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IPMS/Missouri Ozarks Scale Specialists  
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## Nate's Notes

*By Nate Jones, President IPMS/MOSS*

It seems that many times when I sit down to write this section, I find myself struggling to find the topic or the subject of my section. I have sat down in front of my computer no less than a dozen times trying to find the inspiration for this month's discourse. Unfortunately, I have also been preoccupied the past few weeks; my wife and I just bought a house and are still settling in and getting things situated. So needless to say, I haven't been building any models lately.

However, MOSS CON 2015 is approaching quickly and will be here before we know it! I am very much looking forward to the show! Even though the day is always a whirlwind, it is always fun to meet other modelers and see the models they enter into the competition.

Hopefully you all will be able to join us at MOSS CON 2015; I'm looking forward to seeing you at the show!



*"We're making it a small world,  
because small things matter!"*



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**MOSS CON 2015**  
SCALE MODEL SHOW AND COMPETITION  
Saturday, June 20, 2015  
8:30 am – 5:00 pm

West Wing of  
The White House Theatre  
2255 Gretna Road  
Branson, Missouri

\*\*\*The White House Theatre\*\*\*

**Special Awards:**  
Best of Show  
People's Choice  
Best Vietnam Subject

**Other Special Themes:**  
Space Race  
American Civil War  
Ozarks Engineering

**Raffle Prizes ~ Vendors**  
Categories:  
Aircraft ~ Armor ~ Auto  
Figures ~ Ships ~ Dioramas  
Sci-Fi ~ Youth ~ Junior  
~ Misc ~

**Registration: 8:30 – noon**

**Adult (age 18+):** \$8 for first two models, \$1 each add'l  
**Juniors (ages 12-17):** \$5 for first two models, \$1 each add'l  
**Youth (under age 12):** \$1 each model  
**Spectator Admission:** \$2/person  
**Accompanied children under age 12 are FREE**  
Family Pricing available!

For more information – Nate Jones  
ipmsmoss@hotmail.com      www.ipmsmoss.com

## Need a place to stay for the show? **Comfort Inn West**

3601 Shepherd of the Hills Expy  
Branson, MO 65616

Only a 4 minute, 2 mile drive to  
the show location!

**MOSS CON 2015 Show  
Special: only \$77 / night!**

**Call 417-334-8694 to reserve  
your room today!**

**Must reserve your room before  
May 20<sup>th</sup> for the special pricing to  
apply, so call now!**

## LAST MEETING

**26 April:** We met at The White House Theatre on “Hemi Day” (4-26); had a pretty good turnout.

**Gary Sanders** brought in his finished '53 altered wheel base drag car “Miss Deal”; a re-issue from Revell. He said the engine was a kit in itself, but overall the kit was pretty rough with multiple

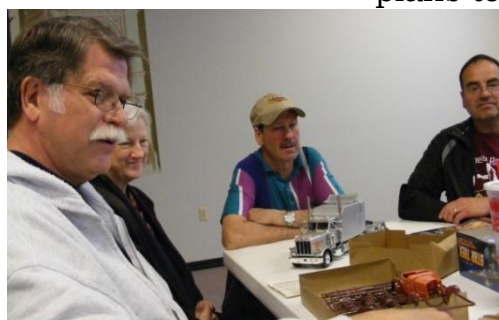


issues to overcome. He took headlight covers from a Bonneville kit, and cut the windshield from clear plastic sheet. Gary also brought

his 1:24 Monogram 1930 Packard BoatTail Speedster; he plans to build the kit straight out of the box without

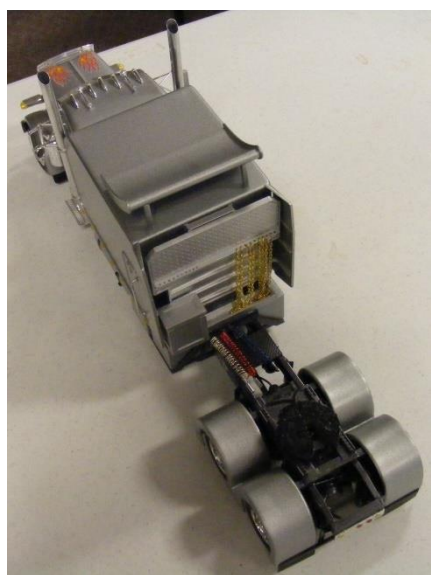


paint, and using wax to shine up and protect the kit's molded colors.





