



CSM Debrief

Nov. 2011

www.cincyipms.com

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Our **next meeting** will be **Sunday, Nov. 13th** from 2 – 4 PM at Eastminster Presbyterian Church, 4600 Erie Avenue, Madisonville, Ohio 45227. The CSM regularly meets on the 2nd Sunday of each month.

Raffle & Door Prizes Bring a model and get a ticket for the Door Prize raffle. Raffle prize tickets available for sale.

Door Prizes

- Revell 1/48th F-106
- Revell 1/32nd F4F-4
- Hobbycraft 1/48th Bf 109G-14
- Italeri Commando Car
- Italeri Stug IV

Raffle Prizes

- A/M 1/48th Stormovik - Single Seater
- AMT 1/48th P-40K
- Academy 1/48th P-38E
- Revell 1/48th F/A 18E
- Academy 1/72nd PB4Y-1 Liberator
- DML 1/35th T-26E3
- Tamiya 1/35th Steyr Type 1500
- Italeri 1/35th Staghound Mk I
- Italeri Panzerjager Mk I

Membership Renewal Annual Cincinnati Scale Modelers membership fees are \$15. If you are a club member and have not renewed this please see **Mike Bailey** or **Tom Bebout** and ask them if they are *willing* to take your money for another fun year. PMS/USA national membership fees are \$25 a year and include the IPMS/USA Journal. See www.ipmsusa.org for details.

Wants & Disposals - If you have a want or a disposal, please call (513) 489-5387, or email: rschorry@cinci.rr.com

Kits for Iraq and Afghanistan - We collect and donate model kits and building supplies to service members in Iraq and Afghanistan. They're not on duty 24/7 and building models gives them a little downtime. Please make kit or any supply donations to Mike Bailey. Mike collects kits at every meeting (did you win a raffle kit that you really don't want?) so clean out your closet.

Interested in writing an article or taking photos? The *CSM Debrief* is looking for original info on models, workbench techniques, or Roadside Relics you may see. Send them to the editor for possible publication. The "Debrief" is available by post or email. It is also posted each month on the CSM club website: www.cincyipms.com and the **Yahoo Group website**. If you desire to read the Debrief in glorious color, please send an email to the editor (Rob S.) to get onto the email list.

2011 CSM Contest Results (highlights) The contest had about 83 modelers and 280 models in the contest. The list below are the “best models.” A few photos are below. Photos can also be seen on the club website: www.cincyipms.com

We also entertained about 35+ kids and parents in the Make n Take model building effort. Using kits donated by IPMS/USA and some vendors (for backup kits) a good time was had by all and in a few years those kids might be taking home the prizes too.

