

INSIDE THIS ISSUE

- 2 Last Meeting: August 26
- 7 Where has your shirt been?
- 7 Next Meeting: September 23



NATE'S NOTES

A week or so ago, I was looking on Facebook and I came across a post in a model building group where the person was lamenting that other modelers needed to stop putting gun smoke stains on their model airplanes. His argument was that weathering technique was not realistic and real warplanes did not accumulate such stains. His post received a variety of responses; some agreeing with his statement, and adding too that darkened panel lines are getting out of hand and unrealistic, while others disagreed stating that it was up to the modeler.

I rarely interact with people on Facebook, but in this instance I could not resist. Remaining respectful, I stated that adding weathering and other details is up to the individual modeler and how that modeler wanted to build his/her model. To punctuate my point, I recalled an anecdote from Col. "Bud" Anderson's book *To Fly and Fight: Memoirs of a Triple Ace*, where then CPT Anderson and MAJ Yeager who were both serving as "spares" on a mission to Berlin and when not needed for the mission, decided to buzz Europe and empty their guns over the Alps for fun. Upon Anderson's return to base, his crew chief was disappointed to see the gun smoke blackened wings and not have any more kills to record.

I would venture a guess that the person posting his disgust of models with gun smoke streaked wings was probably not around in WWII, and obviously I was not either, but when you read the accounts of men who were, and who flew aircraft in combat, writing of their gun smoke streaked wings...I

We dropped our tanks on Mount Blanc and strafed them, trying to set them afire (it seemed a good idea at the time), then found Lake Annecy, and the lakeshore hotel where Yeager and DePaolo had met. We buzzed the hotel, fast enough and low enough to tug at the shingles, and then we zoomed out over the water, right on the deck, our props throwing up mist. Coming home, we meandered all over France, just over the treetops.

We'd just shot up a mountain in a neutral country, buzzed half of Europe, and probably could have been court-martialed on any one of a half-dozen charges. It didn't matter. We were aglow. It was over; we had survived, we were finished, and now we would go home together. What a way to go! It had been one hell of a wonderful day.

It was late when we landed at Leiston. Ours were the last two planes back from the raid on Berlin. We'd flown more than a thousand miles. A small crowd had gathered as I taxied up to the hardstand. Nice gesture, I thought. A celebration. They knew I'd flown my last mission.

What they also knew, which I didn't, because we'd been out of radio range, was that the group had set some kind of record that day. They had handed the Luftwaffe its greatest defeat of the whole damned war, and we'd been out goofing off. Everyone was adding up victories. Now, here were two of the group's old warriors, the last home from the battle, their wings streaked black, a sure sign their guns had been fired. Naturally, everyone assumed we'd been out slaying dragons.

Heino jumped on my wing almost before the plane had stopped rolling.

"Group got more than 50 today," my old crew chief enthused, as he helped me unbuckle. "Must've been something. How many did you get?"

Fifty???

"None," I confessed in a small, strangled voice.

I felt sick.

Excerpt from book *To Fly and Fight: Memoirs of a Triple Ace*

tend to think that adding some smoke staining on your model warbird is probably okay (dare I say, accurate).

But more importantly, this is a hobby; it's supposed to be fun! Every modeler should build their model in the way that makes them enjoy the hobby the most! Whether that means doing countless hours of research and replicating every tiny detail to the fullest, or whether it means opening the box and gluing parts together...the intent is to enjoy the process of building a model, and enjoying the hobby.

