



An I.P.M.S./ M.O.S.S. Publication



April 2017
Volume 9 Issue 3

IPMS/Missouri Ozarks Scale Specialists
www.ipmsmoss.com

Branson, Missouri 65616
ipmsmoss@hotmail.com

Newsletter Editor: Nate Jones
417.230.6220

INSIDE THIS ISSUE

- 2** Last Meeting: April 23
- 7** Tips & Techniques
- 9** Rusty's Ramblin'
- 10** History in a Box: SR-71
- 11** Next Meeting: May 21

Nate's Notes

By Nate Jones, President IPMS/MOSS

As some of you know, this past February my wife and I welcomed our first child into the world. It's a little more than eight weeks later now and I have yet to work on any of my models. Thankfully, I've at least have been able to purchase a couple new kits, though the styrene still calls to me from the other room. Talking with Rusty the other day, he asked me if and how my modeling will change now that I'm a father. The answer right now is

free time, or *lack of dedicated* free time to the hobby!

The weekdays that I am off work, my "Mr. Mom" duties while my wife is at work, along with the tasks associated with finishing our basement during the weekend, and other job requirements have kept me away from my temporary workbench [the permanent workbench will come once the basement is finished].

Obviously, we (my son and I) are still in the infantile stages of our relationship, literally and figuratively, so I'm still trying to find the appropriate mix of family time and hobby time. Thankfully, my wife also has a hobby—scrapbooking—and we have discussed how we would like to continue with our hobbies, and encourage our child (eventually, children) in being creative and finding enjoyment either in our hobbies, or their own hobby.

I have written before how my Dad got me started in model building, so it is my intention to do the same with my son! Rather than having modeling be something that takes away from family time, I'd like to make it part of family time, to help carry on the family tradition and the hobby.

Understandably, until my son is old enough to be taught and understand the fragility of models, I plan to keep my built model collection well out of reach, or in a display case. But I look forward to buying him a model (or few) that he can, when old enough, build and paint on his own, then play with as I did when I was young!

Only time will tell how this all goes, soon I will return to my workbench, but for right now...I'm just enjoying watching him grow!





Come to our new show location at the **Branson Convention Center!** Easy access from Highway 65 and all the Shopping and Dining experiences of

The Branson Landing and

Historic Downtown Branson



are within walking distance of the **Convention Center** and **MOSS CON 2017!**



“We’re making it a small world, because small things matter!”



23 April: It was practically SRO – Standing Room Only – during this meeting (mostly because we were short on chairs)! 14 members of the Knights of the Square Table met on the first floor of Branson Hobby Center to share and discuss their models!

Rusty Hamblin brought in his recently finished 1:25 Revell SnapTite 1998 PT Cruiser. Since he’s been so busy, Rusty wanted a quick build to help get him back into building something, and he used this pre-painted Snap kit to do just that! Rusty painted the disc brakes, and he also added some midnight blue monocoat paint to the interior, along with some matching color flocking as well.



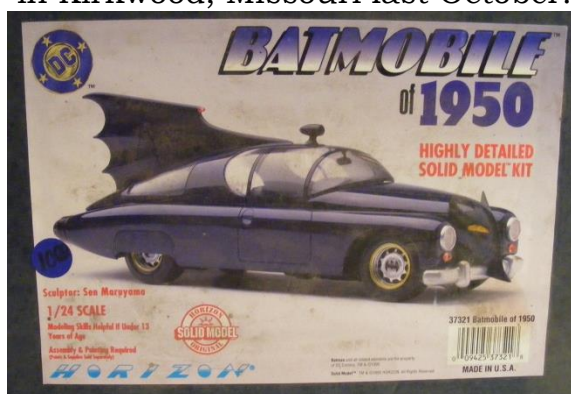
Gary Sanders brought in his finished 1:35 ICM US6 truck, and his in-progress 1:35 ICM BM-13-16N Katyusha Rocket Launcher truck. The US6 is a kit that he is building for a friend, so Gary decided to add a little more detail to this one from his first build that he did for himself. Gary opened the side windows, and had the bench seats in the bed of the truck in the down position. Because the decals flaked off the doors, Gary used Archer Dry Transfers for the white stars on the doors and roof, and used some spare decals from a tank kit for the registration numbers on the hood.



