Grand Strand Scale Modelers

Myrtle Beach, SC

Newsletter *for modelers*

Published by Grand Strand Scale Modelers **December 2018**

MERRY CHRISTMAS

Contents	Pages

Grand Strand Scale Modelers was chartered August 14th, 2018 as a chapter of IPMS/USA in the Region 12 Central Atlantic Division. Located in Myrtle Beach, we organized with six exceptionally talented individuals. Our goal is to improve our modeling skills as well as furthering the hobby. Along with these goals we are a social organization where anyone with an interest in hobby modeling can enjoy camaraderie.

Our Mission Statement

To encourage interest in scale modeling by providing an outlet for the exchange of ideas and cultivation of the modeling hobby.

President/Contact, Phil Cavender
Vice President, Joe Baxter
Secretary/Treasury, Herb Horvath
Newsletter editor, Phil Cavender
cavender@sccoast.net

Meeting Location: Carolina Forest Public Library -3rd Saturday of each month

Next scheduled meeting January 19th, 2019 at 11:00AM – 1:30PM

Visit Us on Facebook

https://www.facebook.com/Grand-Strand-Scale-Modelers-1894292160874357/?modal=admin_todo_tour

Check out our website. Our website is packed with useful and information material such as newsletters, upcoming shows, Region 12 Chapters, and links to modeling sites.

https://grandstrandscalemo.wixsite.com/gssm

Minutes from the November 17, 2018 Meeting

Meeting was called to order by Phil Cavender, Chapter President at 11:00AM.

- After a short “Meet and Greet” we welcomed another new member to our club increasing our membership to a total of 13. Not a bad start from our chapter organizational date of August 2018.
- T-shirts and name badges were distributed which had been ordered previously.
- It was discussed how to increase membership. I informed the members I had contacted the Myrtle Beach Area Chamber of Commerce to see what they could do for us. I am awaiting the representative to return to her office so I can speak with her.
- The discussion was started concerning using the glass showcases in the library entrance with the expectation the library foot traffic would interest future members. We looked at the available space. I informed the members I was awaiting the return of the new librarian to discuss the time frame and when we could start placing models in the showcase. I was told previously we could use the showcase (1-3) for 30 days at a time. The members were receptive and I informed them as to when we could place models in the case along with a sign promoting Grand Strand Scale Modelers.
- The treasurers report was given by Herb Horvath, Treasurer.
- A demonstration was given by Earl Wanklin on applying decals. Earl used a 1/48th scale Corsair for the demo. An excellent presentation. The demo was videoed with the intent to post on the Grand Strand Scale Modelers website.
- Next on the agenda was a Show & Tell. Members reviewed what they were working on. Pictures were taken.
- Next the monthly raffle was held. Proceeds from the raffle were $40.00. Items donated were donated by club members. Raffle tickets were $1.00 each.
- Next was the Christmas giveaway donated by Ed’s Hobby Myrtle Beach which included a Tamiya 1/48th scale A6M2 Zero Fighter and a laser etched Dynamometer.
- Dues were received from those members who had not attended previously. Also, additional T-Shirt and name badge were requested by the members. Items were ordered.
- Joe Baxter is planning to give a demonstration next month on either building a spray booth on a budget or using a 3D printer. Stay tuned for the announcement.
- Meeting was adjourned at 1:30PM.

December 7, 1941 – “A date which will live in infamy”

The attack on Pearl Harbor was a surprise military strike by the Imperial Japanese Navy Air Service against the United States naval base at Pearl Harbor, Hawaii Territory, on the morning of December 7, 1941. The attack, also known as the Battle of Pearl Harbor, led to the United States' entry into World War II.

https://www.realclearpolitics.com/articles/2013/12/06/fdr__reagan_rewrites_infamy_and_ash_heap_120864.html

President Roosevelt's Pearl Harbor Address:

"Mr. Vice President, Mr. Speaker, Members of the Senate, and of the House of Representatives:
Yesterday, December 7th, 1941—a date which will live in infamy—the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.
The United States was at peace with that nation and, at the solicitation of Japan, was still in conversation with its government and its emperor looking toward the maintenance of peace in the Pacific.
Indeed, one hour after Japanese air squadrons had commenced bombing in the American island of Oahu, the Japanese ambassador to the United States and his colleague delivered to our Secretary of State a formal reply to a recent American message. And while this reply stated that it seemed useless to continue the existing diplomatic negotiations, it contained no threat or hint of war or of armed attack.
It will be recorded that the distance of Hawaii from Japan makes it obvious that the attack was deliberately planned many days or even weeks ago. During the intervening time, the Japanese government has deliberately sought to deceive the United States by false statements and expressions of hope for continued peace.
The attack yesterday on the Hawaiian islands has caused severe damage to American naval and military forces. I regret to tell you that very many American lives have been lost. In addition, American ships have been reported torpedoed on the high seas between San Francisco and Honolulu.
Yesterday, the Japanese government also launched an attack against Malaya.
Last night, Japanese forces attacked Hong Kong.
Last night, Japanese forces attacked Guam.
Last night, Japanese forces attacked the Philippine Islands.
Last night, the Japanese attacked Wake Island.
And this morning, the Japanese attacked Midway Island.
Japan has, therefore, undertaken a surprise offensive extending throughout the Pacific area. The facts of yesterday and today speak for themselves. The people of the United States have already formed their opinions and well understand the implications to the very life and safety of our nation.
As Commander in Chief of the Army and Navy, I have directed that all measures be taken for our defense. But always will our whole nation remember the character of the onslaught against us.
No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory.
I believe that I interpret the will of the Congress and of the people when I assert that we will not only defend ourselves to the uttermost, but will make it very certain that this form of treachery shall never again endanger us.
Hostilities exist. There is no blinking at the fact that our people, our territory, and our interests are in grave **danger.**
With confidence in our armed forces, with the unbounding determination of our people, we will gain the inevitable

triumph—so help us God.
I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, December 7th, 1941, a state of war has existed between the United States and the Japanese empire."

PDF Fact Sheet:

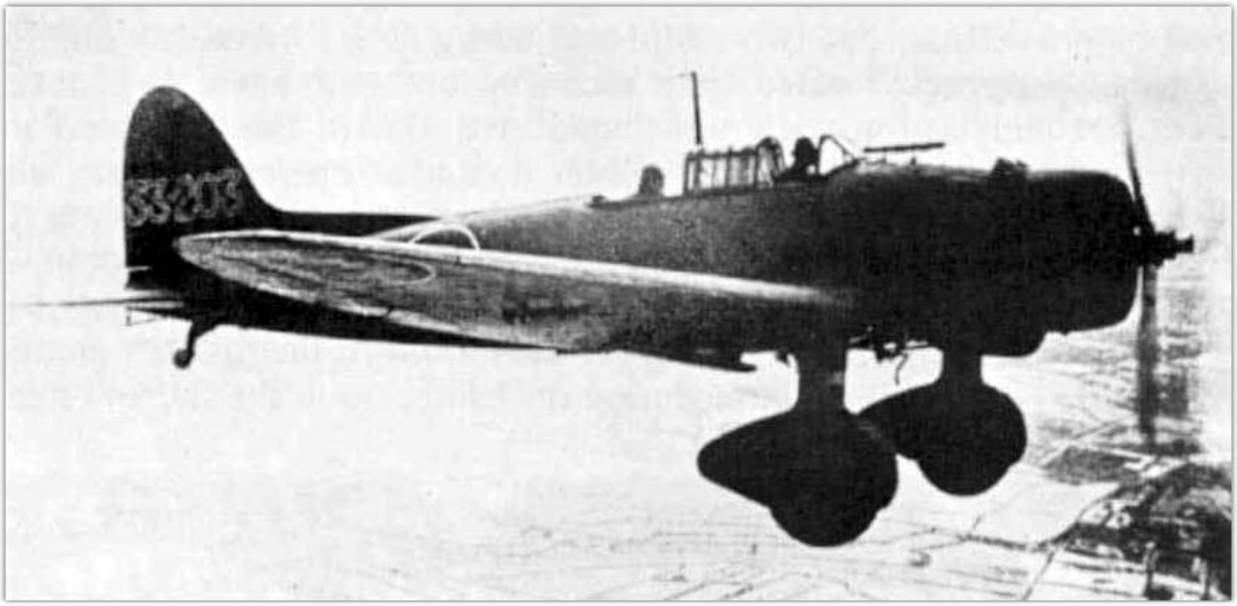
https://www.census.gov/history/pdf/pearl-harbor-fact-sheet-1.pdf

Japanese Planes Used During the attack:

- **Aichi D3A (Val) Carrier-Borne Bomber / Dive Bomber**

  The D3A series of aircraft (called "Val" by the Allies) were thought to be all but extinct when the war in the Pacific began. The rude awakening came in the form of the surprise attack on Pearl Harbor — home to the U.S. Navy's Pacific Fleet — as D3As made up the principal attack method air in that assault. These aircraft appear to be from a bygone era of aviation, complete with a fixed undercarriage in spatted housings. However, the D3A was used effectively as carrier-based bombers and dive bombers in the Imperial Japanese Navy throughout the early portion of WWII.

  https://pearlharborwarbirds.com/pearl-harbor-aircraft-an-overview/



(Historic Photo from Wikipedia)