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LAST MEETING

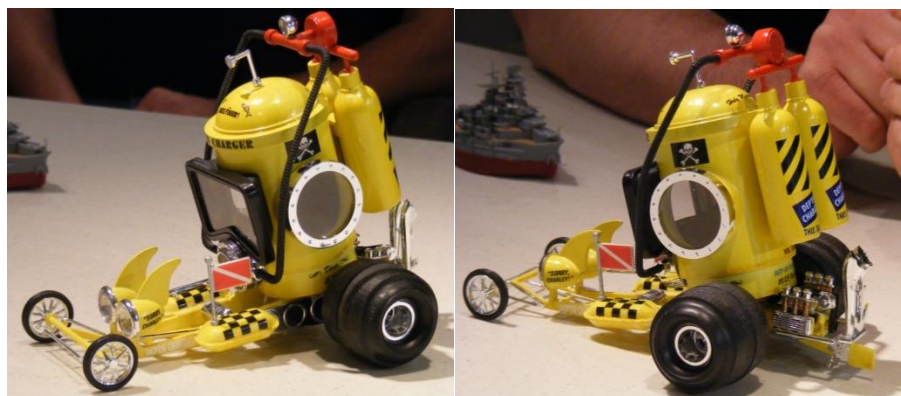
August 26: 16 members met at Branson Hobby Center, and the meeting theme was "50's" – anything that could be associated with "50."



Rusty Hamblin brought in his recently finished Fujimi Egg Battleship IJN *Kongo*. Going into the build, Rusty thought the little kit was going to be an easy build, but it took him two weeks to complete. The kit is very detailed (for example, each gun is hollowed out from the manufacturer) and Rusty only did minimal painting in order to keep the build simple. The kit supplied self-adhesive decals were not so adhesive, and gave some trouble going on. Fujimi even supplied four square blocks of plastic to be glued into the hull to serve as ballast in order to make the kit a floating model. Despite the few issues, Rusty was pleased with the end result and looks forward to building his other egg ships!



Rusty also brought in a kit on behalf of new MOSS member, **Frank Nivens**, who was unable to attend the meeting. Frank recently completed his build of the AMT "Depth Charger Aqua Rod" kit. He finished it in yellow, because he had a spare can of spray paint to use. The first decal he positioned on the back of the model went on a little crooked at first, but Frank liked the way it looked, so he left them as is and finished the model with a some added interest!



Dwain Cunningham brought in two models to go along with the 50's theme: his recently finished 1:35 Academy M3A1 Stuart and his in-progress 1:35 Tamiya M41 Walker Bulldog. Dwain explained that in 1949-1950, the US Army needed a light tank (under 25 tons), and the M41 was the answer. Interestingly, during WWII the M3 Stuart was considered a "light tank." Dwain brought in both models to show the comparison between these two "light" tanks, and what a difference 10 years makes!

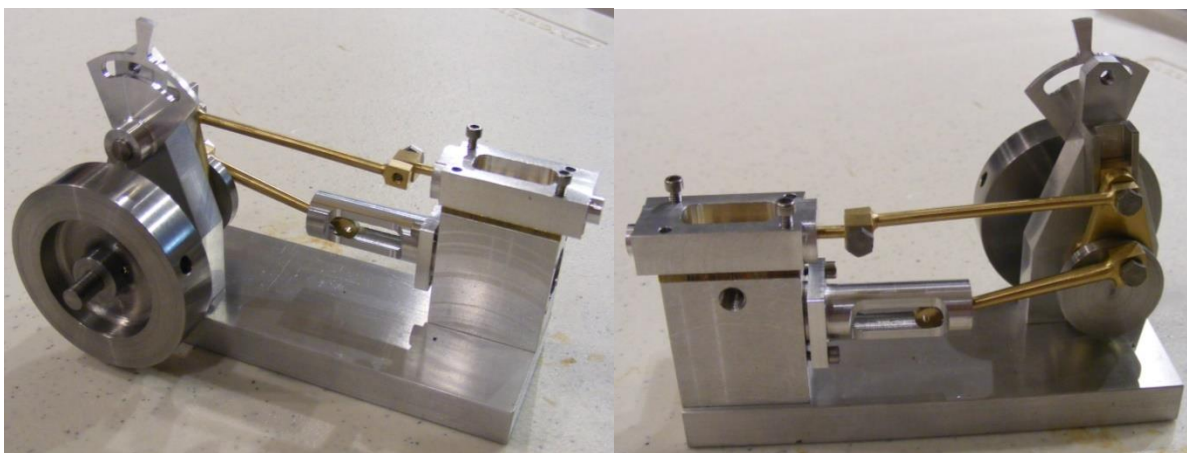


As **Bob Grenier** has often noted, his main hobby interest is model railroading. As part of that, to bring model railroad layouts to life requires scenery and other accessories, including automobiles. Through years, Bob has collected more than 180 HO scale cars; to go along with the 50's theme, he brought in 23 of his 1950's era HO scale vehicles. For those who do not know, HO is approximately 1:87 scale.

