun" in Vietnam, the Super Sabre stood guard in Korea. This F-100D (55-3568) of the 35th Fighter Bomber Squadron "Pantons," 8th Fighter Bomber Wing carries a Mark 7 nuclear bomb at Osan Air Base, South Korea, ca. 1959. Photo by Robert F. Dorr



For American Super Sabres, combat came following deployment to South Vietnam in 1964. Ultimately, four USAF wings would fly C, D and F versions of the "Hun" in Vietnam, performing ground support, interdiction, top air cover and forward air control. Specially modified F-100F's pioneered the USAF's "Wild Weasel" capability, pinpointing North Vietnamese radar installations. Once F-105 Thunderchiefs arrived in force, the "Huns" stayed south of the DMZ and flew the majority of "fast jet" missions over South Vietnam. Super Sabres provided outstanding service during the Vietnam conflict until being withdrawn in 1971. "Huns" flew more sorties than 15,000 P-51 Mustangs totaled in World War II. During 1969 alone, F-100's flew 52,699 combat sorties, more than all other USAF types combined. In June, 1972, the final front-line USAF "Hun" unit, the 524th Tactical Fighter Wing, finished its conversion to the F-111F. F-100's in Air National Guard service lingered until 1979.

The last new-build Super Sabre was delivered in October, 1959. Production for all versions totaled 2,294. With the cancellations of the "Hun's" planned replacement, the F-107 Ultra Sabre, and the futuristic F-108 Rapier interceptor, the F-100 was North American's last hurrah as a fighter builder. As for North American Aviation, it has been a nameless part of Boeing since 1996. Like Curtiss, Supermarine, Hawker, Republic and Focke-Wulf, North American became yet another builder of legendary fighters to pass into history.



THE "HUN" IN PLASTIC

The Super Sabre's sleek and powerful look, coupled with its storied service record, has made it a favorite among jet fighter modelers. Until Southeast Asia camouflage covered much of the F-100 force, bare metal "Huns" adorned with flashy squadron and wing markings were the norm. Both stages of the F-100's career can be modeled thanks to a variety of aftermarket decal sheets and colorful reference materials. Builders planning that extra-special "Hun" or contest entry can still find aftermarket resin and photoetch parts as well. Checking online for what is available (and reasonably priced) is always a good place to start.

Anyone wanting to build a good scale model of the F-100 Super Sabre needs to know only one word: TRUMPETER. Just pick your scale. Trumpeter has released the F-100C, D and F versions in 1/48, including one particular boxing with USAF Thunderbirds decals. In 1/72 scale, Trumpeter also offers F-100C, D and F models. They didn't forget fans of 1/32 scale aircraft either. Two different boxings of a 1/32 F-100D are available, one of them also sporting Thunderbirds livery. These are all well-regarded kits that should prove more than satisfactory to both contest builders and weekend hobbyists.

Prior to the excellent line-up of Trumpeter kits, "Hun" modelers were rather limited in their choices. For years, the best available Super Sabre kit was the Monogram (now Revell) 1/48 F-100D kit first released in 1980. Re-released at least six times since the early 1980's, the "Revellogram" 1/48 F-100D has its good and bad sides. The molding is generally accurate and well-detailed, quite acceptable unless one is a "rivet counter" with OCD. The detail of the cockpit and landing gear bays is outstanding. The kit also includes the option of the F-102 style exhaust nozzle fitted to some Air National Guard aircraft and also two different refueling probes. On the negative side, the panel lines are thick and raised. Armament consists of two featureless Bullpup missiles and the "daisy cutter" extended-fuse bombs packed into nearly every Monogram 1/48 U.S. jet kit released in the 1980's. The wing assembly traps between top and bottom fuselage halves, but the fit is poor and tricky with much puttying and sanding required. Spend the extra money and buy a 1/48 Trumpeter kit instead.

ESCI and Lindberg also offered the F-100 in 1/48. ESCI kits ran the gamut from very good to dreadful. ESCI's 1979 molding of the F-100D in 1/48 is in the dreadful category. Skip it. Lindberg's 1/48 F-100 (C or D...hard to tell) dates back to 1958 and is still repackaged and re-released from time to time. It's a good starter model to build with a youngster, and that's about it.