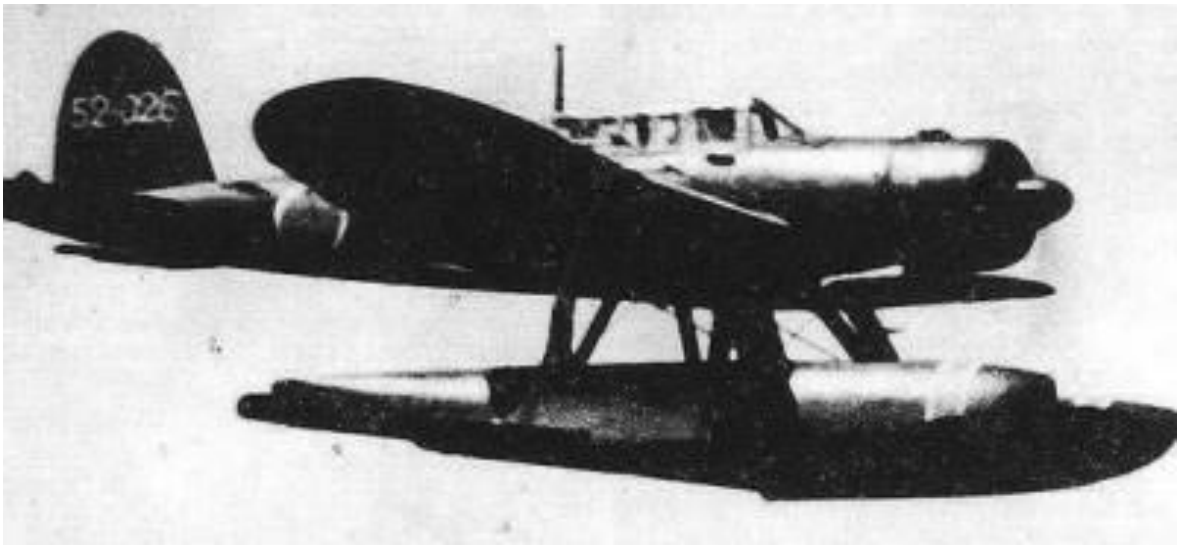
Aichi D3A (Val) in flight

Hasegawa Aichi D3A1 Type 99 (Val) Model 11 1/48th scale

Aichi Type 99 Val Dive Bomber 1/72nd scale

- **Aichi E13A (Jake) Naval Reconnaissance Floatplane Aircraft**

Based on number alone, the Aichi production E13A series of floatplanes (known as “Jake” by the Allies) was the most important such aircraft type for the Japanese Navy during WWII. These Pearl Harbor aircraft reconnoitered the American Navy based at Pearl Harbor before the Dec. 7 attack. A tremendous design with durability and endurance, the E13A would serve through the end of the war, notoriously in Kamikaze attacks on advancing American naval convoys.
https://pearlharborwarbirds.com/pearl-harbor-aircraft-an-overview/



Aichi E 13A Jake

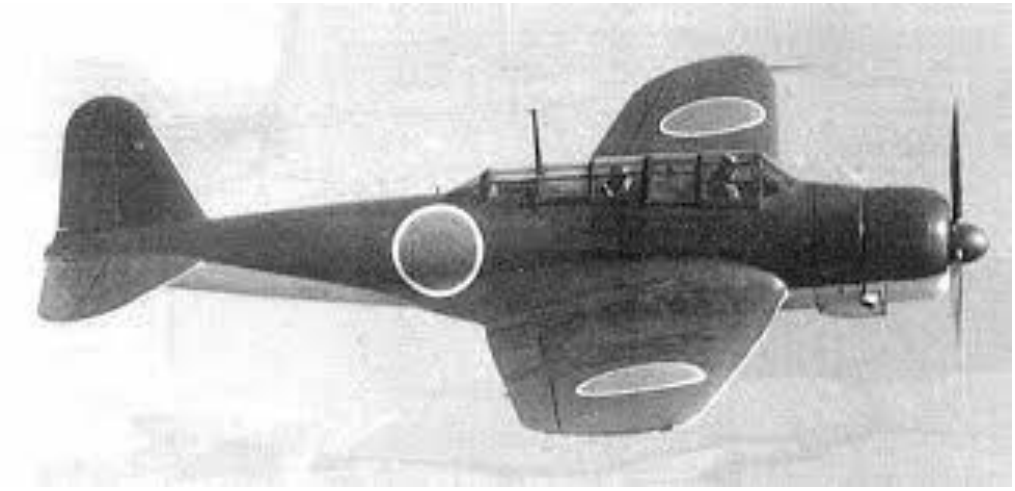
Nichimo Aichi E13A "Jake" 1/48th scale

- **Nakajima B5N (Kate) Carrier-Borne Torpedo Bomber**

  The Nakajima B5N series of torpedo bombers originated from Japan. They were considered the best of their type anywhere in the world by the time of the American entry into the conflict occurred in late 1941. In operational service at the outbreak of WWII, this proved one of the more crucial and effective aircraft deployed by the Japanese Navy in its various attacks. This included the attack on Pearl Harbor in Hawaii. The B5N was produced across 1,149 examples and saw service through most of the global conflict.

  The Pearl Harbor aircraft was quick to earn the respect of the world with its striking ability and accuracy. It made up a portion of the Japanese attack force used at Pearl Harbor on December 7th, 1941. At least 144 B5N2 aircraft took part in the assault. The aircraft would find future successes at Coral Sea, Midway, and over the Santa Cruz Islands – destroying many Allied vessels across the Pacific Theater. It's also credited with sinking the important American aircraft carriers USS Hornet, USS Lexington and USS Yorktown.

  https://pearlharborwarbirds.com/pearl-harbor-aircraft-an-overview/



Nakajima B5N (Kate)

Airfix Nakajima B5N (Kate) 1/72nd scale

Phil Cavender, Editor

DIE FLEDERMAUS – Peter Johnson

One of our club members, Peter Johnson, in the February 2017 edition of *Airfix Model World* wrote an article on his build review of the Zoukei-Mura's 1/32 Horten Ho 229. Peter has generously allowed Grand Stand Scale Modelers to include his article in our club newsletter.

Below is a picture of his completed model, his 1st place award and his build review in *Airfix Model World magazine*.


Granite State
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Modelers
FIRST PLACE

80+ REVIEWS

DIE FLEDERMAUS
Zoukei-Mura's 1/32
Horten Ho 229

ROBOT WARS
RX-93 Gundam

Feb 2017
Issue 75

AIRFIX Model World

FIRST LOOK...

Ted's Silver Snooper

Extra detail for Airfix's re-issued 1/72 Spitfire PR.XIX

STRIPES A'MIGHTY
Special Hobby's 1/72 Northrop Nomad Mk. I

IWO JIMA SARA
Tamiya's 1/700 USS Saratoga CV-3

SOVIET LASER
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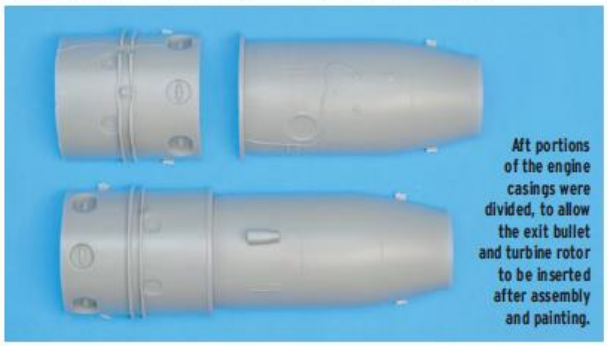
Die Fledermaus

Peter Johnson builds Zoukei-Mura's impressive Ho 229 with a plausible 'what-if' colour scheme

▲ The first engine was built with full compressor section detail. While impressive, it was quite fiddly and just the front rotor and stator were visible after assembly.

▲ The second engine's compressor blades were installed as spacers, but were cropped to avoid fouling the case...and just the front stator sections were used.



Aft portions of the engine casings were divided, to allow the exit bullet and turbine rotor to be inserted after assembly and painting.

Horten's decidedly bat-like Ho 229 was one of many cutting-edge weapons Germany developed late in World War Two; the culmination of more than ten years' flying wing research by Walter and Reimar Horten.

Zoukei-Mura's kit was equally cutting-edge, featuring a complete interior that resulted in a complex build. Good planning and test-fitting are needed to ensure trouble-free construction, but the kit's superb engineering and clear instructions made the task easier.

Its engines were tackled first, and these comprised a jaw-dropping 63 parts each. Each powerplant featured detailed compressor and exhaust sections, but no combustion chamber innards (available separately as a detail set), so it was decided to assemble them and mount both in the airframe, rather than leaving one out for display. Since most of the rotor and stator details would be invisible, many of the compressor details were omitted or modified. The rotor blade sections were assembled to locate and stiffen the turbine shaft, but the ends of the second and subsequent rows' blades were clipped short to avoid fouling on the casing, and just the first stator row was used. All engine parts were airbrushed with various shades of Alclad before being added to the assembly, starting with Pale Burnt Metal for the rotor and stator blades, and Aluminium on the insides of the compressor casings. After assembling the compression section casings, the outsides were sprayed with Dull Aluminium.

Minor surgery

It was discovered that exhaust port depressions in part A-47 were too large, so a small hole was drilled

in the centre of each dimple, and the moulded starter rings at the tips of the bullets were carved off carefully. The intakes were sprayed Aluminium with Pale Burnt Metal

▲ A variety of Alcaid II shades were used to paint the engine components, following online photos of unrestored Jumo engines.

guide vanes, and assembled to the front of the compressors. New starter rings were then fashioned from fine silver fly-tying wire wrapped around a #60 drill shank, and flattened with smooth pliers. These were then set aside to add at the very end of the build.

