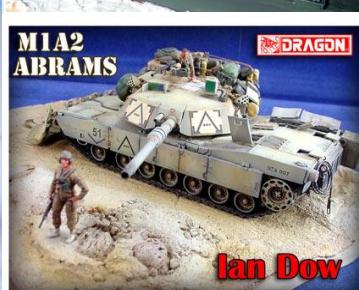
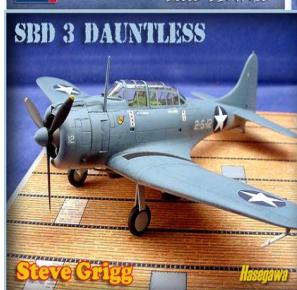




THE BIGGEST LITTLE MODEL CLUB IN IPMS

CLUB INFORMATION



IPMS Livonia is a non-profit educational organization created to promote and share the art of plastic modeling. The group meets at 8:00 p.m. every 2nd Tuesday of the Month.

Meeting Place: The Pierson Center, Suite 5, 32625 West Seven Mile Rd., Livonia, Michigan.

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IPMS US members:

\$12 Non-IPMS US members: \$15
Juniors: \$5

Web Site : www.ipmslivonia.org

In This Issue

by: Ian P. Dow

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Meeting time is at 8:00pm on Tuesday the 14th of April at the Pierson Center. It is a non contest month so bring any models for review or show work in progress.

The contest committee meeting is April 7th at Ian Dows house at 7:00pm.



The Easter Bunny said get Hopping on your Builds.

Hopping that everyone had a great Easter and that it was not to hectic. Mine was spent with family and friends doing the traditional egg hunt with the kids and then Easter dinner with family. Regardless of your religious beliefs it is nice to celebrate in traditions with family and loved ones. Since we are on the subject of traditions I look at some of the hobby shows as traditions. Its yearly, you gather with friends and you celebrate a common belief or custom.

The Region 4 regional is next week in Dayton at the Hope Conference Center near Wright Pat Air Force Base. It should be a good show as they have about 3 Regional's under their belt now and they have a good system set up for doing it without too many glitches. It is nice to attend shows on a regular basis or to attend maybe just one or two shows every year. It allows you to build up friendships and meet people who you see year in and year out. This may not seem like a big deal but the more people you meet the more you discuss model subjects and the more input you can get from other people. Often these connections can lead to life long friendships with people you may have never met before. This soon becomes the tradition that you look forward to. Much like a holiday. And as you participate more it becomes less important to win a medal or award and instead you look forward to the social side of it. Now the downside to this idea is that many in our hobby enjoy it for the solitary aspect of it and are sometimes not the best at communicating. If you think that people are being rude or standoffish it might just be that they are shy or uncomfortable making conversation. Sometimes the best way to overcome this is to ask them what they like to build and see what they have on the table. It never hurts to be courteous and open to people and see what others have to say. Its good to remember that we are Ambassadors from our club and that we want everyone to come to our show so we should make as many friends as possible in the next year.

Not to toot the Livonia Horn to frequently, but we were awarded the Newsletter of the year for Region 4. Yes the very publication that you are reading now was voted as the best one in Region 4. That gives us the 3 time Regional Chapter of the Year, 1 time National Chapter of the year, 1 time website of the year and now 1 time Newsletter of the year. I dont know if other clubs have accomplished this or not but I think it is another feather in our cap. We will continue to strive to be the best club we can be in not only Region 4 but in the National Organization as well. That comes from nothing more than having dedicated modelers who love building, continually strive to improve their skills and to use their talents to improve others and showcase our work.

Your Humble Scribe

Ian



Kitty Hawk - AH-1Z in 1/48 scale

Reviewed by Rowan Baylis of the Aeroseale Website. Images from KittyHawk Website.



Background

The Bell AH-1Z Viper is the latest development of the Vietnam-era HueyCobra, which in turn can trace its lineage right back to the 1950s. The Viper is based on the AH-1W SuperCobra, that was developed for the US Marine Corps. Retaining the SuperCobra's twin-engine layout, the Viper (also popularly known as the Zulu Cobra) introduces four-blade rotor system and more advanced avionics and target acquisition systems.

First flying in 2000, the AH-1Z began operational testing with the US Marines some five years later, and was declared fully combat-ready in 2010.

(Source: Wikipedia)



The Kit:

Kitty Hawk's new Viper arrives in a very attractive top-opening box and, lifting the lid, the presentation is generally excellent. The main sprues and accessories are bagged individually, while the clear parts are both bagged and protected in their own cardboard box. One main sprue has been folded over - something of a Kitty Hawk trademark. Personally, I find the practice a little annoying, as I'm always worried about damaging parts when I separate the two sections - I wish the packers would simply clip them apart while they're warm, instead of folding them.

