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ANNOUNCING MOSS CON 2019

**** NEW CITY ** NEW LOCATION ****

MOSS CON 2019

SPRINGFIELD, MO

**SATURDAY
APRIL 13, 2019**

DOORS OPEN TO PUBLIC AT 8:30 AM • REGISTRATION 8:30 AM TO NOON

CATEGORIES: AUTO, AIRCRAFT, ARMOR, FIGURES, DIORAMAS, SHIPS, SCI-FI, AND MANY MORE!

IPMS JUDGING RULES APPLY • 1ST, 2ND, AND 3RD PLACE AWARDS FOR EACH CATEGORY, PLUS BEST OF SHOW, PEOPLE'S CHOICE AND TWO SPECIAL THEME AWARDS!

SPECIAL THEMES

The Race to the Moon - 50th Anniversary of Apollo 11
MODELS ENTERED INTO THIS CATEGORY MAY BE ANY MODEL RELATED TO THE SPACE RACE FROM THE US OR THE USSR / SOVIET UNION FROM AUGUST 2, 1955 THROUGH JULY 20, 1969.



Hit the Beach - 75th Anniversary of D-Day
MODELS ENTERED INTO THIS CATEGORY MAY BE ANY ALLIED OR AXIS MODEL THAT ACTUALLY HIT THE BEACH ON NORMANDY, DURING OPERATION OVERLORD JUNE 6, 1944.

ENTRY FEES

MUST PRESENT CURRENT IPMS MEMBERSHIP CARD TO RECEIVE DISCOUNT			
NON-IPMS	ADULT (18+)	ENTRY FEE FOR FIRST TWO MODELS	IPMS
\$10		\$1 EACH ADDITIONAL MODEL	\$8
NON-IPMS	JUNIOR (12-17)	ENTRY FEE FOR FIRST TWO MODELS	IPMS
\$6		\$1 EACH ADDITIONAL MODEL	\$5
NON-IPMS	YOUTH (UNDER 12)	ENTRY FEE FOR FIRST TWO MODELS	IPMS
\$2		\$1 EACH ADDITIONAL MODEL	\$1

PLEASE RSVP IN ADVANCE IF YOU PLAN TO ENTER MORE THAN 10 MODELS, OR ANY MODELS REQUIRING MORE THAN 2 SQUARE FEET TO DISPLAY. WE DO NOT OFFER A "COLLECTIONS" CATEGORY.

VENDOR BOOTHS AVAILABLE

FOR MORE INFORMATION:
E-MAIL - IPMSMOSS@HOTMAIL.COM
OR VISIT WWW.IPMSMOSS.COM

SPECTATOR ADMISSION: \$3 PER PERSON ACCOMPANIED CHILDREN UNDER AGE 12 FREE!

RAFFLE PRIZES • VENDORS • FREE PARKING CLOSE TO THE BUILDING • GROUND LEVEL

**HELD AT THE
TEAMSTERS' UNION HALL LOCATED AT 1850 E. DIVISION STREET, SPRINGFIELD, MO 65803**

LAST MEETING

February 17: 14 members and one guest met at the Branson Fire and Police Joint Emergency Training Center for our monthly meeting and Annual Swap Meet.



Guest and friend of Bill Loden, **Norm Olsen** brought in four of his model cars that he built over the years. Norm modified most of the kits with a variety of details and custom work.



Bill Loden brought in two models he recently completed. His Revell 1:72 Panzer III, and Revell 1:48 FA-18 Hornet. Bill finished his Panzer and played around with some various weathering techniques, including oils and various pigments and washes. The kit tracks were a little tricky since they are multi-part tracks and required careful glue work in a small area.

Bill's Hornet is an Out Of the Box build that he finished the day before the meeting. He enjoyed how Revell engineered the landing gear wheel wells and doors which prevented a





lot of fiddling around to get a good glue connection point. He airbrushed his model, then finished the model using oils for weathering.

Back in September, Bill also worked on a fun project: replicating Eddie

Van Halen's "Frankenstrat" complete with 1971 quarter. The project had some modeling-related skills involved: masking, painting, detailing, and weathering.



Rusty Hamblin brought in his recently completed Testor's 1:43 scale Ford Pickup truck. Rusty was amazed at the intricate detail for a die cast kit. He said it was a quick and fun build!



Gary Sanders brought in his recently completed 1:24 scale Testor's 1933 Cadillac Fleetwood V-16 model. The plastic was marbled on some parts, so Gary ended up painting a few portions of the model, then coated the model with Pledge Future Floor wax.