The combustion chamber halves A-44/45 were cut apart along the line of the turbine rotor, and the locating tabs on part A-39 were sawn off, so the turbine bodies could be assembled, painted and slid into the finished combustion chamber. The blades were sprayed Pale Burnt Metal, and the remainder of the turbine bodies

and turbine section interior were airbrushed with Jet Exhaust. In a departure from the all-Alclad theme, the forward section of the combustion chambers (and heat shields) were painted in PollyScale Steam Power Black. Weathering accentuated the detail, via washes of Payne's Grey, Raw Umber and Burnt Umber acrylics but it was kept restrained, befitting engines with a limited life...they didn't last long enough to get grimy!

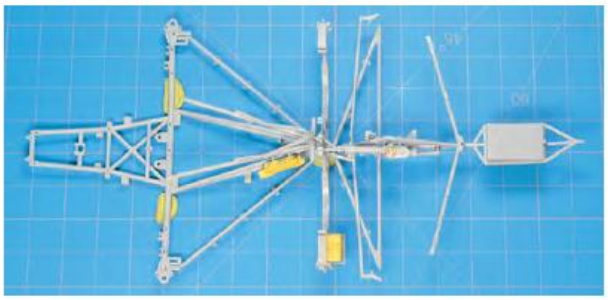
With the basic engines assembled, attention turned to the myriad of piping and details covering the outside. Here, both the kit's engineering and the instructions shone, but care was needed to ensure that everything aligned properly; test-fitting was essential. After fitting and fettling, the details were mainly painted with various Alclad shades, then Superglued in place.

Finally, the heat shields were added to the engines. The upper edges of the former were thinned to represent sheet metal, and the shields were fitted around the powerplants. Just the seams were glued, leaving the shields free to move slightly on the engines. If the bottom skin is to be painted, neatening the seams is unnecessary as they can't be seen from above.

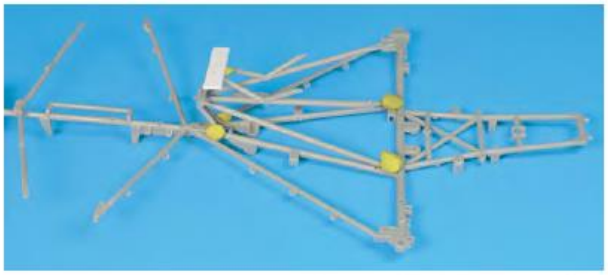
Busy body

The bulk of the kit involved the fuselage. Once again, studying the instructions, test-fitting and thinking several (sometimes many) steps ahead was key for

▲ The plethora of external piping and details were painted with black, grey and Alclad colours, before being added to the engines. Dry-fitting and adherence to the instructions were vital.



▲ A small cutting mat was used as a jig for the first portions of the fuselage framework assembly; this allowed the pieces to be aligned and trued, which was vital later.

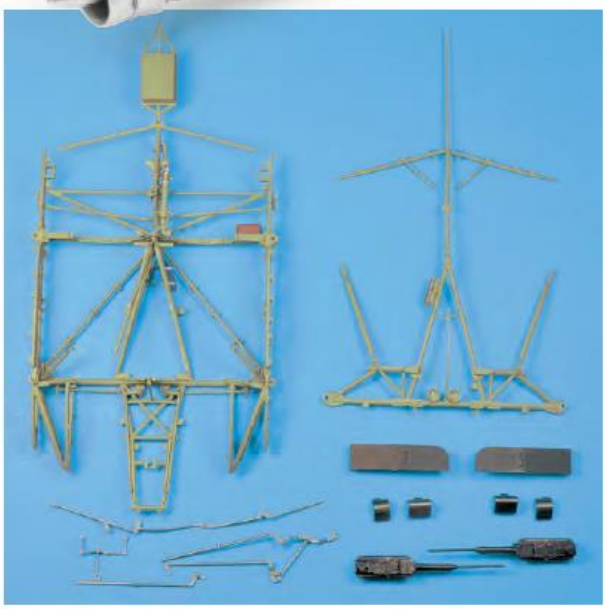


▲ Every step was planned in advance, and all parts were test-fitted multiple times. Thinking at least two or three steps ahead ensured surprises were kept to a minimum. Holding fixtures such as the plastic card were used where third or fourth hands were necessary.

"Engine parts were airbrushed with various shades of Alclad"

MODEL SPEC

Horten Ho 229	
By:	Zoukei-Mura
Stock Code:	SWS No. 8
Scale:	1/32
Price:	£131.99
Available from: www.tigerhobbies.co.uk	



▲ The silver pushrods snake through the centre framework, so the upper frame was dry-fitted to ensure there was no interference before Supergluing them in place.

success. For instance, parts D-5 and D-17 didn't have well-defined attachment points, and it was 27 pages later that the centre main gear door was attached to them. To ensure the centre framework came out straight and true, part B-3 was Blu-Tacked to a small cutting mat, and the assembly was built on the mat until step 3-2G. Where needed, bespoke fixtures were created to hold parts... a pet octopus would have been handy!

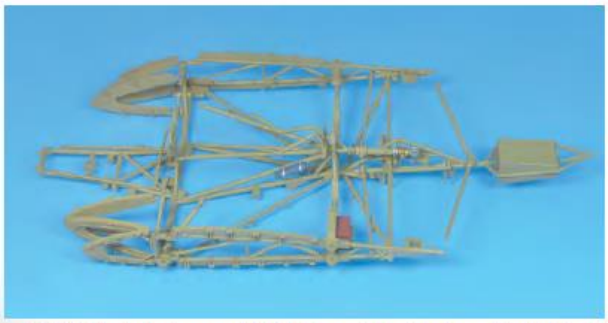
Many joins were glued with liquid cement first, to allow fettling, then reinforced with thin Superglue for strength. Both Z-M's Concept Note book and the Old Man Blog on the company's website provided helpful information to clarify the instructions.

As a rule of thumb, the basic framework was left unpainted for as long as possible, with details such as the bottle on D-18 being painted and masked before assembly. That seemed the easier method than painting each piece entirely, cleaning the mating surfaces, assembling the parts then repainting all the joins...but it did cause interesting contortions while removing the masking later.

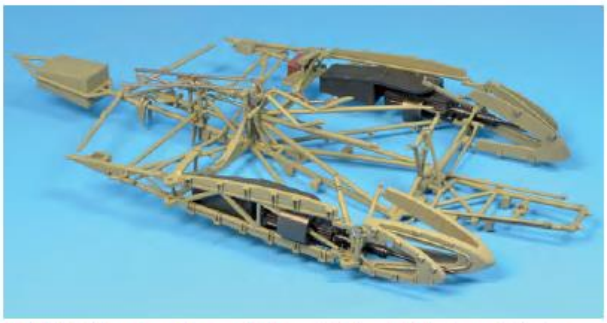
Since much of the interior was coloured RLM 02, slightly different shades by PollyScale, Model Master Acryl and Lifecolor were used to provide interest.

Most of the framework was assembled with few surprises, but there were areas where care was necessary. In step 3-2.A, frame parts D-18 and D-25 were tacked to the lower framework, and a jig was made to properly space the pins on the tops of each, before cementing them together. The rear main frame was glued to the framework before D-21 and D-30 were added to it. When assembling the wing fastening ribs in step 3-2.F, care was necessary to ensure the short support ribs were aligned from the sides, so the nose skin would fit over them properly; the main ribs must be glued securely to the framework, to support the wings later. At step 3-2.I, the actuator was omitted until the gear doors were installed late in the build; the upper framework was also used as a jig.

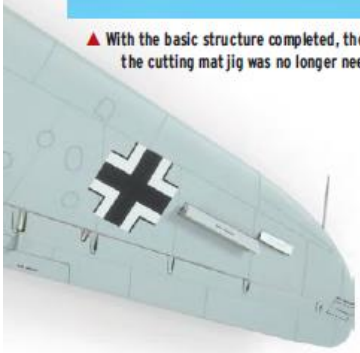
Insulated wire was then threaded through wing attachment points to hold the framework in place, while the parts in steps 3-2.I and J were added to the lower framework.



▲ With the basic structure completed, the framework was already surprisingly rigid, and the cutting mat jig was no longer needed...but many details still had to be added.



▲ Well-detailed cannons and ammunition boxes butted against the wing root ribs. Care was needed to align the barrels, since the attachment points allowed some play.



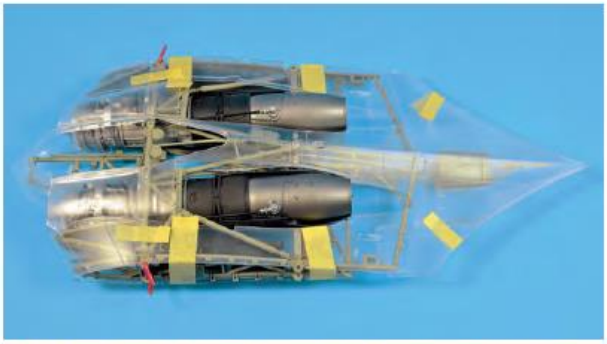
At this point, the framework was airbrushed with PollyScale 505075 RLM 02. After a coat of Alclad Aqua Gloss Clear, a wash of Payne's Grey artist's acrylic was used to accentuate the detail, and Citadel Chainmail was dry-brushed on exposed bolts.

A delicate touch

The control linkages in step 3-2.J needed dexterity and patience to weasel into the framework. Engines, cockpit sides and upper skin were dry-fitted to ensure the linkages were fitted properly, and parts D-8 and D-10 were glued in place, with D-4 being left out until the engines were installed.

Cannons and ammo boxes were assembled next, and the muzzle brakes could be added to the barrels at this point, making them much easier to align, as long as the holes in the nose skin are elongated slightly; the nose skin was also used to align the cannons while attaching them to the framework. Ammunition boxes and chutes were then added to complete the armament, with the underside skin employed to ensure the chutes were aligned, and the long slots in the skin under the cannons were filled, leaving just the shorter shell chute openings.

