



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

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Special Announcement: It is contest Month in March so make sure that you bring out your latest and greatest so that we can see what 400 feet of snow and sub zero temperatures can be produced by reclusive middle aged men.



Chips, Dips and the Great War

by: Ian P. Dow

Gentleman,

I would like to thank one and all who showed up for the Annual IPMS Livonia Christmas Party. As always it was a good time. Lets put it this way I know I had a good time and I hope that everyone else did also. There was the usual chin wagging and face stuffing of tasty treats and good cheer. It was good to have the opportunity to see everyone and chat outside of the club. I hope everyone got at least one or two good things from the raffle and hopefully something will be built and brought to a contest.

John Kesner was our big winner for the Model of the Year Contest with his Matter Horn Cannon. Congratulations to John for the win and it was definitely well deserved.

In this issue of the Bullsheet I have put a review and some tips on working with Bi-Plane models. I have picked Bi-Planes because the Great War or WW1 began in July 1914 and ended November 1918. This marks the 100 year anniversary of the beginning of the conflict and the beginning of modern warfare. It was said to be so brutal and barbaric that it was the "War to end all wars". Sadly this was not the case. With all war there are lessons learned and lost, and we as modelers do our best to faithfully recreate the vehicles that we have seen or read about.

Since World War 1 was the beginning of the modern era there was limited armor and airplanes and what was used were often very crude. Since we will look at planes this month, one of the big problems modelers have with Bi-planes is rigging them. We will try and demystify the rigging process and hopefully encourage or inspire some modelers to take a second look at Bi-plane building and rigging.

This issue is bulging at the seams with articles, info and other time wasting distractions. Dont get used to it because most will not be this big and I had not intended it to be this large but I was trying to have a couple items that relate to each other in the same issue. I am pleased and thankful for the contributions and information that people are sending me and I want you to know that if I do not use something one month then it will likely get used in a later issue. With that said then please feel free to peruse the newsletter, make any comments you like, add items for content and keep the ideas flowing. Thats what keeps the hobby fresh and exciting. Keep in mind that it is contest month this month so bring out your latest builds so the club can see what you have been up to.

Ian

Bristol Fighter

Reviewed by :Tom Cleaver in Modeling Madness

The Bristol Fighter is easily one of the most outstanding aircraft to have seen combat during the First World War. It was so good that it formed the backbone of the RAF in overseas service policing for the far-flung frontier territories of the Empire throughout the interwar period until it was finally retired from service in 1934.

The versatile Brisfit - as it came to be known - was a maneuverable, heavily armed two-seater biplane designed by Frank S. Barnwell, who would later design the Blenheim, Beaufort and Beaufighter of the Second World War.

Design began in mid-1916, and took into account combat reports from the Western Front of the wretched B.E.2 series. Barnwell's design was for a 2-seater that could survive in a hostile sky. Pilot and gunner were placed back to back, where they could coordinate their efforts. The strange design, with the lower wing attached to the fuselage by struts, was done so that the upper wing could be lowered sufficiently to give the pilot excellent visibility and to allow the gunner to fire his weapons in a full 360 degrees, while maintaining sufficient separation of the biplane wings to maximize lift without increasing drag. Barnwell also chose the powerful and reliable new Rolls-Royce Falcon as the aircraft's power plant, providing it with both good speed and lifting ability. The prototype F.2A flew in late 1916 and was soon ordered into production.





The definitive F.2B differed from the original Fighter in having a smaller horizontal tail with larger elevators, thus improving maneuverability.

At first, the pilots of the Royal Flying Corps didn't understand that the name Bristol Fighter meant just that. The airplane was originally seen as just another 2-seat Corps Reconnaissance aircraft, and when it was handled the way the one handled a B.E.2 or R.E.8, losses were severe. The inexperienced pilots and observers of 48 Squadron - the first unit to take the airplane on operations - mistakenly believed from looking at it that the Bristol Fighter was structurally weak. Squadron C.O. Leefe-Robinson - who wore the dull red ribbon of the Victoria Cross as the first pilot to down a Zeppelin - instructed his pilots to avoid violent maneuvers during combat.

Leefe-Robinson perished following his own advice, when he and the pilots of six Bristol F.2A Fighters encountered Manfred von Richthofen and his flight of five Albatros D.III's near Douai in late April, 1917. In a fight that lasted almost 30 minutes, four of the British aircraft were shot down, including that of the commander. The disastrous fight with *Jasta 11* almost convinced the British to withdraw the aircraft from service.

