



Sprue Bits

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Nate's Notes

By Nate Jones, President IPMS/MOSS

Why do you model? What got you started building models? Was it a family-member, mentor or friend who got you started, taking the time to show you how to assemble the pieces? Or was it just a fun plastic kit that you saved up for and bought because the box art was cool when you saw it on the shelf?

For me, my first model kit was a box-scale Monogram Snap-



Tite Enterprise Space Shuttle, purchased one night at a Toys R Us store during a family outing. It was fun, but not as spectacular as my first real model kit.

My first *real* model kit was the

1/48 Monogram F-4J Phantom II kit. I was about 5 or 6 years old and don't recall exactly how I got the kit—possibly during another family outing to the toy store—but I do remember sitting at our family dining room table watching my



dad as he removed the parts from the sprue with finger nail clippers and carefully squeezed Testor's model cement from the tube onto the gray colored plastic parts. Sometimes he'd use a toothpick, to apply "precision" amounts of glue to the smaller pieces. The fumes and stench were strong, much to my mom's chagrin, but I was mesmerized at the progress, as night after night over the next few days the aircraft took shape. I watched closely and with ever-growing excitement as he applied a little paint and the decals ("we" left it mostly bare plastic, except for some areas of black, white, green and olive drab paint), sometimes taking a few creative liberties on the color scheme. Dad decided, with my

input, to build the kit with the wheels up, so he painstakingly glued all the gear bay doors in the closed positions. I could not wait to “fly” that jet around the house and the yard! Minutes seemed like years as I had to wait for the decals to dry. I remember I had to go to bed before the decals were dry enough for me to hold my new plane. But the next morning...that was the moment I had waited for...the plane was done and ready to fly!

After that experience “building” the F-4, I was hooked!! I had that jet model in my collection until a few years ago, when the damage sustained from hundreds of hours of flight time over the yard, dog fights through the house and multiple family moves across the Country finally took their toll and I scrapped it out to my spares bin.

So why do you model? What got you started? Go on over to the MOSS Rocks forum on our website and let us know!

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

Correction: On page 4 in the September issue, the photographs, located at the Photobucket link, of the B-25 *Maid in the Shade* and the P-51 at the Springfield Airport were incorrectly attributed to IPMS/MOSS member Mark Mahy; those pictures were taken by his friend, Rusty Harris. Mark’s pictures are under the Fotki link. My sincerest apologies to Rusty Harris, and thank you for sharing your pictures with us! ~editor

LAST MEETING

13 September: We met in the West Wing of the White House Theatre. It was a relatively short meeting, but we had some final business to attend to discuss before MOSS CON 2013. Richard Carroll and Mike Staworski brought some built and in progress models to show off.



Mike Staworski's in progress Jagdpanther V and Group Build pirate ship.



Richard Carroll's in progress Group Build pirate ships.



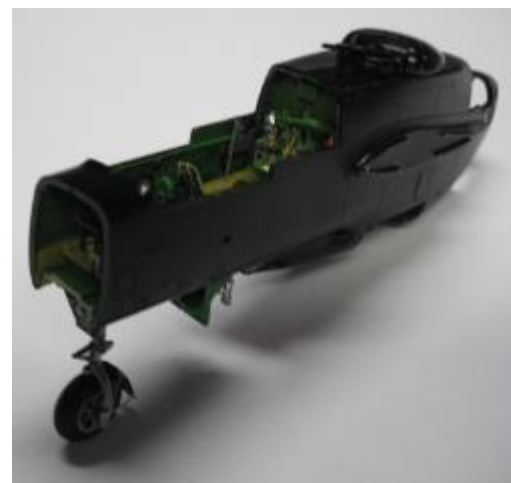
Great Wall Hobby 1/48th scale P-61B *Lady in the Dark*, Part 2
by Michael Praetorius



The following photos show a completed fuselage with quad .50 cal. machine gun turret with the forward landing gear. One observation I feel I need to point out is the way Great Wall has engineered this model. The attachment to the sprues is via two axis point on one attachment point. By this I mean that a part is attached to the sprue in the normal injection method but that flow continues 90 degrees from that point so the part is literally connected on two “sides” of the piece. This necessitates more trimming before the part can be test fit. I have never seen this manner of injection molding, even from other manufacturers from the Far East.

The parts fit almost as well as Hasegawa or Tamiya and the detail is just as good. In test fitting of the fuselage halves I had only one try.

The pins on the one half were long, making for a sure fit but difficult to test fit over and over without mishap.