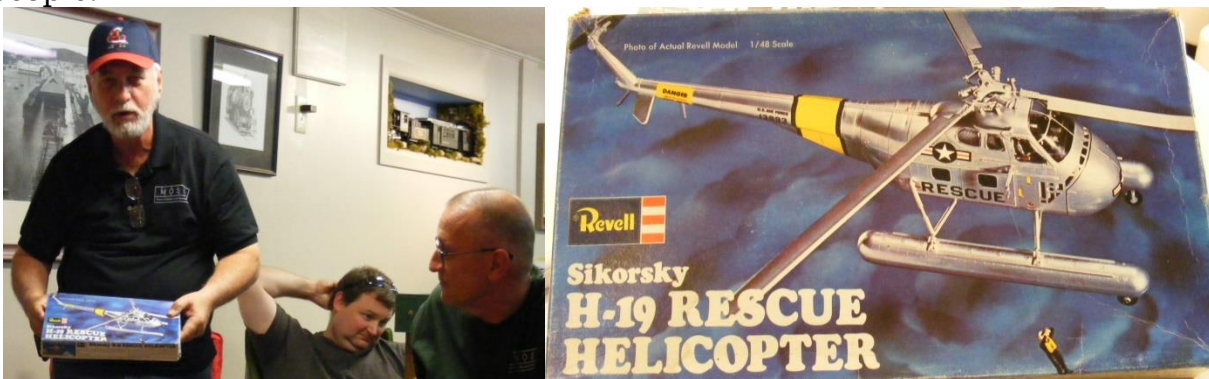


After suffering a recent near miss with his model Studebaker (a lamp fell over on his work table, and narrowly missed smashing his car), **Mike Mangan** decided to work on something a little more durable than plastic for a while. He brought in a metal replica of a steam engine that Mike created from scratch in his metal working shop. Because of its size, real steam will not power this engine, but when hooked up to a compressed air source at 5-10 psi, his engine will produce 60-100 rpms!





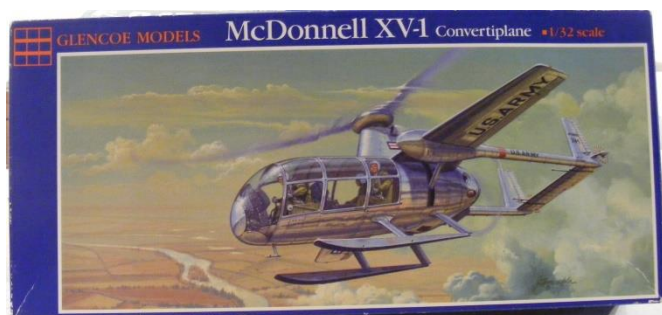
Going along with the 50's theme, **Les MacLaren** brought in a model kit from his collection, a re-issue of Revell's 1:72 Sikorsky H-19 rescue helicopter, known by the Sikorsky Company as the S-55, but more commonly called the "Chickasaw". The H-19 was used by the US Army, US Air Force, US Marine Corps, and the US Coast Guard throughout the 1950's, ending its US military service life in February of 1969. More than 1,700 were built and were flown in military and civilian service around the globe by many countries besides the United States. In the late 1960's Sikorsky and Orlando Helicopter Airways offered a kit to convert surplus military H-19's into the civilian S-55B "Heli-Camper" which included a mini-kitchen, and sleeping arrangement for four people.



Nick Kimes brought in a kit from his collection, a 1:32 Glencoe McDonnell XV-1 Convertiplane. In 1951, the US Air Force started looking for an aircraft that could take off and land vertically like a helicopter, but also fly horizontally faster than conventional helicopters. McDonnell aircraft won the contract and in October of 1955 the XV-1 was the first rotorcraft to exceed 200 mph. The XV-1 was powered by a radial piston engine that powered the pusher propeller, along with two air compressors which forced air through the jets mounted at the tip of each of the three rotor blades. The contract was cancelled in 1957 because the aircraft was too complex for the



minimal advantages it had over regular rotorcraft. The only two XV-1



prototype airframes built are located at the US Army Aviation Museum in Fort Rucker, Alabama, and the Smithsonian National Air and Space Museum in Washington, DC.