The pilots of 11 Squadron, the second unit to go on operations, fortunately did not make the mistake their compatriots had in 48 Squadron, basing their view of the airplane on their experience flying it. They soon discovered that this was not just another 2-seater, but really was instead a 2-seat fighter, one that was fully capable of mixing it with German single-seaters successfully, with the additional advantage of not having a "blind spot" to the rear. By the late summer of 1917, the *Jastafliieger* had decided that attacking more than two Bristol Fighters with less than a full *Jasta* was harmful to their continued good health. Several pilots, including Major Keith Parks of 48 Squadron, achieved high scores with the BristolFighter.

Keith Park:

Keith Park was born in Thames, New Zealand on June 15, 1892, the son of a Scottish geologist for a mining company. He had an undistinguished youth, but was keen on guns and riding, where he showed great skill. In 1911, at 19, he joined the merchant marine as a purser, gaining the family nickname "Skipper."

Upon the outbreak of the First World War, Park left the merchant marine and joined his Territorial Army artillery battalion. As a Sergeant, he took part in the landings at Gallipoli in April 1915, seeing combat at Anzac Cove. Park's record in combat was recognized by a battlefield commission as a 2nd Lieutenant in July 1915. He commanded an artillery battalion during attack at Suvla Bay in August 1915. After several more months of squalid combat, he made the unusual decision of transferring to the British Army, where he joined the Royal Horse and Field Artillery.

Park was finally evacuated from Gallipoli in January 1916. His battalion was sent to France to take part in the Battle of Somme. It was here that he became aware of air combat, receiving a taste of flight when he was taken aloft to check his unit's camouflage.



Park was wounded on October 21, 1916, when he was blown off his horse by a German shell. Evacuated to England, he was medically certified "unfit for active service," which actually meant he was unfit to ride a horse. With that, he volunteered for the Royal Flying Corps and entered flight training that December.

He proved such a good pilot that after graduation from training, he was posted as an instructor from March, 1917, to June 30, when he was sent to France where he managed a posting to 48 Squadron, based at La Bellevue near Arras. Arriving there on July 7, 1917, he quickly learned to fly the Bristol Fighter, which the squadron had finally learned the hard way was indeed what it claimed to be - a fighter. On July 12, the squadron moved to Frontier Aerodrome just east of Dunkirk. Park quickly achieved success against German fighters, being awarded the Military Cross on August 17 for shooting down two German fighters "out of control" and damaging a third and fourth one sortie. Following this, he was promoted temporary captain on September 11, 1917.

In November, he took an extended leave from combat, returning to France in January 1918 as a Major, assigned as Officer Commanding 48 Squadron. In this post, he demonstrated his ability as a tough but fair commander, providing discipline and leadership, with an understanding of the technical aspects of air warfare.

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By November 1918, the strain of command had all but exhausted Park. He was credited with 5 individual victories “destroyed” and 14 “out of control,” with one shared, for a total of 20, which made him the New Zealand Ace of Aces for the First World War. He was awarded a bar to the Military Cross, the Distinguished Flying Cross, and the French Croix de Guerre. His 13th “victory, recorded , September 5, 1917 was Leutnant Franz Pernet of *Jasta Boelcke*, the stepson of General Erich Ludendorff. Park was also shot down twice during the war.



Of course, Sir Keith Park is far better known to history as the man who won both the Battle of Britain and the Battle of Malta. Having stopped the *Luftwaffe* over Southern England with tactics that the “traditionalists” in the RAF disapproved of, and demonstrating by so doing that the people like Air Vice Marshal Sir Trafford Leigh-Mallory or Air Vice Marshal Sir Sholto Douglas didn't really know what they were talking about in terms of useful strategy, he was naturally rewarded for his success by being summarily relieved of his command that December. After building up the air defenses of Egypt, he was sent to Malta in July 1942, where he demonstrated a tenacity and use of aerial warfare that was sufficient to save the island during its darkest hour, and going on to make substantial contributions to final victory in North Africa with his use of maritime strike aircraft to cripple the Afrika Korps' logistic support.

Today, Air Marshal Sir Keith Park has been finally honored by a statue in Waterloo Place in London, which was publicly unveiled on Battle of Britain Day, September 15, 2010, officially recognizing his achievement of having saved Britain, and the world, from Adolf Hitler.