**Darren Gloyd** brought in his customized Italeri Peterbuilt 378 Heavy Hauler semi-tractor. Darren stretched the frame five inches and added



a resin sleeper cab, fully equipped and complete with working interior lights! He also added a PNP Resin hood, rear fenders, rooftop airfoil wing, custom polished aluminum exhaust stacks, and added complete plumbing and wiring. Darren said it took about 5 months and many 2 a.m. nights to complete his rig.



**Evan Sherman** brought in his Polar Lights 1:1000 Star Trek *USS Enterprise*, which he recently purchased through Amazon. Evan plans to build his *Enterprise* model to enter in MOSS CON 2015, but after looking through the box, completion may be a



little delayed because the kit includes 110 waterslide decals on three separate decal sheets!

**Richard Carroll** brought in a couple items he received with some recent eBay purchases, and brought them as a warning to other modelers – watch out for the “rubber” tires included in older kits, they eat styrene! He had purchased what he thought was an MPC '29 Ford Woody, but turned out to be an old Revell '31 Woody, and the aging soft “rubber” tires had eaten the styrene wheels beyond repair.



**Mike Staworski** brought in his 1:48 Hasegawa J7W1 Shinden (“Magnificent Lightning”). In order to recreate the anti-corrosion paint used in the wheel wells, he used a base coat of silver paint then oversprayed it with Tamiya transparent blue green. Mike also brought in his Monogram 1:24 Tom Daniel’s “Paddy Wagon” that he built out of the box and finished with a custom pearl powder. And he also brought along his 1:1600 AMT *USS Enterprise* (with only 4 decals!) which is one of a three-ship set.



**Paul Drinkall** brought in the other half of his 1960 Edsel Racing Team – he customized the AMT AFX Comet kit and added details like changing the torsion bars to be similar to the 1960-1964 series, slicked up the tires and added plumbing and wiring to the engine compartment. Paul finished the car in the factory maroon color, and even used finger nail polish to paint the roof.





**Mark Mahy** brought in his work in progress 1:25 Revell 2015 Ford Mustang GT Snap-Tite kit which he plans to build in a pseudo-USAAF paint scheme with OD body and flat black hood. Mark was inspired to build this kit in this scheme from a couple similarly painted cars he found in a magazine.



To go along with this idea, Richard Carroll brought in a vintage 1970's era Aurora Models advertisement for the "Battle Aces of the Road" series, where cars were painted in the WWII markings from their respective countries.



***Go to [www.ipmsmoss.com](http://www.ipmsmoss.com) and check out the Gallery for more pictures!***

## WORK IN PROGRESS

### *Hobby Boss USS Cole, DDG-67, part 2 by Nate Jones*

Now that my first coat of Tamiya primer was on the model and dried, I could proceed. Fortunately, the Hobby Boss kit goes together very well, and there wasn't much seam clean-up needed, aside from a few very minor spots that needed a little sanding. After studying my instructions again, this time in a little more detail, I realized that there were still a few more photo-etched (PE) parts that I could have added to the mast assembly before priming the kit. Drat...so I delicately

scraped the primer from the respective areas and began gluing PE again!