The wing assemblies went together flawlessly and with a great fit seam-wise. In some models the boom halves have been warped or misaligned, but that was not the case here. The only complaint I have is the lack



of wheel well detail. The doors are all appointed nicely but it ends there. As you can see, provided were drive brakes in photo etched (PE) metal to be opened or closed and fit perfectly. There are also PE vents beneath both engine nacelles.

The next procedure is to install the completed engine, exhaust, and cowling assemblies to the wing section. There was a problem here as the rear of the engine assembly has an extended pin to fit into a hole in the front of the nacelle. Unfortunately the pin is not long enough to reach the hole. I had to cement the inside of the exhaust structure directly to the outer nacelle. Not a problem in fit or look, simply an error.



The attachment of the wing structure to the fuselage is unusual in that the inboard flap is a subassembly attached via pin and hole; the pin on the flap and the hole part of the fuselage. Unusual in that the flap is trapped as you mount the wing, allowing it to move. The fit of the wing structure is well engineered and strong. This became the means by which I was able to manipulate the model through the rest of the build. It is a well-made connection.



I removed the propellers to prevent my clumsiness coming in to play when preparing for the nose and rear horizontal stabilizer placement.

The nose is provided as a clear part that is somewhat frosted. I am not sure if it is to display the SCR-720 radar antenna assembly beneath or what. The problem is the aircraft needs weight to prevent the model

from being a tail dragger. The nose section is one of the very few areas to add weight without it being visible. As it turned out the split shot fishing weights I glued into the nose are enough to keep it level with no difficulty.

The rear horizontal stabilizer has a moveable flap as well and the fit is perfect. It is beginning to shape up!

Thanks again, Michael; your Black Widow is really turning out well! Looking forward to Part 3! ~editor

SHOW REPORT

October 19th was the IPMS/MOSS third annual Model Show and Competition – MOSS CON 2013. The White House Theatre once again graciously allowed us the use of the West Wing facility as the venue for our show. 38 modelers from Missouri, Kansas and Arkansas entered 154 models into the competition! We had 8 vendors for the attendees to shop and browse. It was a great turn out and we are thankful for all—attendees, spectators and



vendors—who came to support our show. This year's special theme was *MO' Muscle: Famous Muscle Cars* and there were a good number of entries into that category.

Our goal for MOSS CON 2013 was once again to raise money for the IPMS/USA Supporting the Troops Initiative. Through the kind donations of our generous sponsors and Show proceeds we were able to raise \$1,000.00 for the Support the Troops program! We are excited to be able to donate again in order to help those who have sacrificed so much for our Country and our Freedom! We truly appreciate all who helped make MOSS CON 2013 a success and we look forward to seeing you all again at MOSS CON 2014!

Be sure to check out the MOSS website for more pictures of the MOSS CON 2013!

Editor's Note: If you have any pictures from your visit at MOSS CON 2013 that you'd be willing to share, please e-mail me at ipmsmoss@hotmail.com. Thank you in advance!





by Rusty Hamblin

I've heard about it but I still don't believe it. I've been told that certain people can build an entire model from start to finish in one weekend. I've even heard that some people participate in 24-hour build challenges, which is absolutely crazy talk. Everyone knows it takes a minimum of six months to build a model and that is if it is a snap kit. Doesn't it?

If you can open a model box and build it show quality in two or three days I'd like to know your secret. You see, for me model building is a stop-and-go endeavor. Around my house, when I say that 'I am building a model,' it is really code for 'I'm waiting.'

Here's how it works: I'm waiting for the work day to end so that I can go home and work on a model. Next, I'm waiting for glue to dry, putty to dry, or paint to dry. There are times I have so much spread out on the work bench drying that I'm waiting on a space to open up so I can continue working. Sometimes I am waiting for enough parts needing to be washed and degreased before painting. Other times I have to wait until I go to work the next day, so that I can pick up the glue, paint, polystyrene, etc. that I forgot to bring home.

Among all of this waiting I often decide I might as well start on another model. My idea is that while I wait on one thing for one model, I can work on something else for another model. This results in working on two models at once, or three, or four, or five, or... I haven't counted, but I think I have something like 15 models currently under construction on or around my work bench. Now I'm waiting on moving the current projects off the bench so I can get back to the older projects.

Even now I am waiting to finish this Ramblin' up so I can get back to building. At the same time Nate is waiting for me to send it to him. And I'll bet when you read this you'll be telling yourself, 'now why didn't I wait to read that instead of taking up my precious modeling time.'