The engines were coaxed into place very carefully, to avoid snagging any of the piping on the framework... and then one part that did snag was re-attached. They were not glued in place, to allow fine adjustment later. Before starting to attach the upper framework, though, all 39 attachment points were stripped with Tamiya Lacquer Thinner and a micro-brush, and then the upper framework was tied onto the wing ribs at the forward attachment points, and solvent cement was used to give a strong but flexible bond. With the upper framework in place, it appears that the ammo boxes can't be opened without disassembling the framework... surely something the groundcrew would not have appreciated!



▲ The engines, upper framework and fuselage skin panels were dry-fitted repeatedly to ensure everything fitted properly before committing glue to the joints. Extra care at this point would pay dividends later!

▼ To enhance the back of the instrument panel, major instruments were drilled and model car ignition wire was installed to represent wiring. The wires were then bundled and shaped to extend along the sides of the cockpit framework.

"Model car ignition wire was installed to represent wiring"

Office agenda

The Horten's cockpit was next to be addressed, and Z-M produces a separate interior set that includes cockpit panels and seatbelts, and the kit conveniently provides two seat pans, one plain and another with moulded seatbelts. The pre-coloured PE instrument panels were enhanced by adding a clear acetate layer between the instruments and bezels, and after attaching the sandwiches to the kit parts, the edges were blended in. The rear face of the instrument panel was visible, so major instruments were drilled, and yellow 1/24 scale auto ignition wiring added, with enough length to wrap around the sides of the cockpit framework out of sight. Although Z-M's belts were excellent, this modeller had always wanted to try fabric versions, so Eduard's set was pressed into service. The shoulder harnesses seemed much too long...so the model was measured and the belts were shortened appropriately. After gluing the belts to the seat attachment points with thin Superglue, the belts were draped into realistic positions and secured with gel Superglue.

Undercarriage parts came next, starting with the very prominent nose gear, and my 'think ahead' strategy failed here. A test-fit of the nose gear strut showed the mounting lugs below the cockpit were too wide, so they were filed. It would have been much easier if I'd noticed that before assembling the fuselage. Main gear forks were drilled to accept a brass rod, so the gear could be assembled and painted without the tyre in place. When assembling the mainwheels, do pay attention to the part numbers, since they are handed. Once assembled, the gear legs were painted Model Master

Materials + after-market

Zoukei-Mura Super Wing Options SWS08-M04 Ho 229 Photo-etched Parts Interior & Air Brake Set

Eduard
32773 Seatbelts Luftwaffe WWII Fighter FABRIC

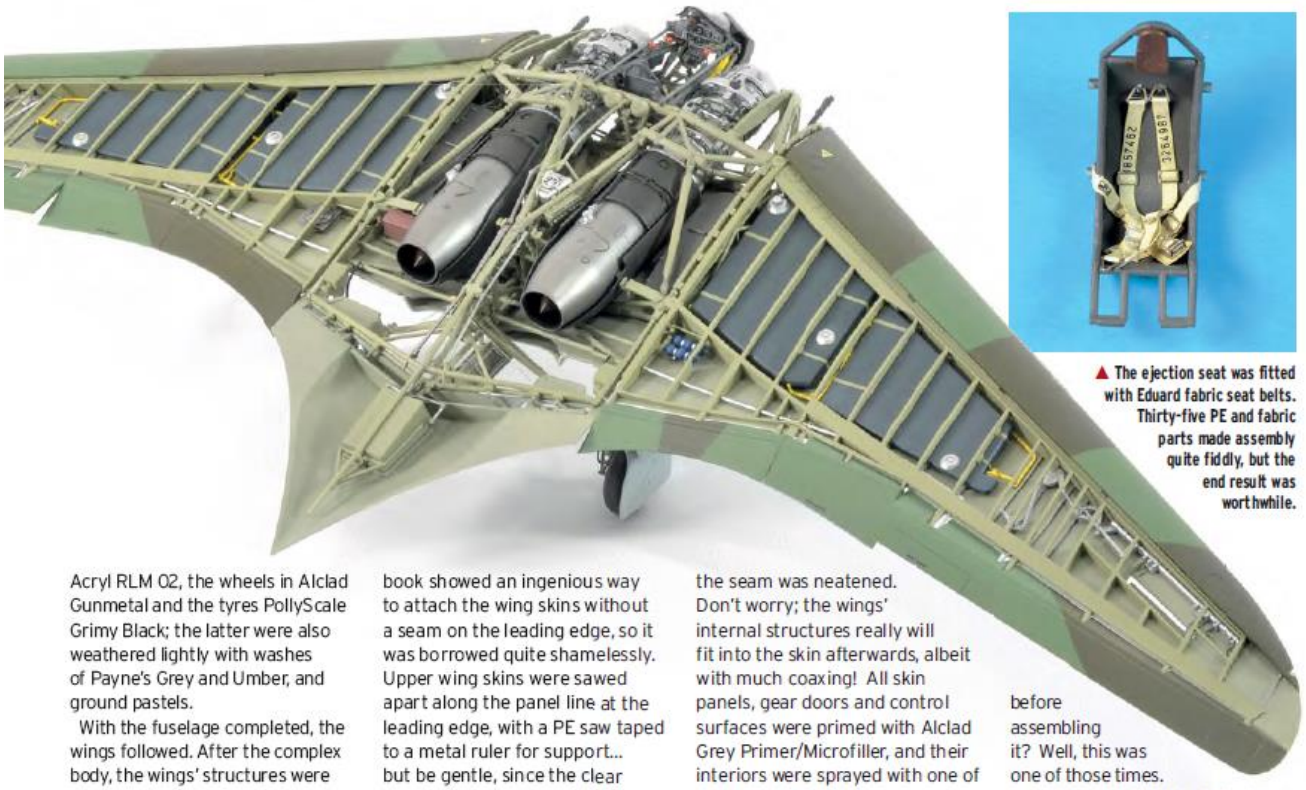
Model Master Acryl
4786 RLM 76 Lichtblau

PollyScale
F505070 RLM 81 Brown Violet
505302 RLM 62 Green

Alclad
ALC-101 Aluminium
ALC-120 Gunmetal
ALC-113 Jet Exhaust
ALC-104 Pale Burnt Metal
ALC-111 Magnesium
ALC-600 Aqua Gloss Clear

▲ Attaching the engines and upper frame was a milestone, but raised the question of how the ammunition boxes could be opened to refill them! The engines were not glued in place, so they could be tweaked slightly to fit the skin panels perfectly.

▲ Test-fitting of the nose gear strut showed the mounting lugs below the cockpit were too wide, so they were filed. It would have been much easier if this was noticed before assembling the fuselage.



▲ The ejection seat was fitted with Eduard fabric seat belts. Thirty-five PE and fabric parts made assembly quite fiddly, but the end result was worthwhile.

Acryl RLM 02, the wheels in Alclad Gunmetal and the tyres PollyScale Grimy Black; the latter were also weathered lightly with washes of Payne's Grey and Umber, and ground pastels.

With the fuselage completed, the wings followed. After the complex body, the wings' structures were simplicity itself and each side comprised a mere dozen pieces. Wing-to-fuselage mounting frames were attached to their respective wing structures with liquid cement, then reinforced with thin Superglue, since they would bear the weight of the wings. The bottoms of the wing tanks, and the entire outboard leading edge tanks, were not needed, as they

would not be visible with the lower skins and leading edges attached. If one does use the bottoms, Z-M provides corrected part numbers for the R runner on its website.

Fuel tanks were then painted Lifecolor UA732 Vulcanized Rubber to represent self-sealing units, with Alclad Aluminium fill ports, yellow fuel lines and RLM 02 straps.

Turning to the skin panels, the plan was to paint the entire skin, but leave as many removable elements as possible, to show the interior detail. Radu Brinzan's build in the Z-M Concept Note book showed an ingenious way to attach the wing skins without a seam on the leading edge, so it was borrowed quite shamelessly. Upper wing skins were sawed apart along the panel line at the leading edge, with a PE saw taped to a metal ruler for support... but be gentle, since the clear plastic is very hard and brittle. The separate leading edges were then glued to the lower skins, the internal structure being used to ensure the correct position, and the seam was neatened. Don't worry; the wings' internal structures really will fit into the skin afterwards, albeit with much coaxing! All skin panels, gear doors and control surfaces were primed with Alclad Grey Primer/Microfiller, and their interiors were sprayed with one of the RLM 02 shades.

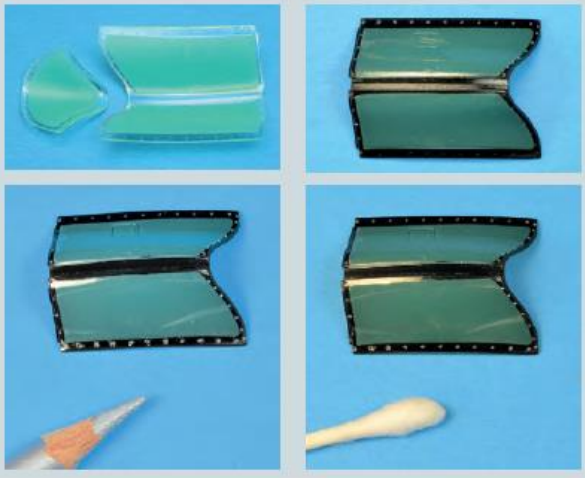
▲ The nose wheel fork was drilled through, and brass rod formed the axle so the wheel could be fitted after the gear was painted and weathered.