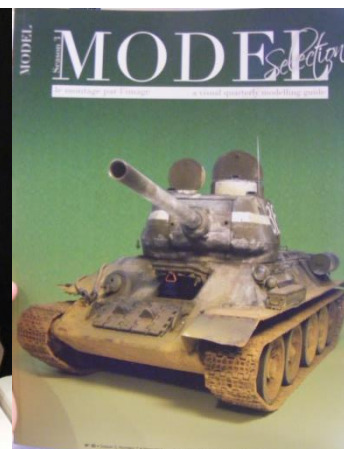
Gary's Katyusha is basically the same frame and chassis as the US6, but the Russians moved the fuel tank and a few other parts.



As a life-long Batman fan, Gary also brought in his DC Comics-based version of the 1950 era Batmobile. It is a 1:24 scale multi-media kit that consists of a (heavy!) resin body, styrene plastic, white metal parts, and vinyl tires. The kit was started by its previous owner when Gary bought it at model car swap meet in Kirkwood, Missouri last October.



Dwain Cunningham brought in a copy of *Model Selection* magazine that was given to him by a friend. It is a model magazine published in France, but has many full-color pictures of armor models and dioramas. Though he didn't bring his model in, Dwain also said he made a little progress on his Matilda tank since last month, adding the base coat of tan paint for the British camouflage scheme.





Gordon King brought in his vintage 1:25 AMT 1961 Invicta Convertible that he bought used at a swap meet. Unfortunately, the kit was missing a windshield a few other minor parts, but Gordon plans to find replacements in the secondary market.

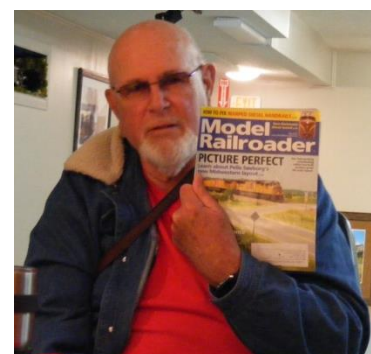
Gordon also had the bumpers re-chromed by Kustom Khrome.



Darren Gloyd brought in his nearly complete 1:25 AMT Peterbuilt Turnpike Hauler, and in-progress and customized Kenworth 925 Sleeper. Darren just needs to add some plumbing to his "Turnpiker" to finish it out. The Kenworth is based on the kit *Movin' On* kit from the TV show, but when Darren is finished it will be practically scratch built with all the details he has already added and plans to add!



Bob Grenier brought in his newest and oldest *Model Railroader* magazine. Bob's oldest magazine is the November 1976 issue and he has been subscribing all 40 years since! Bob noted the difference from his first issue to his current issue—including the difference in pages per issue. In 1976, *Model Railroader* was 154 pages and in 2017 it's down to 78. While the technology and full color ads have made the present day issues more eye-catching, the black and white drawings and railroad artwork for sale



has since disappeared from the pages. But nonetheless, Bob said he enjoys each issue and finds them all interesting!

Mike Mangan brought in his newest model purchase – a 1:24 Heller Ferguson TE-20 tractor kit! He saw the kit online, but found it only available from Europe. Thankfully, he found it for sale online at a reasonable price from a seller willing to ship to the USA. Harry Ferguson, an Irishman who owned

a company selling cars and tractors partnered with Henry Ford in 1939 to produce the Ford-Ferguson tractors through 1947. Ferguson also produced the TE-20, known more affectionately as the “Little Gray Fergie.” These tractors were manufactured in Coventry, England by the Standard Motor Company, and over 500,000 of these tractors were produced from 1946-1956.



Bill Loden brought in two of his recently completed models. We’ve all heard of the *Fast and The Furious*, but Bill brought the “First and the Fastest!” Bill purchased and built his 1:72 Italeri SR-71 Blackbird; thinking it was a newer production kit, Bill was slightly disappointed when he opened the box and realized it was a re-issue of an older kit, complete with



raised panel lines. Bill considered sanding and re-scribing the panel lines, but decided against it. After painting his Blackbird just that, black, Bill did some sanding for weathering effect and found that the raised panel lines were actually beneficial and showed through. Bill finished his Blackbird by replicating the leaking fuel commonly seen streaming from the panel lines when flying at lower altitudes.

Bill also brought his recently started (on Thursday) and finished (on Sunday) 1:48 Eduard Bell X-1 “*Glamorous Glennis*”.



The Eduard kit went together very well and quickly, and included resin and photo etch details. The only additional details that Bill added were some wiring behind the instrument panel to help fill the awkward void. Bill finished his X-1 by airbrushing it with Tamiya X-6 orange paint and Mr. Color

Leveling Thinner.

Don Offerosky brought in his 1:25 AMT 1949 Ford Club Coupe. It was a 2-in-1 kit that he built. Don used red and white electrical tape to upholster the interior details, and used a random off-the-shelf sparkle paint that went on horribly, but ended up looking good once it dried!