In 1/72 scale, Hasegawa's F-100D dates back to 1969. The kit has reappeared numerous times over the years in different boxings and with a variety of decals. It's also been sold as an AMT and a Minicraft kit. Italeri released a 1/72 F-100D in 1998 followed by an F-100F in 1999. As critical as I am of Italeri, these are probably the best 1/72 kits not molded by Trumpeter. Both Italeri kits should still be available. At times, the Italeri F-100D was also released under the Revell and Academy labels. Although technically not 1/72 scale, in 1956, Revell released an F-100C in 1/70 scale. Amazingly, Revell sold that kit well into the 1980's. ESCI and Lindberg also released 1/72 F-100 kits over the years. Once again, enough said. Buy one of the 1/72 Trumpeter models or in the alternative, a 1/72 Italeri kit.



Trumpeter currently manufactures new F-100's in 1/32, 1/48, and 1/72 scales, even boxed with markings for the Thunderbirds (above).



Monogram's vintage 1/48 F-100 "Super Sabre" featured great details, including cockpit, and raised panel lines. Revell re-released the kit around 2000.



(Left) Eschi released their 1/72 F-100D & F-100F in 1983, featuring engraved panel lines, but very simple cockpit. AMT later re-popped these in the late eighties. (Right) Italeri re-issued the former Eschi kits in 1998 & '99, but featured more detailed cockpit, as well as different weapons and fuel tanks. Aftermarket enhancements are available from Reheat, Flightpath, Eduard, Aires, High Planes Models, and Obscureco, because they are really needed. - editor



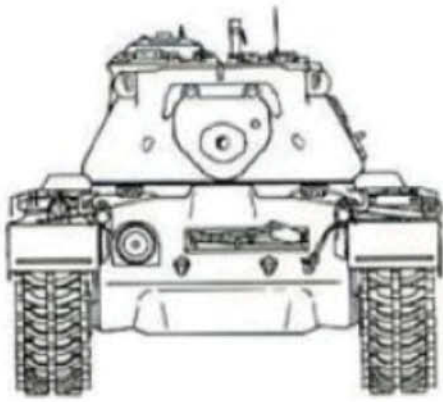
Hasegawa and Hasegawa/Minicraft 1/72 F-100 kits pre-date Eschi's by over a decade...

Lindberg's 1/48 "Firepower Series" F-100D has a lot of toy-like features, but would be a good kit to build with a beginner.

So, "Hun" & Century Fighter fans, browse and shop wisely, check reference materials, decide which paint scheme and decals you prefer, & enjoy building this classic USAF jet.

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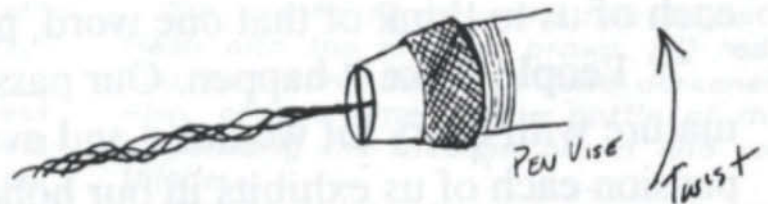




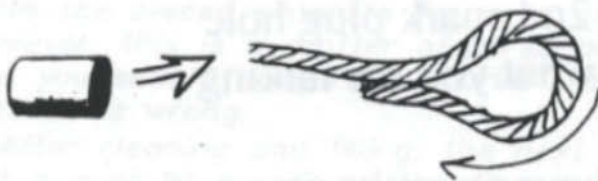
**JOHN ROBINSON'S
D.I.Y. TOW CABLES FOR MILITARY VEHICLES
June 1996**

Make your own tow cables that are realistically flexible enough to bend in any shape by using fine solder. Find it in fishing tackle stores that carry fly-tying materials. A company named Hudson and Allen now carries fine solder along with it's diorama materials. Get the smallest diameter you can; I've found .010" to work well. One spool will last for many projects.

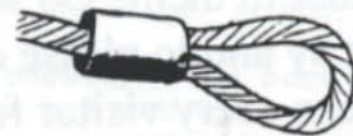
You will need a pen vise, and a heavy clamp, preferably a bench vise, or locking vise-grip pliers. Start by cutting 3-5 equal length pieces of solder, about 8" long. Use 3 for softskins and 4-5 for tanks and heavier vehicles. Anchor one end firmly, and insert the other end into the pen vise and tighten just enough to hold it. Start turning the pen vise until an even twisted appearance is obtained. This may vary depending on length and diameter of the solder.