From the outside in

When was the last time you painted the exterior of a model before assembling it? Well, this was one of those times. To reduce handling the delicate structure, the entire fuselage skin and control surfaces were painted, decaled and weathered before being attached to the

Authentic glazing

The windscreen and canopy were constructed in similar fashion to that of the Ar 234, with frames on the inside surface, so it was decided to paint these to match the Blitz. Z-M provided interior canopy masks, which adhered tightly to the compound curves. After a dip in Future/Klear, the inside frames were masked and sprayed with PollyScale Steam Power Black. Screw dimples on the outside had poor definition, so a drill bit was used to emphasize them and roughen the surface. Prismacolor Silver pencil coloured the screws, and a dry Q-tip removed the excess.



References + decals

Kagero Mini Topcolors 37: Last Hope of the Luftwaffe Me 163, He 162, Me 262

Zoukei-Mura Concept Note SWS No.VII Ho 229

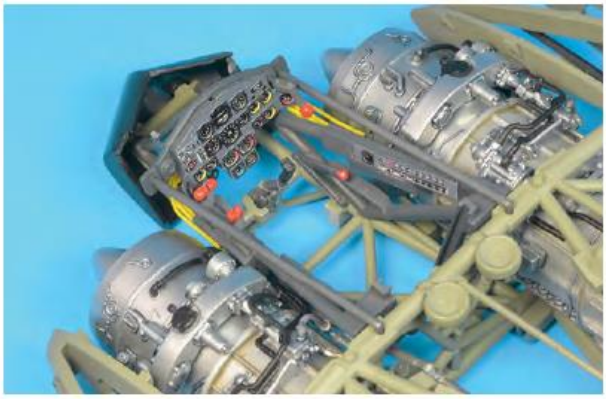
Zoukei-Mura Errata http://www.zoukeimura.co.jp/en/sentiment/oyajiblog_060.html

Horten Ho 229 Spirit of Thuringia: The Horten All-Wing Jet Fighter, by Andrei Shepelev and Huib Ottens (Classic Publications), ISBN: 978-1-90322-36-6

framework.

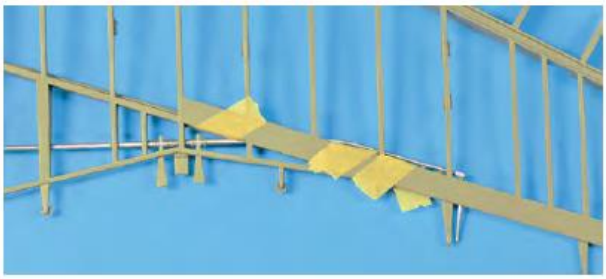
Since the Ho 229's exterior was unpainted when captured, the colour scheme was an exercise in plausibility. Many ideas were considered, from solid RLM 02 to wild mottles and other patterns, but a conservative approach prevailed. Upper surface camouflage echoed that worn by the Me 262, with colours matching the shades found on the Ar 234 at the National Air and Space Museum. Markings consistent with 1945 standards were used, and the Reich Defence Band was selected purely for its bright colours. Details such as the Werk Nummer and swastika were educated guesses, since no Ho 229 prototype wore them, but they surely would have featured on squadron aircraft.

Camouflage colours were Model Master Acryl 4786 RLM 76 Lichtblau for the undersides, and PollyScale F505070 RLM 81 Brown Violet and 505302 RLM 62 Green (representing RLM 83)

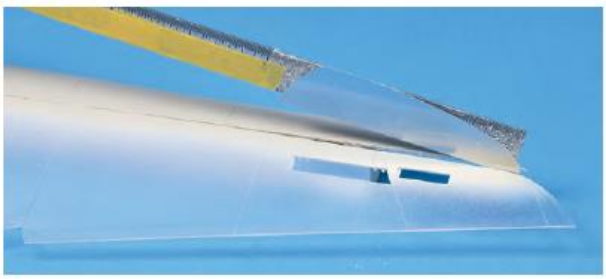


▲ The completed cockpit, showing instrument wiring and PE panels; the knobs on the left side have been sawn in two to better represent pairs of engine controls.

▲ Leaving the wing structure attached to the runners facilitated neatening, by protecting the leading edge ribs and stiffening the entire part. The gates were not cut until necessary.



▲ In welcome contrast to the highly complex fuselage, each wing structure comprised just two parts, which needed careful detail painting. Here the torque tubes have been painted silver, with tape protecting adjacent areas from clumsy brushwork.



▲ The upper wing skins' leading edges were sawn along the existing panel line, with a PE saw blade taped to a steel ruler to provide rigidity. The wings were supported along the cut line, and multiple low-pressure passes avoid shattering the brittle clear plastic.

for the splinter pattern. After spraying the camouflage, Reich Defence Bands were masked and sprayed, each band being 9.5mm

wide, then a light coat of Alclad Aqua Gloss Clear sealed the surface for decaling.

Kit decals were used for the national markings and stencils, with staffel numbers and Werk Nummers from the decal sheet in Kagero's Mini Topcolors 37 book, and a Payne's Grey wash accentuated fasteners and removable panel lines. The actual aircraft's panel lines were filled and smoothed, so non-opening panels were not accentuated. Red-brown pastels were ground with coarse sandpaper, and brushed onto the bottom to represent grime from the landing gear. Faint powder stains were also added around the muzzle brakes and behind the shell chutes via the same technique, and Model Master Acryl Clear Flat was sprayed overall to finish the camouflage.

Attachment points on the bottom skins, and their corresponding framework points, were stripped with Tamiya Lacquer Thinner, and the skins were attached with Gator's Grip glue and taped in place. Once they'd dried, the landing gear was installed but the nose gear retraction strut needed coaxing into place (see separate panel), although the rest of the installation was easy. Once the gear doors were added, silver sewing thread replicated actuator cables to the main gear.

Mainplane work

The wing structures were slid into place on the bottom skins; this required some coaxing, and several leading-edge ribs needed removing to avoid snagging. Once in place, the wing root rib was glued to the skin, and Superglue was run between the main spar and skin. A new pitot tube was

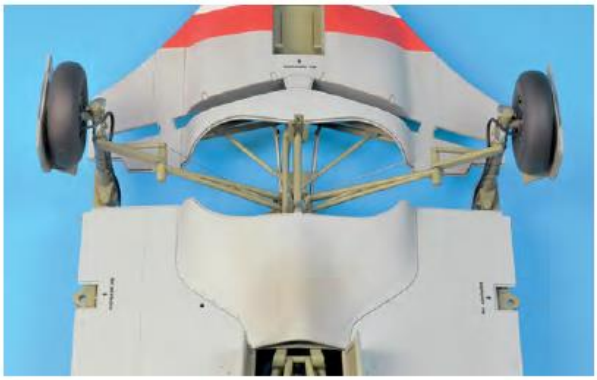
Completed left wing structure and skin. The leading-edge skin would cover everything forward of the spar, so extra ribs were removed and the outboard fuel tank omitted, so the structure would slide easily onto the leading edge.

Frontal gear challenge

Installing the nose gear was an exercise in dexterity (and some adult language)! The retraction ram was clipped onto the drag strut, and the end of the drag strut was coaxed into the fuselage carefully, ensuring the top of the extension ram was properly seated behind the silver oil tank on the fuselage spine. After snapping the fuselage end of the drag strut into place, the landing gear strut was added. Once everything was in its proper place, Gator's Grip secured the strut to the fuselage, and Superglue was applied to the smaller joints.

▲ All skin panels were painted, decaled and weathered before being attached to the inner structures. The splinter was adapted from the Me 262's pattern, and Ar 234's colours.

▲ Bare metal panels were added aft of the engines' exhausts, via Alclad Magnesium, Pale Burnt Metal and Aluminium.



▲ The main gear actuation cables were added between the legs and extension ram, replicated by silver metallic thread. The latter was painted with thinned Citadel Chainmail to mute the shine.

▲ The bottom of the fuselage was weathered with ground pastels applied by micro-brush, while fasteners received a Payne's Grey pin wash to accentuate them.

constructed of 0.9 and 0.7mm Albion Alloys tubing, also attached with Superglue. Control surfaces were fixed with gel Superglue, and the flaperons were dropped slightly to match photos of earlier Ho 229 prototypes.

Z-M's detail set included eight three-piece drag rudders, which were delicate improvements over the solid kit parts. After painting with RLM 02 and the appropriate exterior colours, decals were added and the rudders were Superglued in their open positions.

It was finally time to join the wings to the fuselage, and the former were pinned temporarily with pieces of Evergreen rod. The wing pins were moulded with their cover plates attached, so they were clipped off, and one by one the temporary pins were pulled and the permanent pins dropped in place and Superglued. Cover plates were then thinned and glued to their respective fuselage skins.

The gunsight was installed above the instrument panel, and the finished transparencies (see separate panel) were glued to their frames with thin Gator's Grip. All that remained was to attach the engine starter rings and upper and lower antennas, and the Horten was complete.