THE KIT

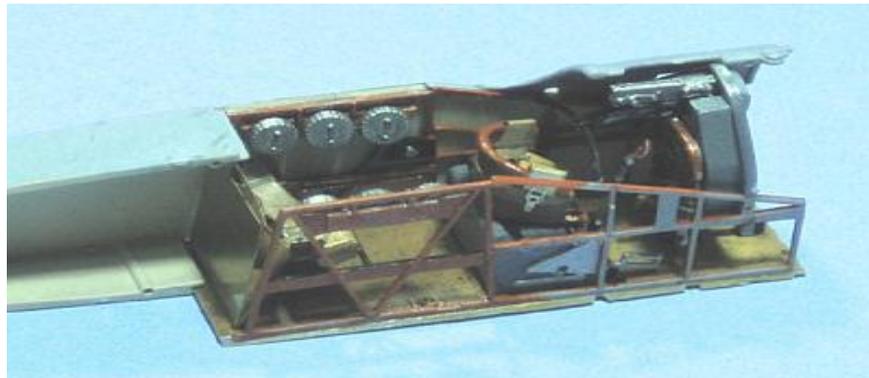


The kit, like the others in the series, is designed to be buildable by modelers who have not previously built World War I models. As such, the design is as close to “idiot proof” as a World War I airplane model can get (this does not mean it is a “shake and bake” kit by any means). All parts are crisply molded, and the 12 page instruction booklet provides some of the best drawings and instructions ever put in a kit, with photographs of the real thing to assist construction at every stage.

Decals are provided for five aircraft, including one of the Bristol Fighters flown by Keith Park with 48 Squadron.

Pheon Decals has also released a sheet of decals for this kit, providing markings for eight different aircraft. For the purposes of this review, I used the Wingnut decals for the individual markings of Park's airplane, and the Pheon Decals for the national markings.

CONSTRUCTION



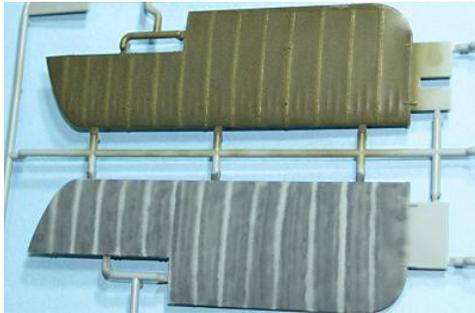
This is a kit where, if you follow the instructions step by step, you will achieve a very accurate model with little or no difficulty in the process. I did find it practical to differ from the instructions by assembling and attaching the mid-sections of the upper and lower wings to the completed fuselage, then attaching the landing gear, before attaching the outer wings, as the result of reading Bud Highleyman's review in *Scale Aircraft Modeling*. This did make things easier, since the center sections were firmly in place, making it easier to attach the outer wings with their interplane struts.

Another good idea is to pre-paint as many of the parts as you can while they are on the sprues. It's also real useful to look at the color photos of the real thing that are provided, so you get the right color shades and any "wear and tear" you want to show.

Once everything was painted, I started by assembling the very well detailed cockpit interior, which is nearly a model in and of itself. I then attached the completed assembly to the right fuselage half and glued the fuselage together. I also assembled the wings and tail surfaces, after painting them.

COLORS & MARKINGS

I "pre-shaded" the fuselage, wings and tail surfaces by painting the areas around the internal structure with Tamiya "NATO Black," then painted the lower surfaces with Gunze-Sangyo "Sail Color" and the upper surfaces with Tamiya "Dark Khaki." The end result gives a feeling of a "hollow" airframe. The Cowling parts were painted with Xtracrylix "RAF Ocean Grey," which is a close approximation to the "Battleship Grey" color used on the real thing. I then applied a coat of Xtracrylix Gloss Varnish to everything. I finished this process by applying the decals, which went on without difficulty. and gave the semi-assembled model another coat of Xtracrylix Gloss.



FINAL CONSTRUCTION

After looking at the pictures of the actual engine, I decided I did not want to go to the length of doing all the wiring that would be necessary to make that installation look accurate, so I assembled the essentials of the engine and then closed up the cowling. I have seen photos of this kit down with the engine fully exposed, and it is well worth the effort of anyone who undertakes that part of the project. The wings and tail surfaces went on without difficulty. I posed the rudder and elevators "dynamically," having set the controls in the cockpit to the correct positions for this.