Well I guess it is time to go put my feet up, lean back and get to some serious 'model building'. — *Rusty Hamblin*



17 November 2013 - 6pm, Sunday at The White House Theatre, West Wing. Final 2013 meeting; we will show off our Pirate Ship Group Build progress and discuss our 2014 plans! Bring some models to show off and discuss! See you there!

History In A Box

The Second Battle of El Alamein (23 October – 11 November 1942)

The Second Battle of El Alamein took place over 20 days from 23 October – 11 November 1942 near the Egyptian coastal city of El Alamein, and the Allies' victory marked a major turning point in the Western Desert Campaign of the Second World War. It followed the First Battle of El Alamein, which had stalled the Axis advance into Egypt, after which, in August 1942, Lieutenant-General Bernard Montgomery had taken command of the British Eighth Army from General Claude Auchinleck. This Allied victory turned the tide in the North African Campaign and ended the Axis threat to Egypt, the Suez Canal, and of gaining access to the Middle Eastern and Persian oil fields via North Africa. From perspective, El Alamein revived the morale of the Allied side, being the first major offensive against the Germans since the start of the European war in 1939 in which the Western Allies achieved a decisive victory.

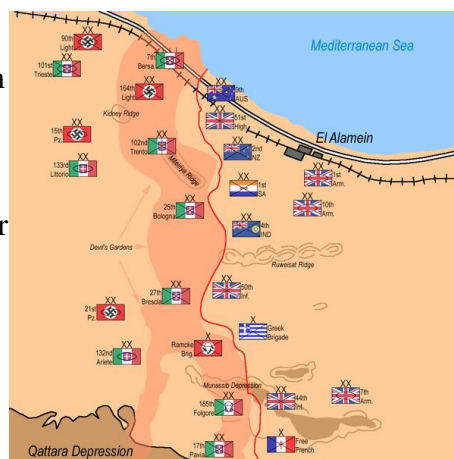
It may almost be said, "*Before Alamein we never had a victory. After Alamein we never had a defeat.*"—Winston Churchill.

With the arrival of Sherman tanks, 6-pounder anti-tank guns and Spitfires in the Western Desert, the Allies at last had the ability to match the opposition.

Montgomery had always envisioned the battle as being one of attrition similar to those fought in the Great War, and had correctly predicted both the length of the battle and the number of Allied casualties. Allied artillery was superbly handled. Allied air support was excellent in contrast to the *Luftwaffe* and *Regia Aeronautica* which offered little or no support to ground forces, preferring to engage in air-to-air combat. This overwhelming air superiority had a huge effect on the battle and not only because of its physical impact. As Montgomery later wrote:

The moral effect of air action [on the enemy] is very great and out of all proportion to the material damage inflicted. In the reverse direction, the sight and sound of our own air forces operating against the enemy have an equally satisfactory effect on our own troops. A combination of the two has a profound influence on the most important single factor in war—morale.

In the end, the Allies' victory was all but total. Axis casualties of 37,000 amounted to over 30% of their total force. Allied casualties of 13,500 were by comparison a remarkably small proportion of their total force. The effective strength of Panzer Army Africa after the battle



amounted to some 5,000 troops, 20 tanks, 20 anti-tank guns and 50 field guns. But the Allies' immediate exploitation of the victory was poor. They were taken by surprise by Rommel's withdrawal, and this combined with confusion caused by re-allocation of units between the three Corps meant they were slow in pursuit, failing to cut off Rommel first at Fuka and then at Mersa Matruh.

El Alamein was the first great offensive against the Germans in which the Western Allies were victorious. Winston Churchill famously summed up the battle on 10 November 1942 with the words, *"This is not the end, it is not even the beginning of the end. But it is, perhaps, the end of the beginning."* It was Montgomery's greatest triumph; he took the title "Viscount Montgomery of Alamein" when he was raised to the peerage after the war.



A Valentine Mk 3 carrying Scottish Infantry



British troops inspecting a captured German PzKpfw IIIG

Source: http://en.wikipedia.org/wiki/Second_Battle_of_El_Alamein and Google Images

SHOWS & CONTESTS

Here are some upcoming shows in the "local" area (IPMS Region 5) in case you'd like to attend!

11/9/2013	Missouri Columbia Region 5	TigerCon 2013 Hickman High School 1104 North Providence Road Map Central Missouri Scale Modelers Colin Smialek (573) 673-1110
11/9/2013	Illinois Downers Grove Region 5	31st Annual IPMS Butch O'Hare Chapter Open Model Contest Lakeview Jr. High School 701 Planfield Road Map IPMS Butch O'Hare John Bishop (630)880-4905



We'll see you at the meeting on November 17th!

Take care, be safe and Happy Modeling!



"We're making it a small world!"

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