Careful planning from the start meant that the 'Bat-wing' could be displayed fully skinned, nearly naked, or anything in between. Although complex construction meant that planning and dry-fitting were essential throughout, the kit's excellent engineering, flawless moulding and clear instructions made the build enjoyable, and the end result will surely turn heads wherever it's displayed. ▮

"The end result will surely turn heads"

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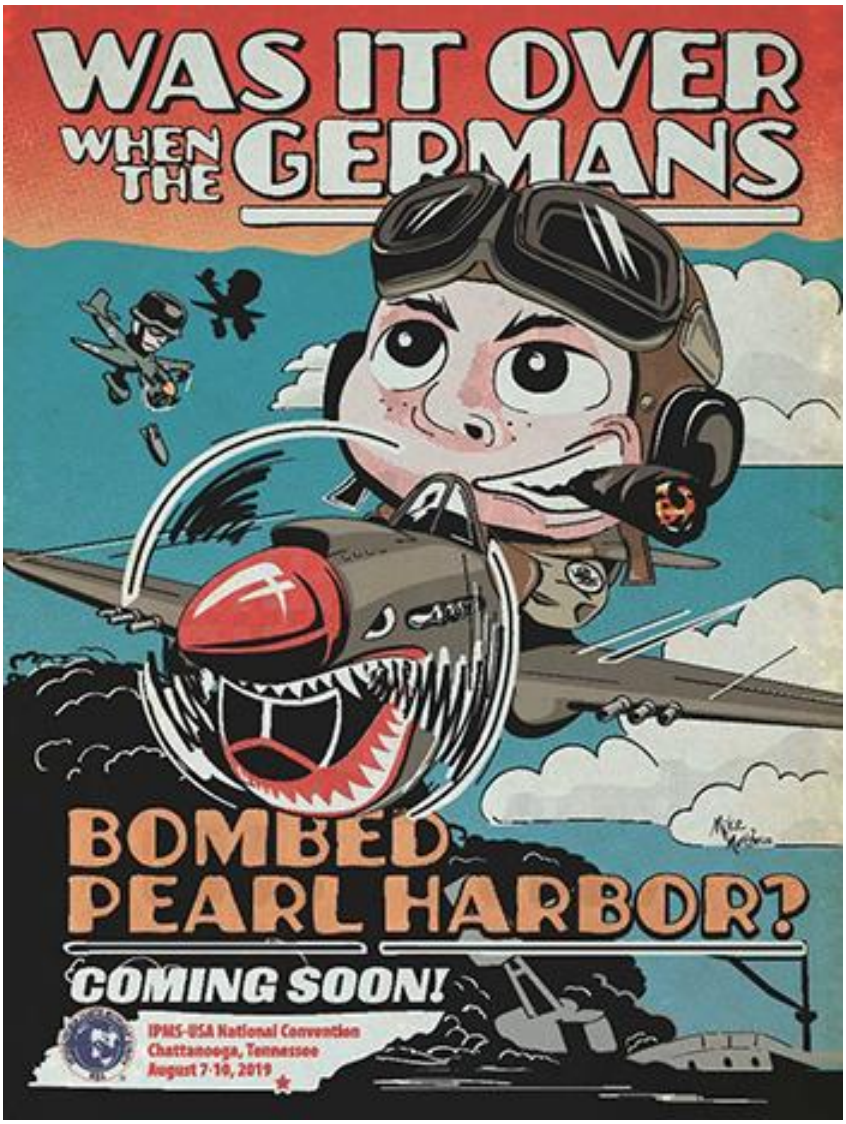
Upcoming Events

2019 Old Dominion Open, hosted by the IPMS Richmond. February 23, 2019, Richmond Raceway Complex, The Henrico Building, 600 East Laburnum Ave., Richmond, VA 23222. Doors open 8:30. Registration closes 12:00 noon. New Special Award: "Man In Space: Commemorating the 50th Anniversary of Man's First Moon Landing". Figures and manned space vehicles (all nationalities) are eligible from the X-15 through Apollo 17. Models must be entered in the appropriate Figure category, in the Real Space category, or in Dioramas/Vignettes (Photos in Time will be a part of Dioramas/Vignettes). Free-standing special award with its own judging team. https://ipmsrichmond.blogspot.com/p/2017-odo_1.html

International Plastic Modelers' Society / USA

2019 IPMS USA Nationals, August 7-10, 2019, Chattanooga, Tennessee. Hotel rooms can now be reserved! For any questions, please email Mike Moore at mmoore1132@gmail.com.

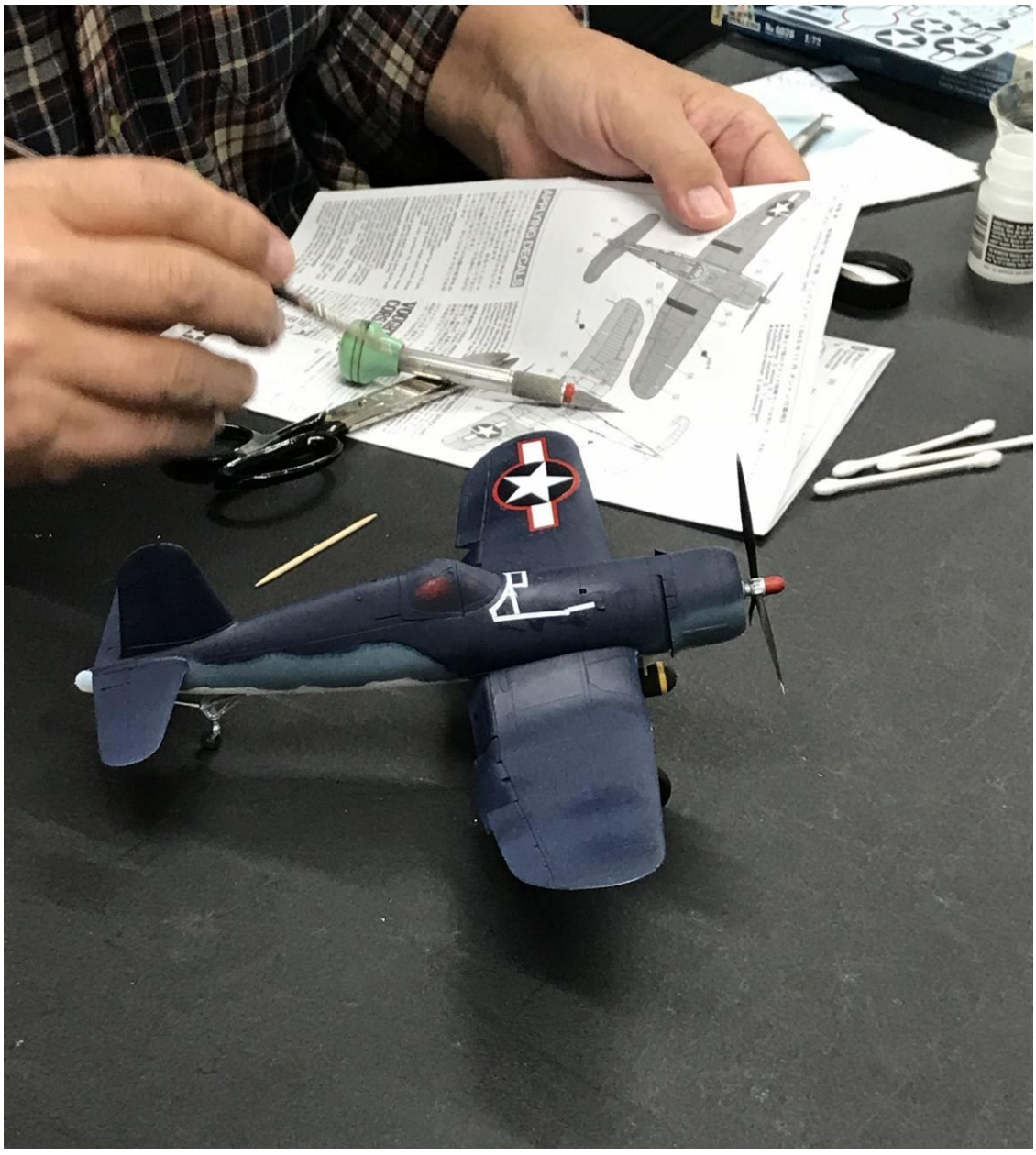
http://www.ipmsusanationals.com/



Was it over when the Germans bombed Pearl Harbor? Find out when you attend the 2019 International Plastic Modelers' Society USA Nationals in Chattanooga Tennessee. The Chattanooga Scale Modelers, along with a number of other regional clubs are putting together a nationals like no other.

With a focus on model displays, categories such as *Was It Over When the Germans Bombed Pearl Harbor?*, *Farfegnugen*, *The Wreckers Ball*, *Models that everyone owns but no one finishes* (just kidding about that one) and more at a peerless venue with fantastic lighting and acres of space in a beautiful city you are sure to have an unforgettable experience.