The kit comprises:

221 x pale grey styrene parts
13 clear styrene parts
27 x etched brass parts
Decals for 3 x colours schemes

The moulding is very good indeed and impresses immediately, with some excellent detail evident. I found a hint of flash here and there on the sample kit, but no signs of sink marks. Ejector pins are another matter, though, and you will have to trim some of the bigger ones flush where they prevent parts joining. Luckily, many of them have been kept out of sight, but it is the one element of Kitty Hawk's moulding technology that continues to count against the company in some modellers' eyes. Coming from a "short-run" background as I do, I take cleaning up parts before assembly pretty much for granted, but I guess it is surprising to find so many prominent pin marks in a mainstream kit.

The surface finish is excellent - silky smooth with delicate engraved panel lines and lightly embossed rivets and fasteners. There are a few raised panels and covers, while inlet and outlet grills are provided as etched pieces.





Test Fit:

Waxing lyrical over surface detail is all very well - but we all know that many a good-looking kit has turned out to be a pig to assemble. So, I wasted no time and got straight into a dry-fit of the main parts, which I'm delighted to say go together faultlessly, with a good crisp joint where the tail section attaches.

A Few Details:

Construction begins with a 38-part cockpit that includes photo-etched seat harnesses (mislabelled as "decals" in the instructions). Decals are provided, however, for the multi-function displays. They cover the entire panels, which have nice moulded details anyway, so I'll trim out just the screens and apply them. The seats are 2-part affairs and should look quite decent with the harnesses attached, while there's quite a complex equipment console that forms the rear bulkhead of the cockpit. Possibly the fiddliest items will be the pair of side-mounted joy-stick controllers - each made up from 3 parts.

The kit is designed with the option to display the centre section of the two General Electric T700 engines. Each comprises only 4 parts, but the detail is very nicely moulded, so they should form a fine basis for superdetailers to work on.

Similarly, the lower fuselage bays can be left open. Again, there's more detail you can add, but the basics are there for you.

Under the nose there's the 3-barrelled M197 Gatling gun turret, and a neat touch is the inclusion of a ball-bearing to fit inside and provide weight to keep the completed model standing on its landing skids.





The exhausts are good and deep, with moulded detail inside - but also some nasty ejector-pin marks that will be pretty hard to tackle.

The rotor blades attach to a solid cross-shaped "spar", so they should be nice and stable. This part had actually had a bit of a rough time during moulding in the sample kit, with stress marks and being slightly bent - but it should do its job fine. Stress marks are actually quite prevalent throughout the kit, so it is something Kitty Hawk need to keep an eye on.

The tail rotor is in two parts with a nicely detailed spindle and, rounding off the basic airframe, are a number of finely etched grills and vents, which should look much superior to moulded items.

The clear parts are quite superb - absolutely crystal clear and free of distortion. The canopy framing is crisply defined, and the separate side panels will allow you to show off the interior to its best advantage. Under the nose there's the gimbal-mounted TTS (Target Sighting System) which is designed for use day or night in all weather conditions. The instructions don't indicate that it can move - but, if you're careful with the cement, it may do to some degree. Clear moulded navigation lamps are dotted around the airframe.

The full-sized Viper packs quite a punch, so it's no surprise to see one full sprue devoted entirely to ordnance in the kit. The load-out comprises:

- 2 x AIM-9L AAMs
- 2 x LAU-68 7-tube Hydra 70 rocket launchers
- 2 or 4 x 19-shot Hydra 70 rocket pods
- 2 x M272 quadruple AGM-114 Hellfire mounts

The moulding and detail is pretty good, although the fins on the Hellfires look a bit heavy to me. Given that the kit includes navigation lamps, it's a little surprising that clear nose covers aren't provided.





Instructions and Decals:

I've often been critical of Kitty Hawk instructions for the illogical assembly sequences they depict, but this time things are quite a lot better- although experienced modellers will still probably choose to leave the canopy parts and rotors off until much later.

The drawings are clear and straightforward, and construction is broken down into 26 stages in a neat 18-page booklet. Colour matches for Gunze Sangyo paints are provided (although this isn't stated), along with FS numbers in some cases.

Decals are included for a trio of Vipers:

- 1.US Marines #44, s/n 168049
- 2.US Marines #615, s/n 168003, HMLAT-303 training squadron
- 3.US Marines #640, s/n 168000, HMLAT-303 training squadron.

The first two machines carry conventional camouflage, the third is painted with spectacular red, black and gold striping, with insignia to match.

The decals are printed on two sheets. The first is monochrome and very good quality. The second is quite ambitious in trying to depict the gradated red and gold of scheme #3. Inevitably, this means dithering as small dots - there's really no choice in printing. Sadly, the registration on this sheet is a tad off in the sample kit, so I'll probably go for one of the more conventional schemes, attractive as the option undeniably is.

Conclusions:

Kitty Hawk's new Viper is a little cracker of a kit that should be quite straightforward to build, while still offering plenty of detail. From the pre-release build photos, it certainly seems to capture the insect-like menace of the full-sized machine.