2011 Best of Categories

Best of Show

Best Aircraft

Best Armor

Best Figure

Best Automotive

Best Ship

Best Sci-Fi / Miscellaneous

Best Korean War Subject

Hooterville Motors Real Racer Award

Best WWII Prop Aircraft

Subject

WWII Panther F

P-51D Mustang

WWII Panther F

“What Was That?” Zombie

"Paris to Beijing Rally" '49 Ford Rally Car

Schnellnoot S-100

Space Tug & Barge

M26 Pershing Tank

'49 Ford Rally Car

P-51D Mustang

Builder

Ron Johnson

Dave Koukol

Ron Johnson

Jeff Brown

Robert Jones

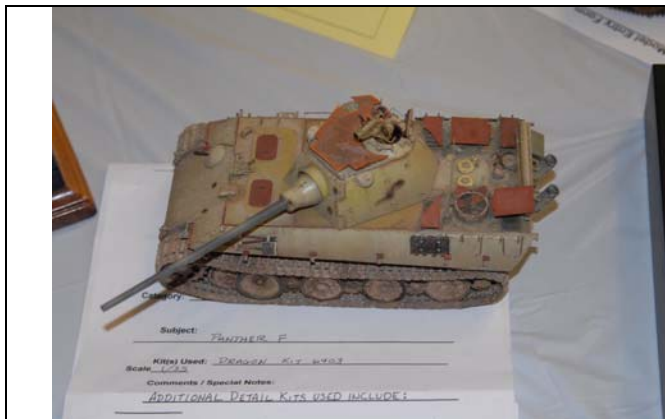
Oleg Dantchenko

BP Taylor

Dana Mathes

Robert Jones

Dave Koukol



Panther F by Ron Robinson



P-51G Mustang by John Koukol



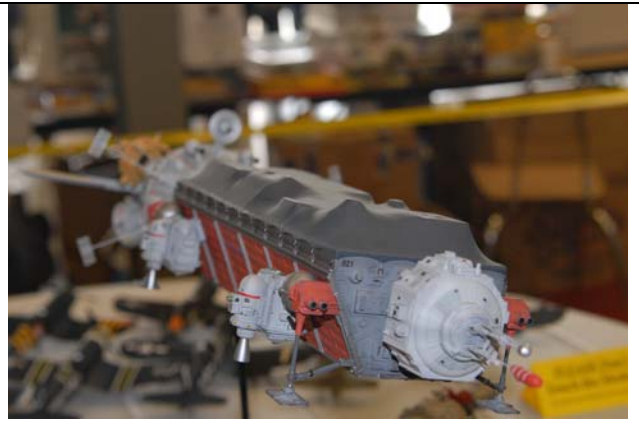
S-boot by Oleg Dantchenko



'49 Ford by Robert Jones



Make n Take – Ted Everett helps out



Space Tug & Barge by BP Taylor



“What was That?” Zombie by Jeff Brown



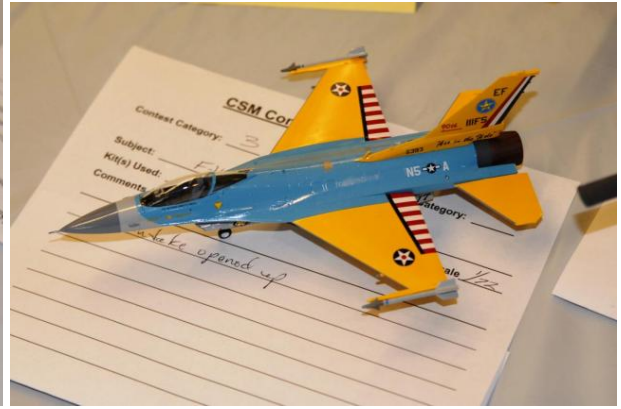
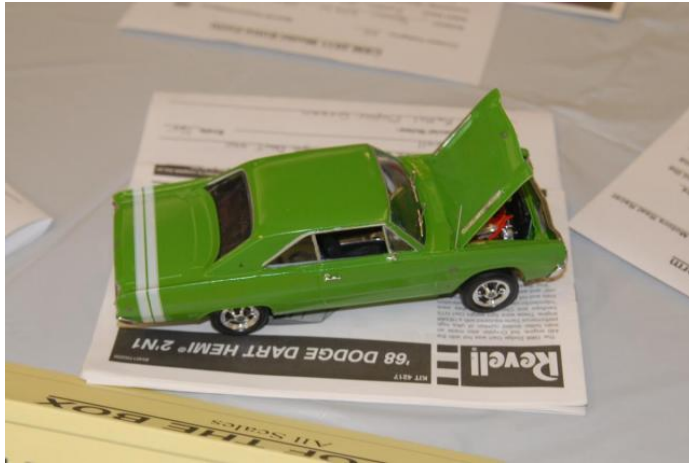
CSM'er Tom Bebout helps as well

More photos may be seen on the CSM website or at the IPMS/USA Gallery:

<http://ipmsusa3.org/gallery/v/events/2011/CSM/>







CSM Website - Steve Stohrs of NA Hobbies built the club a new website in 2010.

We thank Steve for all his hard work! His business site: <http://www.nahobbiesstore.com>

Dave Reed is also helping on website upkeep! 😊

Sun 12:00-5:00 Mon 10:00-7:30 Tues-Sat 10:00-6:00

BOARDWALK

Hobby Shop

1032 Delta Avenue
Cincinnati, Ohio 45208 (513) 871-2110

Meet the Modeler by Tom Bebout

Meet CSM member **John O'Rourke**. John is a native of Endicott, New York and has been around aviation for most of his 85 years. As a child he remembers watching through a telescope planes taking off and landing at the local airport. He would begin working there at the age of 16 and always wanted to fly. However, even today he is prone to airsickness. In 1944 John entered the Aviation Cadet Program for the Army as a CAP Cadet. Upon graduation he entered active duty and became a crew chief for C-47's flying in Germany.



Returning stateside he entered aviation mechanic school at Roosevelt Field then after graduation went to work in Dallas on the Convair B-36 assembly line. He followed that up by working with Temco where he helped overhaul C-54's and P-51's bound for Korea. John was recalled to active duty and became a Crew Chief on a B-36, and yes it was one of the bombers that he helped to build. Getting out again he went to work for Mohawk Airlines then joined the FAA as an inspector and landed at Lunken Field in 1971.