Mark Mahy brought in his in-progress 1:25 Revell SnapTite 2015 Ford Mustang GT that he plans to build and finish in Olive Drab and WWII US Army

Air Force markings.

Mark also brought in his in-progress Low Brow Louie resin figure. Around Halloween last year, Mark found some googly eyes that had a nice green background effect; Mark plans to use to increase the detail on Louie's eyes.



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

IPMS/MOSS is looking for **Sponsors** and **Vendors** for **MOSS CON 2017!**



Vendor tables are \$15 each.

Category Sponsorship is \$30 each for 1st, 2nd and 3rd Place awards.

All Sponsors and Vendors will be recognized on our website, Facebook page and at the Show!

For more information, contact Nate Jones at ipmsmoss@hotmail.com or call 417-230-6220.



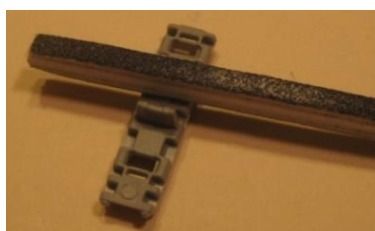
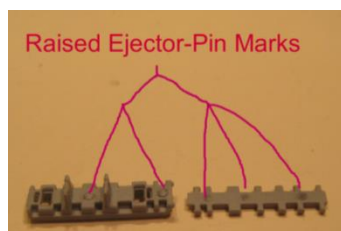
TIPS & TECHNIQUES

Building Individual Track Links by Michael Steenstra

Most people would consider putting together individual tracks a royal pain but the reason why I like them on German armor is due to the fact that most, if not all, German tracks will have very-well defined sag to them. Here we have the Magic Tracks for a Dragon's King Tiger tank and there is a definite sag to the King Tiger tracks. The two different types of links are kept in separate bags but there is no chance of mistaking the two different links anyways.



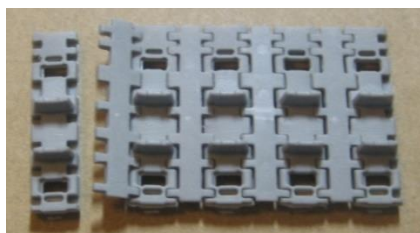
The very first thing to take care of is the raised ejector pin



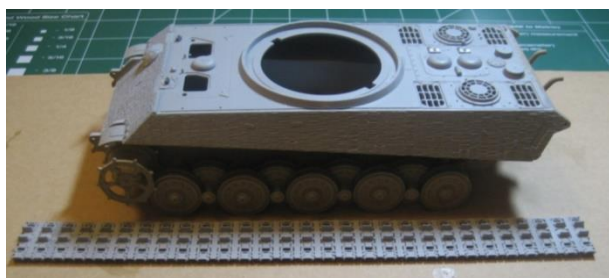
marks on the tracks which on these two links I marked with pencil so you can see them easier.

I have a few of these mini-sanding sticks and they worked great in between the guide horns. Just a little bit of sanding and they were done.

The fun part is to start pressing the links together and start building them- no glue yet! Yes, it does take a little bit of time but the best part of the Magic Tracks is they hold together very well.



Here you can see that I am building up the first length of track links. Research shows that the King Tiger takes 92 links per side. I have not added the idler wheel yet and these are the two reasons: 1) I am studying photos of the King Tiger for the approximate position of the idler with most King Tigers, and 2) to make any necessary adjustments to avoid being a link short between the tracks of any kind. The wheels and lower hull area have already been painted with German Dunkelgelb. It would be too hard to paint the inner wheels later with the tracks on, the tracks I will paint once they are on the kit. More on that later....

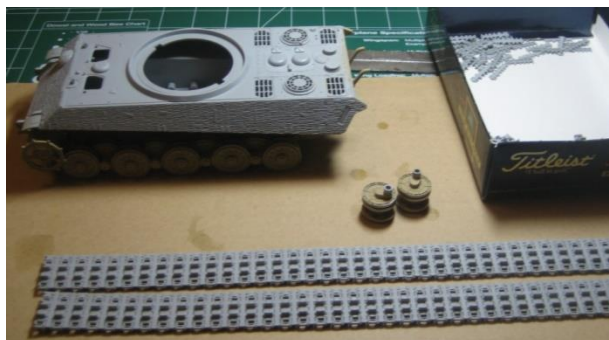


I have now started the second set of tracks.



Making quite a bit of progress now - soon I will count the links to get to 92. Dragon supplies more than enough tracks and I will add more tracks on the spare track holders on the turret.