Rigging:

The rigging for the Bristol Fighter is complex, which is why I would not recommend this model to a first-time World War I modeler. After attempting to do the double flying wires with the RB productions photoetch "raf wire," I could not get them to line up properly attaching them separately. I reluctantly pulled them all out, and then used .010 brass wire, painted silver, which I was able to bend in a "U" so that the wires were properly lined up, then attached them with cyanoacrylate glue, then slipped the single wires into position. I used the RB productions BA4 wire for the inter-strut bracing, and the BA2 wire for the control wires. I have to say that in this size model, doing something like what I finally did is about the only way to represent the double wires with any kind of accurate look in the end.

CONCLUSIONS

The Bristol Fighter is one of my all-time favorite aircraft of the First World War, and this kit by Wingnuts is definitely the best kit of this airplane in any scale. The fabric surface detail is both beautiful and accurate in its representation. The design of the kit makes what is a difficult model with any of the other kits (and I have built them all) quite easy. If you've got a few successful World War One projects completed, then you are quite likely to have a great result with one of the best World War One models ever released. Take your time, follow the instructions, and you will be very happy with the result.

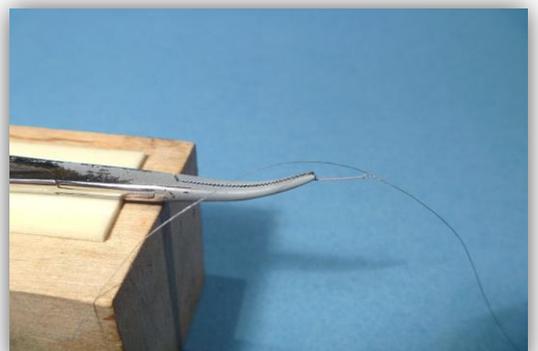
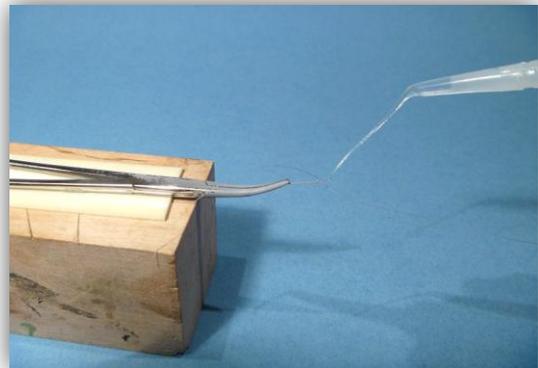
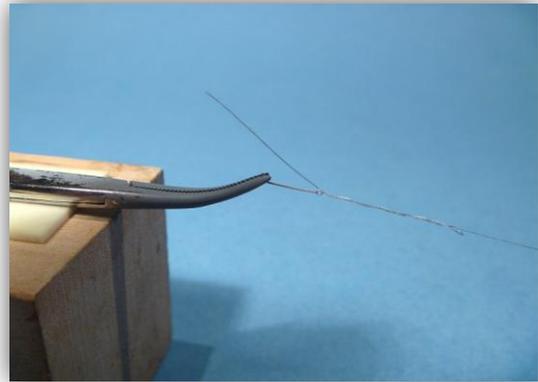
Tips, Tricks and Ideas That May Be Useful

By: Jeffery Edge

The 1st thing to do is make about a lots and lots of eyelets. I have to take some pics of this part of the process but you will get the idea of they look from the right pic in the 2nd row. Make a small wire hook and chuck it in a Dremel. Loop a short length of .006" fly tying wire on the hook and at a low speed twist the wire tight. The doubled eyelets are made by taking a piece of wire to make an eyelet and pass it through the hole of 1 already made. Twist it with the Dremel as before and you'll have 2 connected eyelets.

If you look at a lot of rigging on the 1:1 birds you will see that a common look is a turnbuckle with eyelet at each end and cables attached to that. The cable too can have an eyelet that is made by a metal piece to form the loop and the cable is either woven back into islet of whipped with a thin wire. The photos below start at the point of simulating that whipped look at the cable end.

Glue one of the lines made previously into a pre-drilled hole. I have seen many biplane builds with the top wings on and a nest of lines curled up glued in place in preparation for the final rigging. If this is thought out carefully and the cables that are more toward the "inside", you should be able to get the outer ones in without too much trouble.