Meeting Photos – December 15, 2018



Decal Application Presentation by Earl Wanklin

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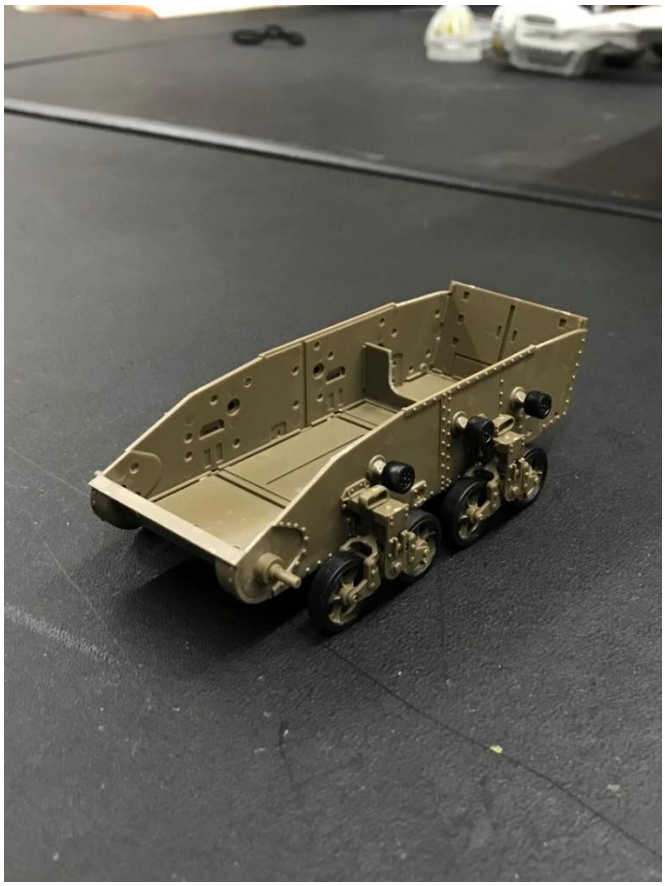
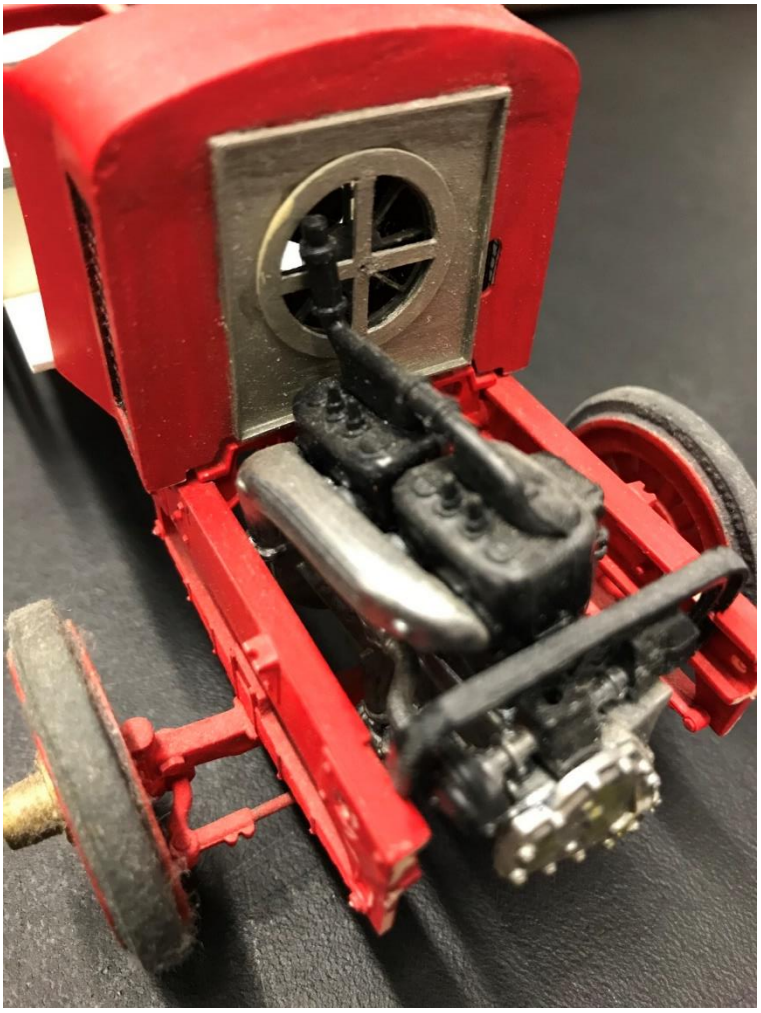


Sean Donnelly M3 Stuart Light Tank Tamiya 1/35th scale

Bill Baumgartel – Mack AC Firetruck scratch built 1/24th scale



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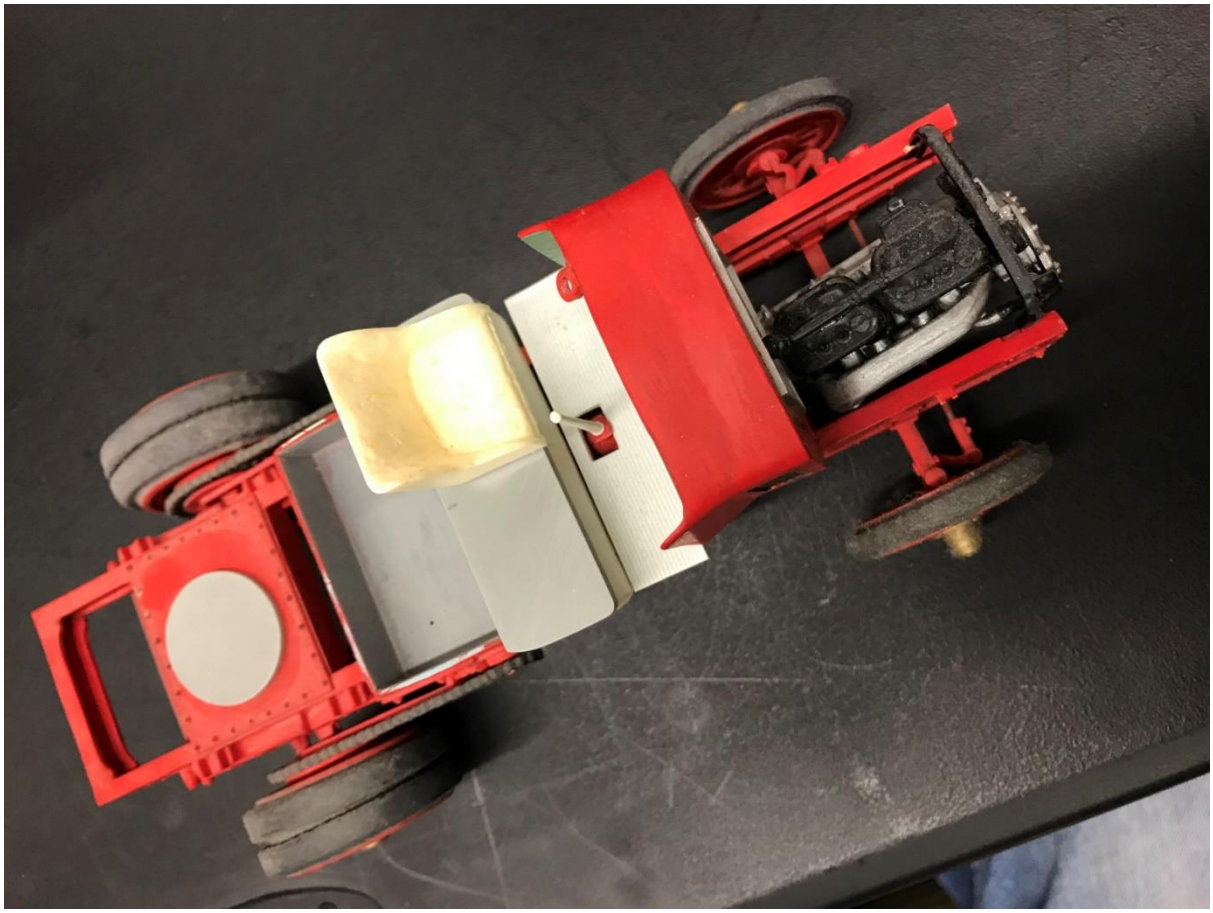

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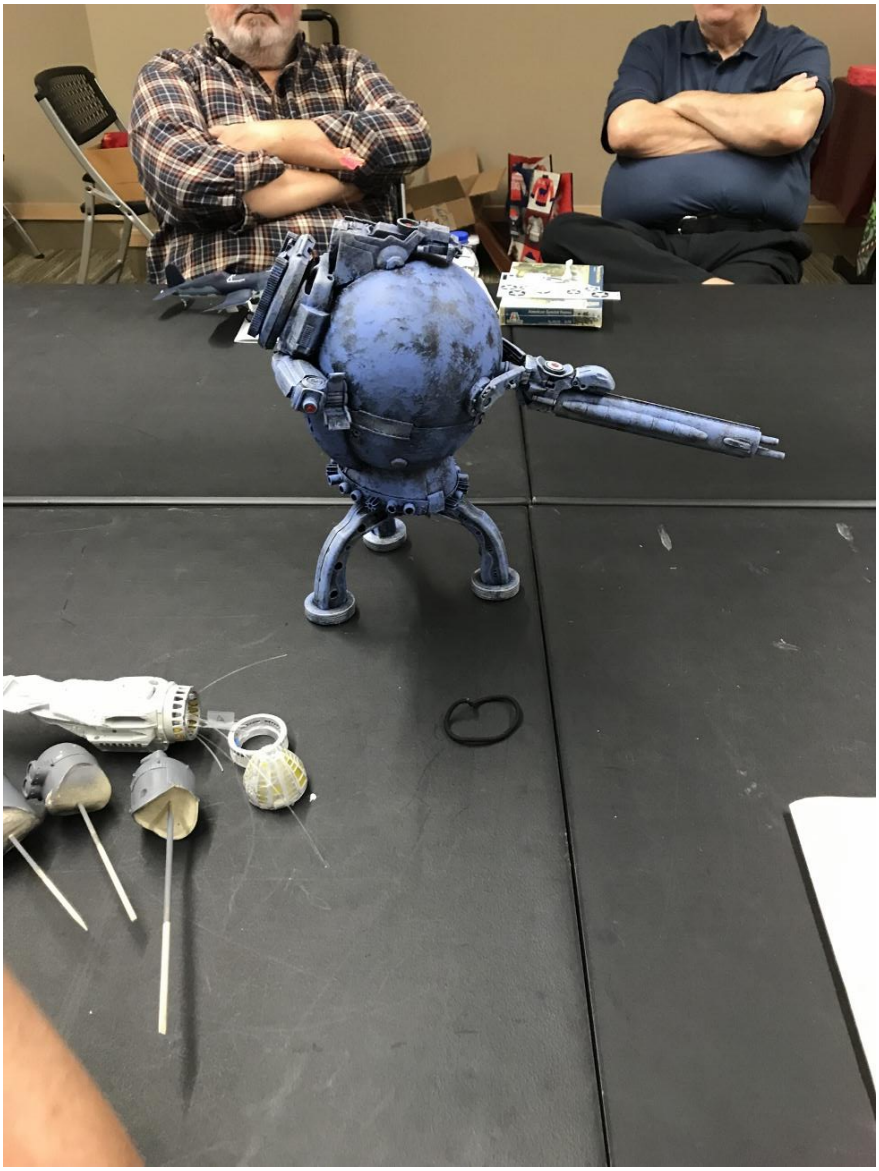
Joe Baxter – Entry from 2017 Wonderfest Iron Modeler