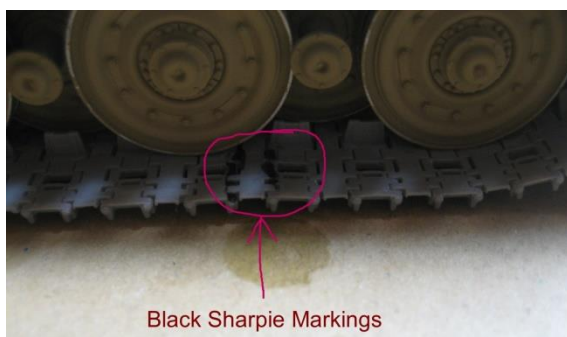
I have now got the links to 85 for both sides - now you can see the two idler wheels with the track tension adjustment arms attached.



Now comes the fun part - just need that last link to bring the total per side to 92. The next part is impossible for me to photograph and do at the same time so I will have to tell you how I did it. I took Tamiya Extra Thin Cement (Green Lid) and using the glue's brush, I applied glue down the length of the links in between the guide horns

only. That way I can handle the tracks without getting glue on my fingers or fingerprints on the tracks. I also glued the idler wheel attachment with the Tamiya glue and I let them sit for about 12 to 15 minute. This is also a one side at a time job!

I readied the attachment link (#92) by sanding the connection areas for more of a looser fit. Not too much though and I also marked it with a black sharpie for easier identification in case the links fall apart. That can happen while you are trying to slide the tracks over and around the wheels and drive sprockets. Fortunately, everything held together very well and after adjusting the tracks and idler where needed, I then proceeded to glue a wider area of the links for a stronger bond. One place where Tamiya beats Dragon is the use of poly caps for their drive sprockets, idlers and wheels so they will actually turn.



Dragon's sprockets have to be glued down so getting around them requires a bit of finagling and patience. Here (above) is number 92, just have to add some glue to it and check the tracks for any adjustments such as sitting on the wheels correctly and the familiar King Tiger sag.

In the photos below, I have painted some of the tracks using Vallejo #304 Panzer Aces Track Primer which is an acrylic paint that you thin with distilled water and just brush on. I used a medium brush for bigger areas and a smaller brush for tight areas. I will have to do more to the tracks such as weathering but that will be towards the end of the build.



Rusty's Ramblin'

by Rusty Hamblin

We are all curious to see other modeler's work, but have you ever considered where they build their models? Branson Hobby Center was started simply because founder Mike Wenig's wife, Patricia, wanted her dining room table back, and all of those remote control airplanes somewhere else. Now it is a serious commitment to buy land and construct a building just to house your hobbies; I think the rest of us have to do with a little less.

I myself started with an old discarded computer desk tucked into the corner of a spare bedroom. I still have it and it is still where all of my plastic models are built. In the years since, I have added other hobby interests so I've needed to add work areas for those hobbies too. I'm proud of where I work on things and I'd like to share these places with you. Since we can't all travel around to each other's homes and look for ourselves I'd like to invite everyone to share their hobby work areas with the rest of us.



You'd think I'd start with that old computer desk for plastic models but instead I'm starting off with my remote control garage. This special bench is built into the corner of my two car garage along with plenty of lighting and places for manuals and books. There is a nice Craftsman tool box right beside the bench filled with R/C only tools. I spent more than I wanted, but a nice padded, swivel stool with backrest and rollers make spending many hours out there much more comfortable. Since this photograph was taken I installed an electric fan mounted in the upper left corner pointing down on

me. In the winter an electric heater is usually right beside my stool to keep me warm.

If this all looks a little crowded, especially for big R/C vehicles then I submit a photo of my welding table which doubles as the other R/C work area. This is right behind my desk so all I have to do is kick back and spin around on my stool to reach either. It has more than enough room for airplanes, boats, and 1/5 scale cars.

Now it's your turn, take a few shots, and let us all see where you work on your stuff.



E-mail your pictures of your work area to Sprue Bits to ipmsmoss@hotmail.com.

As mentioned in the opening section, my current work area is temporary – two TV tray tables that I bring out when I work on my models (hence and sadly, no picture is available), but soon I should hopefully have my work area in place! I'll include a picture of it then! ~ Nate Jones

History In A Box

Lockheed SR-71 Blackbird

The Lockheed SR-71 "Blackbird" was a long-range, Mach 3+ strategic reconnaissance aircraft that was operated by the United States Air Force. It was developed as a black project from the Lockheed A-12 reconnaissance aircraft in the 1960s by Lockheed and its Skunk Works division. American aerospace engineer Clarence "Kelly" Johnson was responsible for many of the design's innovative concepts. During aerial reconnaissance missions, the SR-71 operated at high speeds and altitudes to allow it to outrace threats. If a surface-to-air missile launch was detected, the standard evasive action was simply to accelerate and outfly the missile. The SR-71 was designed with a reduced radar cross-section.