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Glue an eyelet for the other end of the cable in place. All the holes for rigging should be pre-drilled. Drilling at an angle can be tricky so don't bother. Drill the holes straight. When the eyelets are glued in place they can be easily bent to at an angle if appropriate. The barrel of the turnbuckle is a 1/8" (that scales up to 4"... perfect) length of 0.5mm brass tube. If need be the end of the tube can be widened a bit by poking a straight pin into the ends of the tube and giving it a little wiggle. If the eyelets are twisted tight they should fit in the tube. Glue an eyelet with the line at one end and a doubled eyelet at the other. Use slow curing CA because capillary action will pull the glue through the tube and it hardens too quickly you will never get the other side in the tube.

A drop of thin CA will keep it from unraveling. Trim the excess off with a very sharp blade.

... then back though the tube in the opposite direction. That's important to keep part right or the tube won't slide back up the line.

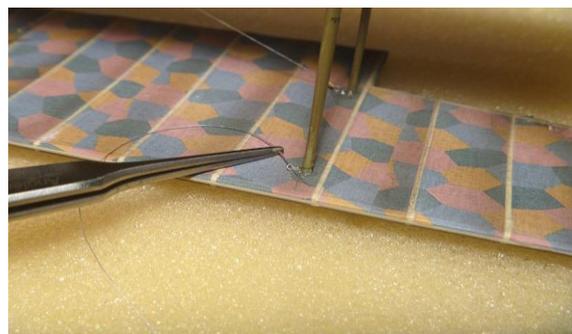
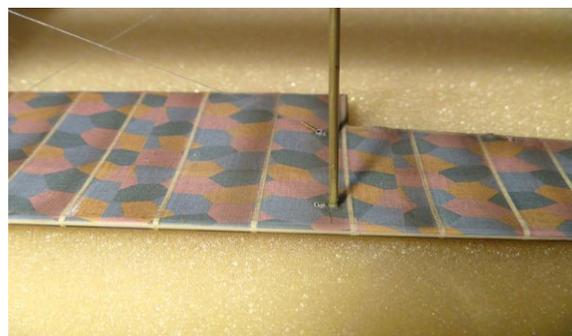
I use some small tweezers to grab the tube and slide it up to the eyelet keeping tension on the loose end of the line. Once it's snugged up at the tension I want I hold the end of the line at a little bit of an angle to keep the tube from sliding back down.

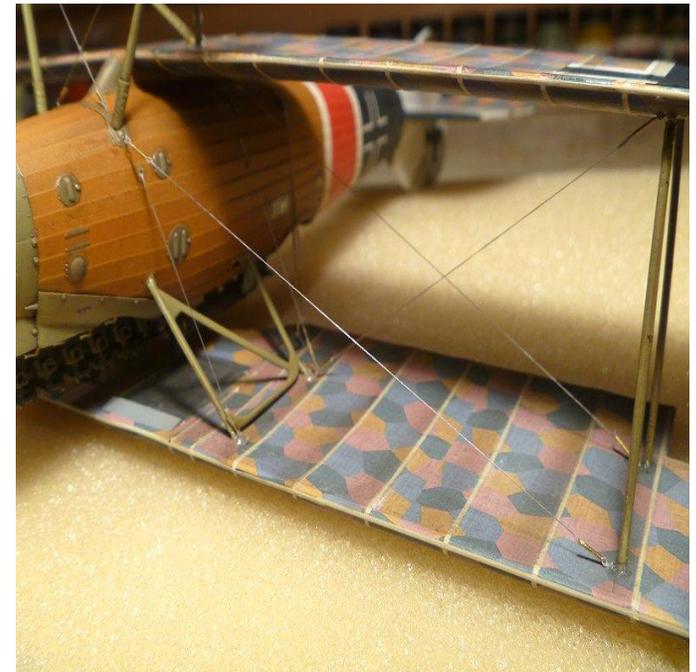
Slip the rigging line through a piece of brass tubing and slide it down out of the way a bit. Open the end of tube as described above if need be and they can be, very carefully, drilled out a little to make some room. In this case I am using a multi-strand fly tying thread that when pulled tight has a pretty even look for thickness down its length. I take about 1' on the end and run it trough a drop of thin CA and let that harden. It doesn't take long. This stiffens the thread and I cut the tip at an angle to aid in threading it through the tube.