Remove the solder from the clamps. Now loops will need to be formed on the ends. This can be done one of two ways. The first, and simplest, would be to cut the loops off the plastic kit cable and then attach them to the solder cable with super glue. The second method is to loop the end back onto itself and slip a sleeve over the splice. Your options include insulation stripped from copper wire, small brass tubing, or A+B putty shaped to the right size and allowed to dry. Apply a drop of super glue to finish.



The natural appearance of the solder looks like steel, but to give it a weathered look, you will probably want to paint it. If so, first try to form the cable close to the shape you want it to look on the vehicle without using any glue. Use the flexibility of the solder to make sags and bends like the real ones do. Then paint it and attach to the vehicle with super glue. I like painting it flat black, then drybrushing with a rust color. Expect some paint to come off in the process, so touch up and your done.



Please excuse the misalignment of John's first paragraph. At this time, I was truly a "cut and paste" editor, so that was my doing. I hope you are enjoying the "Time Tunnel Series" of articles that still offer modeling assistance, even decades after initial publication.



Here are some pictures of my Takom 1/35 M-47E Patton in Spanish markings. Several versions of the M-47 were exported to a number of countries in the 50s and 60s including Spain, Italy, Germany, Belgium, and the mid-East. They formed the first armored forces of the post-war European armies. The Spanish Army included several hundred of these tanks. I painted it with Tamiya Japan Defense Force OD (XF-74). ...Alex



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IPMS Richmond Chapter Information

The Richmond Chapter of the International Plastic Modelers Society was established in 1972 by five area scale modelers. Combining great talent and passion for scale modeling, they created IPMS Richmond, with the expressed hope of spreading their enthusiasm for modeling to others in Central Virginia, and beyond.

Chapter members and guests meet the second Monday of each month, sharing their latest projects during "Show 'n Tell", developing improved modeling techniques while enjoying award winning members' demonstrations and special guest speakers. Members organize trips to public events that focus on scale modeling, competition, and history. Quarterly, our members gather just to build models as a group, and to enjoy each other's modeling, in-progress.

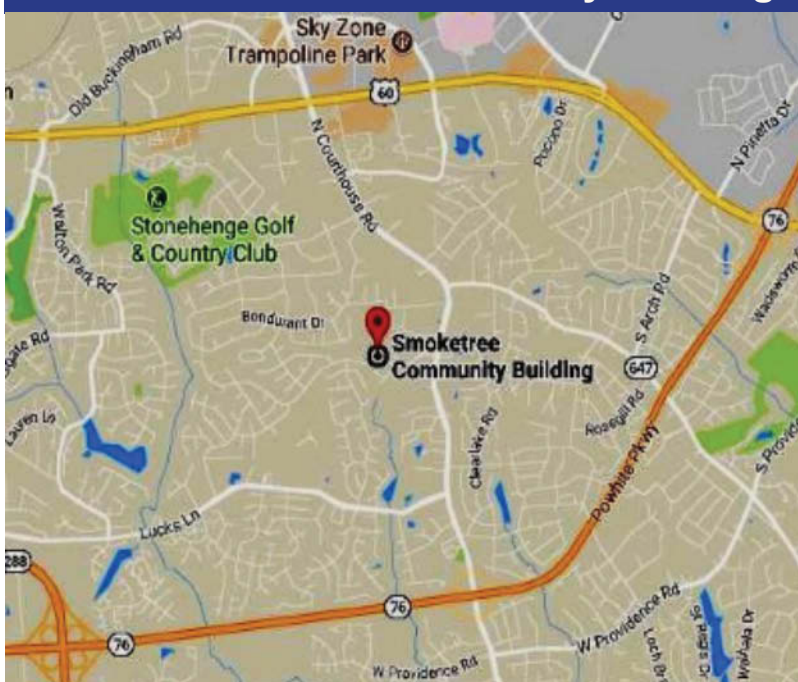
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale models on display.

IPMS USA membership is encouraged, but not required. Chapter annual membership fee: \$25 (& special discount family membership fee). IPMS Richmond is governed by its constitution and by-laws, administered by annually elected officers. We share your love for scale modeling, no matter the subject, and we invite you to join us.

visit IPMSRICHMOND.blogspot.com



Venue: Smoketree Community Building



11100 Smoketree Drive, Richmond

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