The SR-71 served with the U.S. Air Force from 1964 to 1998. A total of 32 aircraft were built; 12 were lost in accidents and none lost to enemy action. The SR-71 has been given several nicknames, including *Blackbird* and *Habu*. It has held the world record for the fastest air-breathing manned aircraft since 1976; this record was previously held by the related Lockheed YF-12.

During the 1964 campaign, President Lyndon B. Johnson and his administration were criticized for falling behind the Soviet Union in developing new weapons. Johnson decided to counter this criticism by revealing the existence of the Lockheed YF-12A Air Force interceptor, which also served as cover for the still-secret A-12, and the Air Force reconnaissance model since July 1964. Air Force Chief of Staff General Curtis LeMay preferred the SR (Strategic Reconnaissance) designation and wanted the RS-71 to be named SR-71. Before the July speech, LeMay lobbied to modify Johnson's speech to read SR-71 instead of RS-71. The media transcript given to the press at the time still had the earlier RS-71 designation in places, creating the story that the president had misread the aircraft's designation.

In 1968, Secretary of Defense Robert McNamara canceled the F-12 interceptor program; the specialized tooling used to manufacture both the YF-12 and the SR-71 was also ordered destroyed. Production of the SR-71 totaled 32 aircraft with 29 SR-71As, 2 SR-71Bs, and the single SR-71C.

The first flight of an SR-71 took place on 22 December 1964, at Air Force Plant 42 in Palmdale, California. The SR-71 reached a top speed of Mach 3.4 during flight testing, with pilot Major Brian Shul reporting a speed of Mach 3.5 on an operational sortie while evading a missile over Libya. The first SR-71 to enter service was delivered to the 4200th (later, 9th) Strategic Reconnaissance Wing at Beale Air Force Base, California, in January 1966.

The Air Force could fly each SR-71, on average, once per week, because of the extended turnaround required after mission recovery. Very often an aircraft would return with rivets missing, delaminated panels or other broken parts such as inlets requiring repair or replacement. There were cases of the aircraft not being ready to fly again for a month due to the repairs needed. Rob Vermeland, Lockheed Martin's manager of Advanced Development Program, said in an interview in 2015 that high-tempo operations were not realistic for the SR-71. "If we had one sitting in the hangar here and the crew chief was told there was a mission planned right now, then 19 hours later it would be safely ready to take off."

From the beginning of the Blackbird's reconnaissance missions over enemy territory (North Vietnam, Laos, etc.) in 1968, the SR-71s averaged approximately one sortie a week for nearly

two years. By 1970, the SR-71s were averaging two sorties per week, and by 1972, they were flying nearly one sortie every day. Two SR-71s were lost during these missions, one in 1970 and the second aircraft in 1972, both due to mechanical malfunctions. Over the course of its reconnaissance missions during the Vietnam War, the North Vietnamese fired approximately 800 SAMs at SR-71s, none of which managed to score a hit

Operational highlights for the entire Blackbird family (YF-12, A-12, and SR-71) as of about 1990 included:

3,551 mission sorties flown	17,300 total sorties flown
11,008 mission flight hours	53,490 total flight hours
2,752 hours Mach 3 time (missions)	11,675 hours Mach 3 time (total)

Only one crew member, Jim Zwayer, a Lockheed flight-test reconnaissance and navigation systems specialist, was killed in a flight accident. The rest of the crew members ejected safely or evacuated their aircraft on the ground.

The U.S. Air Force permanently retired the SR-71 in 1998. NASA operated the two last airworthy Blackbirds until 1999. All other Blackbirds have been moved to museums except for

the two SR-71s and a few D-21 drones retained by the NASA Dryden Flight Research Center (later renamed the Armstrong Flight Research Center).

Source: https://en.wikipedia.org/wiki/Lockheed_SR-71_Blackbird



SR-71 on display at the USAF Museum at Wright Patterson AFB, Dayton, OH



21 May 2017 - Sunday at 6pm - Branson Hobby Center, first floor. Bring a model, bring a friend, and definitely bring a chair! See you there!

We'll see you at the meeting on May 21st!

Happy Modeling!



"We're making it a small world!"

Find us and Like us
on Facebook at
Missouri Ozarks Scale Specialists