John started building balsa wood flying models in the 1930's and while in High School he won a \$5 award and dinner for a ID model of a Japanese Float plane he built for the war effort. "That was pretty exciting," John stated, "and at the dinner we got to meet and talk to some WWI aviators." Though he doesn't build models anymore he still collects kits. "It's a sickness I have." But to John these kits represent aviation history and most of it he has lived to see. He still loves the planes from the 30's and 40's but his favorite? The Vought F7U Cutlass, he says. "God that was a pretty airplane." However it had some problems, added John.

Though now a widower, John and his wife raised seven children and he now has seven grandkids to keep him busy. So now you a bit about CSM member John O'Rourke. ☺

What can I do make my plane models more competitive? by Tom Draper

After the October contest, I was asked various questions that boiled down to "What can I do make my plane models more competitive?" Here are some answers.

1. Remember judges see everything. Generally speaking, you can't hide flaws.
2. Most flaws are easy to fix or avoid.
3. The following problems usually eliminate more than 40% of all models in a category, regardless of how well the rest of the build is presented.
4. Get your dihedral correct and symmetrical. Here's what I do. Get a small 45 degree triangle and tape or white glue it to the nose along the fuselage split. This will give you a true centerline. Next use two wedges to prop up the wing tips to exactly the same angle, again using your ruler to measure the height of the tips. Now do the same to your horizontal tail pieces. Looking from the top, make sure the elevator hinge lines are in a straight line – not just parallel. Don't move anything for 24 hours. If you don't true up your model, you're dead in the water.
5. Landing gear problems account for an incredible amount of trouble. Check to see that your gear is symmetrical and accurate to the actual correct angle of the gear. That means in all three axis; viewed from the front, the side, and from the top. Looking from the top, turn your model until the wheels appear. Make sure you see both wheels at the same time at the same place under each wing. Next check the angles of your wheels. Once again, are they correct and symmetrical? If not, fix them. Now, place your plane on a piece of glass, table top, or any flat rigid surface. Get a ruler and measure your wing tips. Are they the same length from the surface? If not, adjust your gear.

If things are not symmetrical, you will need to adjust one of your wing landing gears by either placing it deeper in its well, or doctoring how the axle fits in the wheel. Remember the multiplier effect. A short adjustment makes a bigger difference at the wingtip. Also remember which gear you are working on when you turn your model over! Don't put the weight of your model on its gear unless the glue joints are completely cured. Your gear will sag for sure and so will your chances.

6. Scribing can trip you up. Never sand out a panel line, leaving a line to nowhere. End all panel lines either at another line or at an edge. Soft lines or wide lines look bad. Fill them with Gorilla brand Super Glue applied with the edge of a curved knife blade that was dipped in the glue. Use accelerator applied with an old fashioned drawing pen, and sand the filled lines down within a minute or so. Rescribe right over the filled line or just to one side.
7. Filling gaps with material that contracts with the application of paint will cause the gap to reappear. Either use Super Glue or Mr. Surfacer 500 or 1000. You can also use it over Green Stuff. Mr. Surfacer will not subside when painting with enamel. If you paint with lacquer, Super Glue works best.

These simple steps should prevent your models from being eliminated before the final judging phase!

A-36 Apache by Tom Bebout

The North American A-36 Apache was a ground-attack/dive bomber version of the P-51 Mustang. It varied from the Mustang by having rectangular, slatted dive brakes above and below the wings. It was powered by the Allison V-1710 engine and fitted with two bomb racks capable of carrying up to 1,000 lbs of bombs. Armament consisted of two nose mounted .50 in. machine guns and an additional four .50 in. guns in the wings. A total of 500 would serve in the North Africa, Mediterranean, Italy and China-Burma-India theaters. The Germans would give the A-36 a fearsome accolade, calling them "screaming helldivers." Besides dive bombing, the A-36 racked up aerial victories, totaling 84 enemy aircraft downed. It also produced an "ace" Lieutenant Michael T. Russo from the 27th Fighter Bomber group. He would be the only ace using the Allison-engined Mustang. Later in the war the A-36 was replaced with P-47 Thunderbolts.

Practically no A-36s exist today. One is on display at the Air Force Museum, one is airworthy and owned by Chino Warbirds Inc. in Houston, Texas. However, the Colling Foundation has one under restoration to airworthiness and can be view at:

<http://americanaeroservices.com/cgi-bin/p/awtp-home.cgi?d=american-aero-services>

They have posted some great photos showing its progress. It will likely be in the air soon.



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Type of Membership Adult, 1 Year: \$25 Adult, 2 Years: \$49 Adult, 3 Years: \$73

Junior (Under 18 Years) \$12 Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? _____

Canada & Mexico: \$30 Other / Foreign: \$32 (Surface) Other / Foreign: \$55 (Air)

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IPMS/USA

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