Feed the line through the open eyelet...

And there you have it. Nice tight rigging. This does add some stability to the models and it is important to get the tension even form side to side or it can pull the wings out of alignment. Do the same cable on each side before moving on to the next position. Depending on what material you use you may even be able to use the blown out match trick, like for stretched sprue, to get the line a bit tighter if need be.

A little drop of thin CA to soak up into the tube, let that harden, here i am touching it with a little accelerator to hurried it along, and trim with a sharp blade. I find a scalpel really cuts best in this situation.







The Bullsheet

News, Notes and Events

By: Town Cryer

Updated Show Schedule for the 2014-2015 Modeling Season.

Start	End	Chapter	City/Area
03/15/2014	03/15/2014	Roscoe Turner	Indianapolis, IN
03/22/2014	03/22/2014	Three Rivers	Pittsburgh, PA
04/03/2014	04/05/2014	*AMPS International Convention, Fredericksburg, VA	
04/11/2014	04/12/2014	Wright Field Scale Modelers (IPMS Local / AMPS Regional)	Dayton, OH
05/09/2014	05/10/2014	Warren (IPMS/USA Region IV Convention)	Detroit, MI
05/17/2014	05/17/2014	Military Modelers Club Of Louisville	Louisville, KY
05/31/2014	06/01/2014	*Wonderfest, Louisville, KY	
08/06/2014	08/09/2014	IPMS/USA 2014 National Convention, Hampton, VA	
09/06/2014	09/06/2014	Dayton Area Plastic Modelers	Dayton, OH
09/13/2014	09/13/2014	NWVMM	Shinnston, WV
09/20/2014	09/20/2014	Shenango Valley Area Scale Modelers	Sharon, PA
09/27/2014	09/27/2014	Kalamazoo Scale Modelers / West Michigan Scale Modelers	Kalamazoo, MI
10/04/2014	10/04/2014	Erie Scale Modelers	Erie, PA
10/11/2014	10/11/2014	Cincinnati Scale Modelers	Cincinnati, OH
10/12/2014	10/12/2014	Lorain County	Lorain, OH
11/02/2014	11/02/2014	John H Glenn / Western Reserve	Cleveland, OH
02/07/2015	02/07/2015	Mid-Michigan	Bay City, MI
04/10/2015	04/11/2015	Wright Field Scale Modelers (IPMS/USA Region IV Convention)	Dayton, OH
05/02/2015	05/02/2015	Warren	Detroit, MI
05/30/2015	05/30/2015	Toledo	Toledo, OH
07/22/2015	07/25/2015	IPMS/USA 2015 National Convention, Columbus, OH	

* Denotes non-IPMS event (shown for info only)



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2014 SCHEDULE

For event details please call the
Event Hotline 734-779-7276
All Events are Rain or Shine

May 8th (Thursday)

Open House & Cruise-in
5:00 p.m. - 8:00 p.m.

Clearance Sale 10:00 a.m. - 8:00 p.m.

June 12th (Thursday)

Open House & Cruise-in
5:00 p.m. - 8:00 p.m.

Driver Autograph Session time TBD

August 14th (Thursday)

Open House & Cruise-in
5:00 p.m. - 8:00 p.m.

Driver Autograph Session time TBD

**Dates may be subject to change

For the Motor Heads in our Club, Roush is having their annual open house on May 8th, June 12th and August 14th.

Mark your calendars and go see what the automotive world may have to offer if you are out and about those days.

MARCH SPECIALS

2666



Size: 20" x 30"

Roush Racing

Welcome Mat

SALE \$20

Regular \$35



1625



1626

Roush 427R Unsigned
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Regular \$35

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2167



2234

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Kids Club Goes National or Local Boy Makes Good on Modeling

By Bob Blevins

Its official. We're somebody now! The former Nankin Kids Club will now be known as IPMS/Motor City Kids at <http://www.ipmsmotorcitykids.com/>. As of March 1st, we are an officially chartered club of the International Plastic Modelers Society (IPMS). We have met the requirements of IPMS/USA which includes a minimum number of junior members join IPMS/USA. We're all set for the first year so a big HAPPY BIRTHDAY to IPMS/Motor City Kids !!!