Phil Jurkowski brought in his built Toy Biz figure of the Fantastic Four character, The Thing. To go along with the 50's theme, Phil explained that the Marvel Comics' *Fantastic Four* #1 was issued in November 1961, so that makes Dr. Benjamin Grimm's alter ego The Thing as 56 years old (soon to turn 57)!

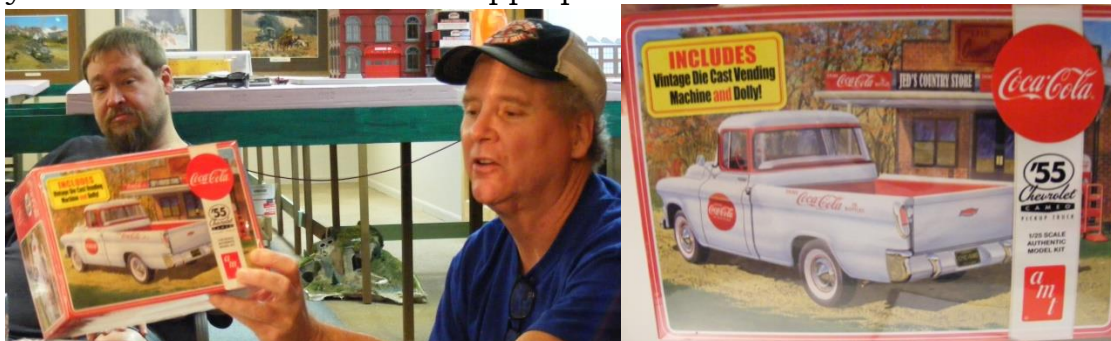
Phil built this kit about 3 years ago, and said it was a clunky kit with large pieces. It was the first time he ever used artist oil paints, and found the long drying times bothersome, so he purchased a second-hand dehydrator and dried his painted parts that way!



Larry Krauk brought in two newly purchased models: Model King's 1:25 1969 Ford F-100 Custom Cab, and a Revell Baja Bronco. Larry had recently purchased a resin extended cab for the F-100, and a couple Fireball Models aftermarket resin sets – winches, floodlights, weighted tires, and rims. Larry has big plans for all the kits, using the new weighted tires, and switching the rims between the vehicles, as well as adding all the resin parts.



In keeping with the 50's theme, **Mark Mahy** brought in his recently purchased 1:25 AMT 1955 Chevrolet Cameo pickup truck in the Coca-Cola livery. The kit comes with an era appropriate Coke machine.



Bill Loden brought in his recently completed Monogram 1:48 F-117 Stealth Fighter. He weathered the model with artist oils, and lightly sanded down the edges to give some depth to an otherwise solid black painted model. And to go along with the 50's theme, Bill brought in his AMT 1:25 Edsel Pacer model that he bought at the club swap meet this past February.



Nate Jones brought in two in-progress models that both fit the 50's theme: Monogram 1:48 F-84 Thunderstreak, and Monogram 1:48 F-80 Shooting Star. In keeping with his intent to reenergize his interest in the hobby, Nate plans to keep these simple and build them mostly out of the box.



Go to www.ipmsmoss.com and check out the Gallery for more pictures!

WHERE HAS YOUR SHIRT BEEN

Where has your MOSS T-shirt been? MOSS member, **Gary Sanders** wore his to the LeMay America's Car Museum in Tacoma, Washington. Gary notes "We are in Tacoma for the Studebaker Drivers' Club International Meet. Having a great time!"



NEXT MEETING

September 23, 2018 – Sunday, 6pm at the Teamster's Union Hall (1850 E. Division Street) in Springfield.

Meeting Theme: "Screen Time" – bring in a model related to or seen in the movies or on TV.

As always you are welcome to bring a model, tip or technique to share and discuss!



Happy Modeling!



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