While those parts were drying, I moved on to the three tiny radar dishes, the torpedo tubes, and the two Rigid Hull Inflatable Boats (RHIBs). The radar sets went together without much difficulty, but after dry fit testing the torpedo tube assemblies to the deck mounts, they just were not nestling down into the locator holes. I sanded off the locator tabs and added a shim of .010 styrene to both, then moved on to painting



the RHIBs while the glue dried. I decided to hand paint the boats because of their size. Once the boats were painted to my satisfaction, I returned to the mast assembly and added the PE cross members, the styrene top mast and



radome, and a couple other deck details. Once the glue was dry, I returned to the bathroom paint booth for another light coat of Tamiya primer.

After the primer was dry, I referred back to the [Model](#)

[Ship Basic: A Building Guide for Trumpeter's 1/350th Scale Z-25 by Rick Herrington](#) in which he mentions pre-shading to help liven up an otherwise monochromatic paint scheme. I airbrushed Model Master (MM) Acryl flat

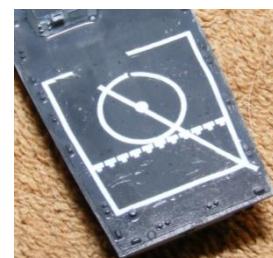
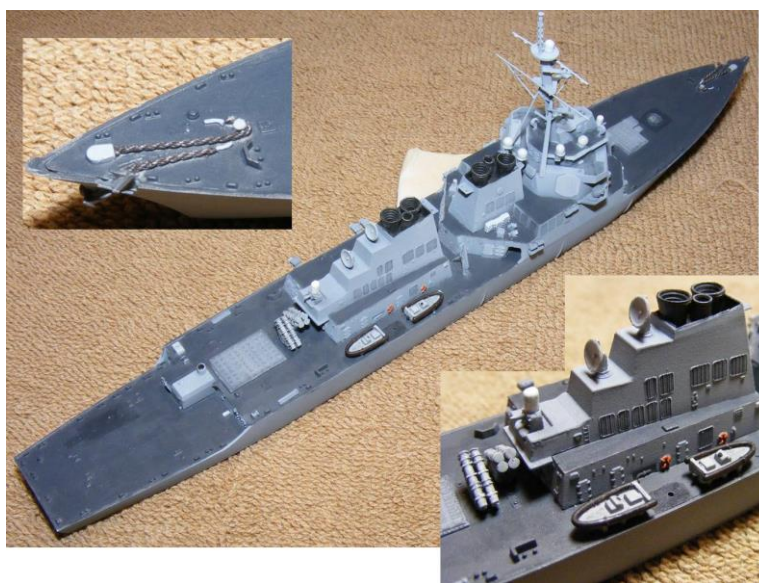


black in various areas of the ship, focusing on the crevices where the paint tone would naturally be darker. For some reason, I really enjoyed the pre-shading painting—especially since it's something I've never done before! After an overnight wait to let the paint dry, I came back and painted the whole ship MM Light Ghost Gray, and waited a day to let the paint dry.

Once the Light Ghost Gray was dry, I installed the

anchors, and painted the various details around the ship: topside radomes, the Phalanx Close In Weapon Systems (CIWSs), and the exhaust stacks. Next came painting the anti-skid deck surfaces; I custom mixed a dark gray color, and varied the color saturation slightly in locations to give interest to the large flat surfaces. Flat black acrylic wash and dry brushed enamel steel helped highlight some miniscule details throughout the ship. I painted the anchor chains gunmetal, then washed them with a rust color. Life rings were painted orange, and the waterline hull painted Hull Red. The torpedo tubes and RHIBs were then glued in place.

Decal time! I decided to start with the large white deck markings on the *Cole*'s helipad on the aft deck. The Hobby Boss decals are very thin, but to my horror, the large decal slid off the paper and folded over on itself as I was pulling it from the water! AARRGGHHH!! Long story short, after 30 minutes of delicate toothpick work, I was able to salvage most of the decal. Large amounts of Micro Sol and Micro Set helped get the decal to settle down on the deck. Thankfully, the other decals went on without any issue.