Gary also brought in a vintage screw bottom AMT 1961 Ford Tempest 4-door kit that he found for a reasonable price and purchased last week.



The Swap Meet began immediately after the round table discussion.



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

WORK IN PROGRESS

Airfix 1:48 Messerschmitt Bf-109E-4 by Art Miller, Part 1

THE INTERIOR

Where to start? I start where most modeler's start, building the cockpit. I usually use the resin updates for the interior, but the techniques are the same whether you use the kit parts or use the resin. The use of resin updates and spending what usually amounts to near the cost of the kit depends on what is visible once the fuselage is assembled. My theory is that the cockpit of a P-47 would call for more detail and visibility as the cockpit of a Japanese fighter would not. Although as a victim of AMS (After-Market Syndrome), I have more than once done so only to have most of the detail disappear into some same cockpit.



Some modelers recommend washing the parts in mild detergent prior to painting; I have always been too lazy to do that so I just prime the interior parts with Tamiya Surface Primer. I do not prime exterior parts but will explain that process later.

When I paint the interior parts, I mix grey or white stirred into the base color. I lighten the color to allow the wash to be more visible. The lightened color aided with a wash and dry brushing will give the interior more "pop." This simple treatment allows detail to be more visible through enhancement of "scale effect."

Scale Effect is the reduction of the intensity of a color to replicate its appearance to the human eye. Colors will fade or grey out the more distance you move away from the object. So in 1/48th scale, viewing a model from twelve inches away is the same as the full size object from forty eight feet. Rarely do I use paint straight from the bottle for this reason. I like the effect and attempt to use when I can on my models.



Now that I have the base color painted and dried, I usually do one of two things. I seal the parts with either Minwax fast drying polyurethane or Testors Dullcoat. The decision which to use depends on how much drying time and amount of detail I want to bring out. The polyurethane works best when a nice resin cockpit is used but requires at least twenty four hours to cure. Testors Dullcoat works for me on less detail and especially if I am in a hurry. After a few minutes, Testors is ready for a wash.

I have always used Windsor-Newton artist oils for my washes, and I thin the oils with Turpenoid. Turpenoid is an odorless substitute for turpentine. The interior of the Me 109 I built for this piece is light on the wash. I did dry brush with Windsor Naples Yellow oil mixed with a little white. I rarely use straight white for dry brushing though the yellow dry brush looks better on green cockpits than the grey on this model. I have to be more concise picking out detail when using Testors. The polyurethane will allow you to remove excess wash after it is dry. Once I overdo the wash with Testors, the boo-boo is there until the end of time.

The last step before assembly is to pick out switches and such with several dabs of yellow, white and red acrylic craft paint found at any Hobby Lobby. Many aircraft don't have that much color on switches but painting them such gives interest to the final presentation of the

cockpit. I prefer using the kit instrument panel if the bezels are well presented. I use thinned black oil paint and a 4-0 brush to paint the face. Just a drop from a loaded brush lightly touched in the center of the bezel usually gets the job done.

ASSEMBLY

This is the point in my build where the drudgery begins and lasts until the painting begins. I refer of course to filling and sanding. Many a project has ended at this point due to lack of interest in more putty and more sanding. Miss-fitting joints are a problem especially on fuselage halves. Many times I cut off the locating pins and a smoother joint is made. This was the case in the 109 that is the subject of this build.

I mostly use Tamiya's thin liquid cement. It is fairly fast drying and is not messy to



use. This kit had problems with the flaps staying in place so super glue was used here. Luckily, the fit was good between the wings and fuselage so a line of Perfect Plastic Putty smoothed with a damp Q-Tip finished that job. The fuselage halves fit well after removing the locator tabs. Allowing Tamiya Cement to cure for a couple days I was able to scrape the joints with a #11 Xacto blade. 400 grit wet sandpaper on a small sanding block was then used. I take two pieces of electrical tape laid one on top of the other and cut in a strip to use as a guide for re-scribing lost panel lines. When the re-scribing is acceptable, which sometimes it isn't, I will refill the errant line with super glue, sand and redo the panel line. As a final touch, Flitz Polish is used to

locate sanding marks and restore the shine to the plastic. Sometimes I polish the entire model especially if I will apply a gloss finish.

Next installment: Painting and Finishing

NEXT MEETING

March 24, 2019 – Sunday, 6pm at the Teamsters' Union Hall in Springfield, MO (1850 E. Division Street).

Meeting Theme: "Done in time for the Show"

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



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