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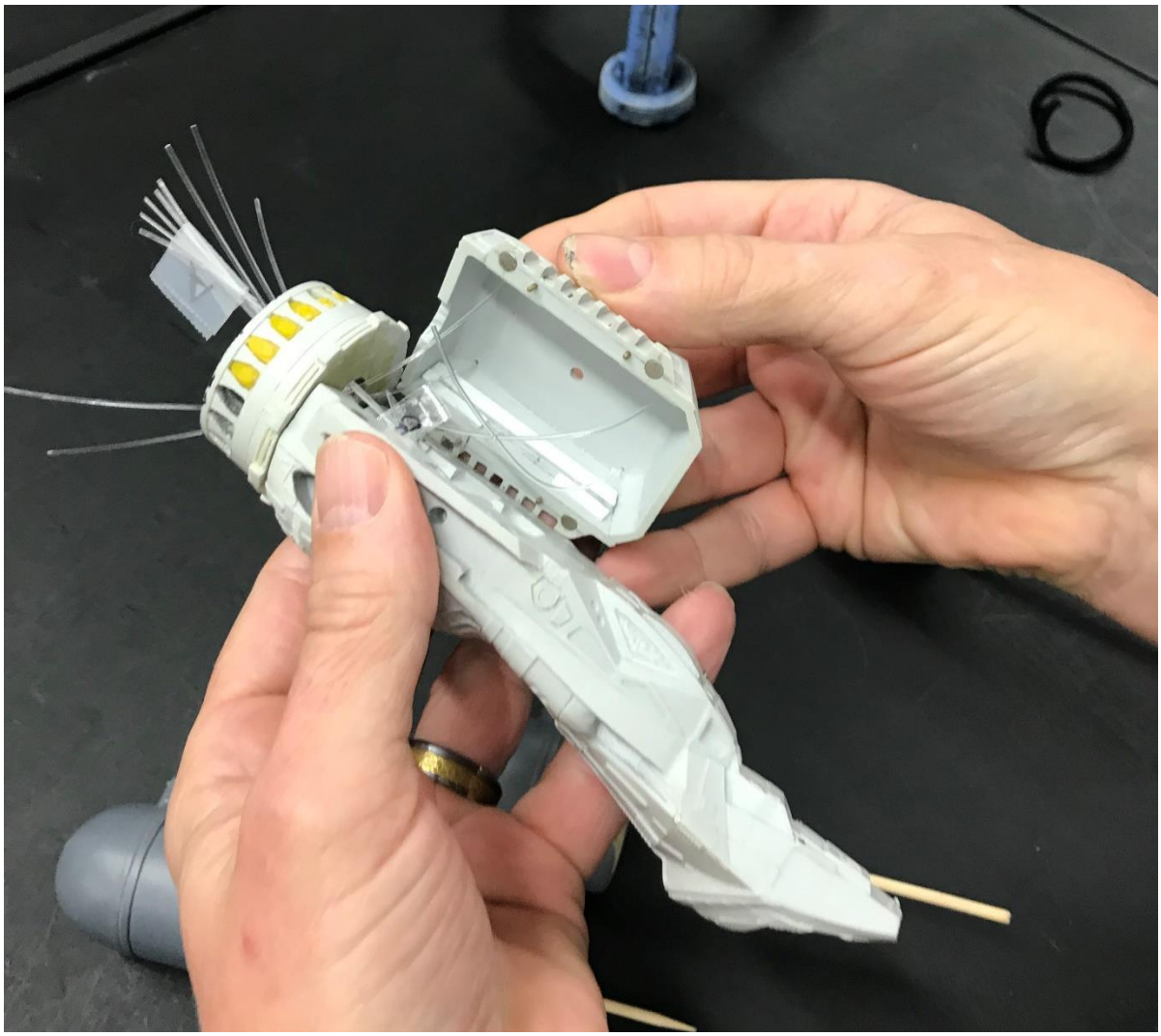

Joe Baxter – Work In Progress

Jim Fraboni – Sir Winston Churchill, “Touring London”

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Herb Horvath – Egyptian Sherman Dragon 1/35th scale (Still Under Construction)

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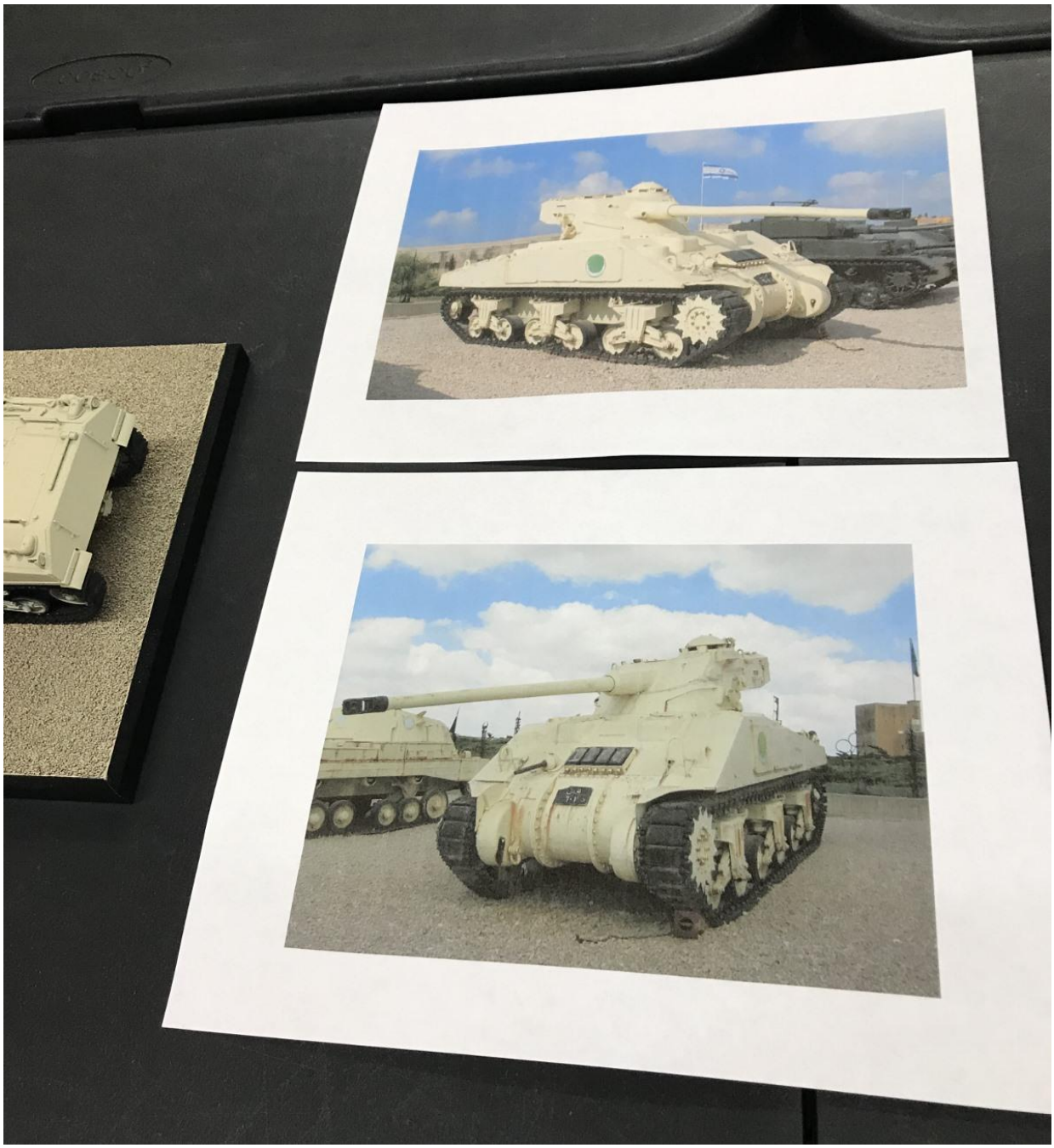

Herb Horvath – Egyptian Sherman, historical pictures

Phil Cavender -Krupps L3H163 Kfz. 72, ICM 1/35th scale (Still Under Construction)

Phil Cavender -Krupps L3H163 Kfz. 72, ICM 1/35th scale (Still Under Construction- scratch built interior)

Donations made by Ed's Hobby

As we approach the end of 2018, I would like to thank all the members of Grand Strand Scale Modelers who have stepped up to make this club a reality. We started Grand Strand Scale Modelers in August 2018 with a goal to increase our membership by the end of the year to 12 members. We met that goal as of December with 13. We were able to publish monthly newsletters and have a club website.

Who knows what 2019 has in store. Goals for 2019: Increase our active membership to 24 and hold a regional show.

Calling for submission of articles for publication in this newsletter, please send them to the editor at least one (1) week prior to the end of the month. Submit to the editor at Grandstrandscalemodeler@sccoast.net.

In closing out this month's newsletter let me reiterate, if you aren't a member of IPMS/USA, now is the time to join. Follow the link below**.**

http://www.ipmsusa.org/

Happy modeling,

Phil Cavender

Editor
Chapter President and Contact