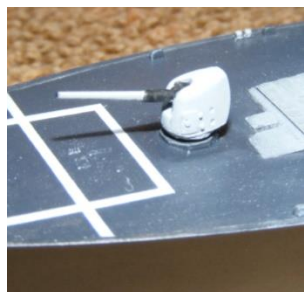
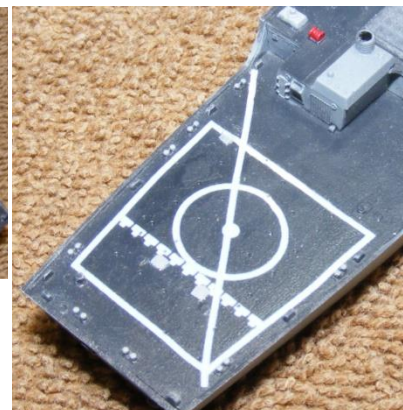
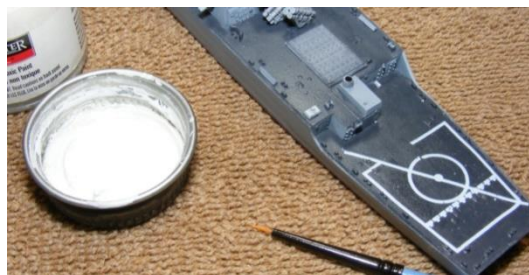




The next day I decided to “fix” the damaged flight deck markings; I pulled out one of my finest (size) brushes and some flat white MM Acryl paint. Thankfully, the results were better than I anticipated!

After looking at some more pictures of the real *USS Cole*, I realized I needed to paint the fire suppression stations red.

That and a few other minor details got some color; a little dry-brushing finished up the deck weathering. The 5 inch gun on the fore deck was assembled, painted and installed, along with the RHIB crane on the starboard side.



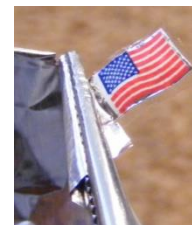
While waiting for the decals and last minute added details to dry before a flat coat could be applied, I started work on the rigging on the main mast. Unfortunately, the instructions were not very clear, and comparison with the box art and online photos of the real *Cole*, I was still unable to get a clear picture of how the mast is really rigged. So, the

best part of building a model is close representation! I used stretched sprue to simulate my interpretation of the rigging, then installed two styrene surface radar bars and the last of the PE antennas; all were hand painted in place.



Once that was complete, I started work on the American flag. I applied the decal to a small piece of aluminum foil, waited for it to dry, then trimmed the foil to size before applying the other half of the flag decal to the opposite side. The foil would allow me to simulate ripples in the flag once in place.

***Next month, the build continues...***




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**If you have an article or work in progress build that you would like included in *Sprue Bits*, please e-mail it to [ipmsmoss@hotmail.com](mailto:ipmsmoss@hotmail.com).**

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## TIPS & TECHNIQUES

**High Shine Wax:** Darren Gloyd said he learned from a friend that used anti-static dryer sheets are great for polishing up wax finishes to a high gloss shine.

**Polished Aluminum:** Darren also told about a good technique for polishing aluminum parts. Wet sand with hobby sandpaper starting with 400-grit and gradually working up to 1500-grit and extra fine steel wool. Finish with Dremel's polishing compound, then use Mother's Aluminum and Mag Wheel polish and finally finish with Never Dull. He said it takes about an hour's worth of work to fully polish a set of 1:24-1:25 diesel truck exhaust stacks, but the results are worth it!

## Rusty's Ramblin'

by Rusty Hamblin

How many eggs do you have to break to build a model? Well, that odd sounding question is one I can answer.

I love building the Eggplane series by Hasegawa; these peculiar egg-shaped airplanes are the funniest--and dare I say--cutest things around. It is hard to build one without giggling. Your family will definitely think you have spent too much time with the modeling glue after they hear all of your childish giggles coming from your model work area as you work on one of these.