April
2015





Painting Photo Etch Instrument Panels

Tool and Tips article by Robert Kwikkel in 2001 from the Aircraft Resource Center website.

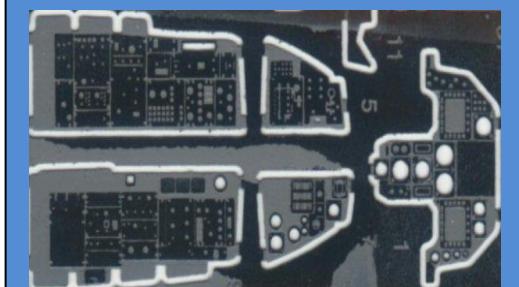
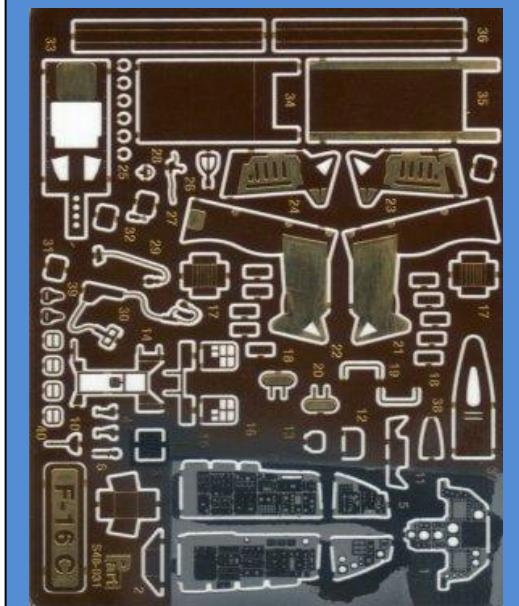
A long time now I've been fiddling about with painting photo etched instrument panels. My first technique was to spray it black and then use the weather-wash way to fill in the gray. But the wash colour always showed the black thru it.

Technique two was to spray the gray first, mask everything with Bare Metal Foil, cut out all the instruments and then spray them black. Drawback was, it is very time consuming and the foil glue, that softened the acrylics. I know that a lot of people use the old method of dry brushing, but I find it messy.

Now my new technique: with the knowledge that acrylic clear varnish is the toughest thing there is, I came to the following way to do my panels. First I clean it, of course. Acrylics bond to metal like nothing else, so the panel is sprayed Tamiya XF-63, dark gray. Now you can clean your airbrush.

By the time your done, the gray is dry. Here's the key point. Spray a layer of Tamiya clear X22 Acrylic. Clean airbrush. Varnish is dry. Now it's time to spray the gray.

Use an enamel paint. This is crucial for this technique to work. I used Xtra x131 dark gull gray 16231, with their airbrush thinner, which speeds up the drying time. Let it dry, so that you can touch it without leaving finger prints. Now take a tightly woven cotton cloth, damp it with white spirit and wipe it over the instrument bezels. You remove the grey enamel without harming the acrylic clear. And look at that tight panel, everything that's etched in to it is grey. I've also tried my index fingertip wetted with white spirit and that works even better.





Upcoming Shows

Start	End	Chapter	City/Area
04/10/2015	04/11/2015	Wright Field Scale Modelers (IPMS/USA Region IV Convention)	Dayton, OH
04/19/2018	04/19/2015	Lorain County	Westlake, OH
04/30/2015	05/02/2015	*AMPS International Convention	Auburn, IN
05/02/2015	05/02/2015	Warren	Detroit, MI
05/09/2015	05/09/2015	MMCL Invitational	Louisville, KY
05/30/2015	05/30/2015	Toledo	Toledo, OH
07/22/2015	07/25/2015	IPMS/USA 2015 National Convention	Columbus, OH
09/19/2015	09/19/2015	Dayton Area Plastic Modelers	Dayton, OH
		* Denotes non-IPMS event (shown for info only)	



Mess Hall.

By: Grunty the Magic Pig

Navy Bean Soup

INGREDIENTS

Nutrition

Serves 8-10

- 1lb navy beans
- 7cups chicken broth
- 8ounces tomato sauce
- 2ham hocks
- 1cup ham, chunks
- 1onion, diced
- 1 -2carrot, diced
- 1 -2stalk celery, diced
- 2bay leaves
- ½teaspoon celery salt
- 1teaspoon garlic powder
- 8 -12peppercorns, in a teaball stainer
- 2teaspoons apple cider vinegar



DIRECTIONS

1. Rinse and sort out navy beans.
2. In a crock pot cover beans with 4 cups of chicken broth and soak overnight.
3. Next day: Do not drain off broth.
4. Add 2 more cups of chicken broth.
5. Add remaining ingredients .
6. Cook on high 3 to 4 hours until ham hocks become tender.
7. Remove meat from hocks and cut into small pieces,return to mixture.
8. Continue cooking on low for another 6 to 8 hours.
9. You may have to add additional chicken broth if soup too thick. If too thin add instant potatoes.