Unfortunately for me, I have not had the best of luck in building them. Yes, I've broken a few eggs while building Eggplanes. If you go back to my very first Ramblin' you will remember my experiences with my very first Eggplane. I dropped it not once, but twice just as I was adding the finishing touches to it. That poor little fellow was still too young to fly yet, I guess.

My next Eggplane was a Boeing 747 painted in Japanese Airlines ANA colors. I decided the ANA paint scheme would be too hard to try so I left it white and added decals. I was surprised at how good it looked even without painting it correctly. Hey, the first Eggplane must have been a fluke, these things are easy.

My third was a Chinese Navy J-15 jet. Basically, the Chinese reverse engineered a US F-15 to make it their own design. Again, I deviated from the painting as it called for an all over



yellow. I decided on silver, but first the instructions call for the interior to be painted black. Easily enough done, but after gluing everything together how am I going to mask all of these black painted openings? I stumbled through that using masking tape to cover the openings (and a little more as I would find out after removing the tape); nothing like a little touch-up with a paint brush to add color variety to your models. Oh, and then there were all of these itty-bitty parts to install. If I had thoroughly studied the instructions I might have noticed they could all be added before painting. My fault, I was rushing things. Now I just have to carefully scrape away the paint while holding a very small and fragile part. With tweezers I have to carefully stuff each into its mounting hole without shooting it across the room. D@&%! Just how many times can someone break off the landing gear? The answer is four times. I broke the landing gear off four times while adding all of those fiddly bits I should have added much sooner in the build. With it almost finished, all I had to add was the canopy. My self-masked and painted canopy came out pretty good, so I can't wait to glue it on. Uh-oh, it won't stay put unless I am holding it. I can't hold it all night until my slow setting canopy glue dries. Ah-ha! I got it! I'll masking tape it down. Perfect. Right up until the next morning when I excitedly pull off the masking tape and remove part of the decals with it. AAAHHHH, I forgot to over spray the decals! Call that one done: missing decals and all.

The fourth Eggplane was back to another F-16, this time in USAF Thunderbird colors. So if it is a USAF Thunderbird, then why did I just paint it silver? Yep, I got so excited about trying Tamiya spray cans that I forgot what color that little egg was supposed to be and covered it in silver instead of white. Okay, so strip that off. On my second try I got the color right; bright glossy white. Everything progressed nicely until I got to the decals. Boy are those Thunderbird decals complex. Not only are there a lot of them, but they twist and curve all over those planes. Well, either the Hasegawa decals didn't fit so well, or I wasn't so good at placing them, because when I was finished I had a lot of bright glossy white showing where it wasn't supposed to be. I took slivers of unused decals -- some from the 747 kit -- and patched most of the gaps but it's still not completely correct. You can be sure I didn't forget to over spray these decals with clear. I still have a few odds and ends to add, so there is still some more room for mistakes so I'll keep you updated how it goes.

I want to apologize to anyone who actually reads my stuff for not ramblin' much lately. Life got in the way of my having fun recently, so I've missed a few issues of the newsletter.

On a side note, I attended the National Retail Hobby Stores Association show in Las Vegas, Nevada, back in April. I was rather surprised at the number of model manufacturers in attendance. Let's hope the model building hobby continues to grow! I know MOSS is doing its own 'small' part to help and I hope you are as well!

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### **History In A Box**

#### ***J7W1 Shinden***

The Kyūshū J7W1 *Shinden* ("Magnificent Lightning") fighter was a WWII Japanese propeller-driven aircraft prototype that was built in a canard design; the wings were attached to the tail section and stabilizers were on the front. The propeller was also in the rear, in a pusher configuration.

Developed by the Imperial Japanese Navy (IJN) as a short-range, land-based interceptor, the J7W was a response to B-29 Superfortress raids on the Japanese home islands. For interception missions, the J7W was to be armed with four forward-firing 30 mm cannons in the nose.

The *Shinden* was expected to be a highly maneuverable interceptor, but only two prototypes were finished before the end of war. A gas turbine-powered version was considered, but never even reached the drawing board.

The idea of a canard-based design originated with Lieutenant Commander Masayoshi Tsuruno, of the technical staff of the IJN in early 1943.

Tsuruno believed the design could easily be retrofitted with a turbojet, when suitable engines became available. His ideas were worked out by the First Naval Air Technical Arsenal (*Dai-Ichi Kaigun Koku Gijitsusho*), which designed three gliders designated Yokosuka MXY6, featuring canards. These were built and one was later fitted with a 22 hp Semi 11 (Ha-90) 4-cylinder air-cooled engine.



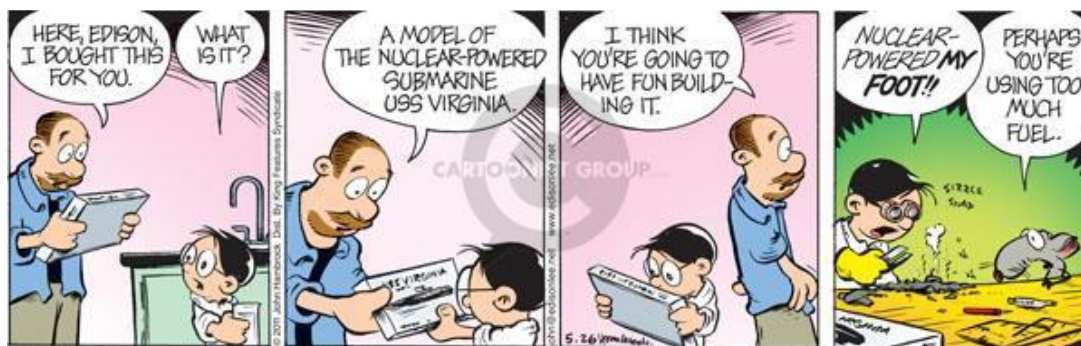
The feasibility of the canard design was proven by both the powered and unpowered versions of the MXY6 by the end of 1943, and the IJN was so impressed by the flight testing, they instructed the Kyushu Aircraft Company to design a canard interceptor around Tsuruno's concept. Kyushu was chosen because both its design team and production facilities were relatively unburdened, and Tsuruno was chosen to lead a team from *Dai-Ichi Kaigun Koku Gijitsusho* to aid Kyushu's design works.

Even before the first prototype took to the air the IJN had already ordered the J7W1 into production, with quotas of 30 *Shinden* a month given to Kyushu's Zasshonokuma factory and 120 from Nakajima's Handa plant. It was estimated some 1,086 *Shinden* could be produced between April 1946 and March 1947.

On 3 August 1945, the prototype first took off, with Tsuruno at the controls, from Itazuke Air Base. Two more short flights were made, a total of 45 minutes airborne, by war's end. Flights were successful, but showed a marked torque pull to starboard (due to the powerful engine), some flutter of the propeller blades, and vibration in the extended drive shaft.

The two prototypes were the only *Shinden* completed. After the end of the war, one prototype was scrapped; the other J7W1 was claimed by a US Navy Technical Air Intelligence Unit in late 1945, dismantled and shipped to the United States. The sole remaining J7W1 was reassembled, but has never been flown in the United States; the USN transferred it to the Smithsonian Institution in 1960. It is currently in storage at the National Air and Space Museum in Washington DC.

Taken directly from: [http://en.wikipedia.org/wiki/Kyushu\\_J7W](http://en.wikipedia.org/wiki/Kyushu_J7W)



©John Hambrock.



## NEXT MEETING

**24 May 2015 - Sunday at 6pm in the West Wing of The White House Theatre** Bring a friend! If you have a tip or technique to share, bring it in too! See you there!

*Go to [www.ipmsmoss.com](http://www.ipmsmoss.com) and check out the Events Calendar for upcoming meetings, shows and events!*

We'll see you at the meeting on May 24<sup>th</sup>  
Take care, be safe and Happy Modeling!



*"We're making it a small world!"*

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