Just a reminder - we're in our last month of this modeling season. March 29th will be the last meeting. Well have lots of fun with the model discussion, model bingo (MINGO), the kit raffle and of course we can't forget pizza, pizza and more pizza !! We'll supply pizza and drinks. Parents are welcome to bring treats and such but it isn't mandatory.

We're going to make a couple of changes next season starting with this summer. During our off months (April-September), we'll email all members to announce a "Build Day" perhaps on a Saturday or Sunday. We'll meet for a few hours and just build like we do on Saturday mornings. Perhaps we can go outside and teach the kids how to spray paint and how to use an airbrush. These build days may start at 10 or 11am and go until maybe 2 or 3pm. I know many familys have plans throughout the Summer, but hopefully you'll be able to come once or twice during the off-season. These build days won't be on a regular schedule. They will be whenever we can work it in to our summer schedules. Hopefully at least once a month.

The other change is that we will be having a model contest for the kids at the last meeting of March. This will be starting NEXT season. NOT at the end of THIS month. We work out the details next season.

That's it for now. See you next week.

Bob Blevins



The Bullsheet

Contest Corner

By Ian P. Dow



1st Place FLK -PZR

By: Tim Howell



2nd Place RocBot

By: Jeffery Edge

3rd Place
Hindenburg

(Not Shown)

By: George Smith

Model of the Year Standings

Tim Howell 10 Points

Jeff Edge 6 points

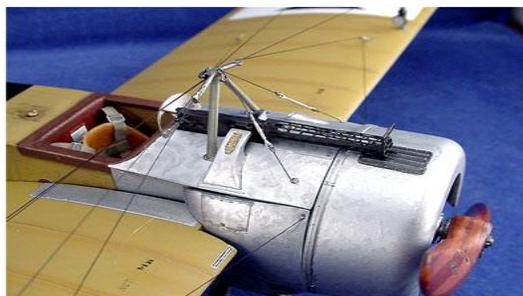
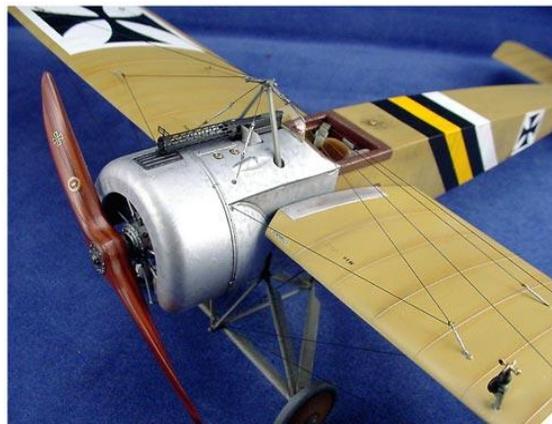
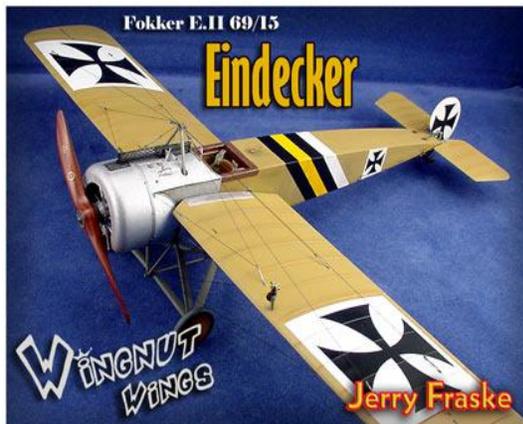
George Smith 4 points

Website Spotlight Feature

By Rick Forsys

Our Website Feature is the Fokker E.II 69/15 Eindecker by Jerry Fraske. This is a Wingnut Wings kit and a full review of the build and kit can be found on our webpage at this link:

<http://www.ipmslivonia.org/ipms/Gallery/Eindecker/JF-Eindecker.htm>





In the spirit of St. Paddys Day I thought a little Corned Beef and Cabbage would be good for this months taste treat. Bon Appetite!

Prep Time 10 minutes **Cook Time** 8 hours 30 minutes

This slow-cooker corned beef and cabbage recipe is so simple, you don't have to wait for St. Patrick's Day to roll around for an excuse to make it. In my house, we whip this recipe up at least once a month. Best of all, leftovers make great sandwiches for the next-day lunchboxes!

What you'll need

- 1 (4 - 5 pound) corned beef, rinsed
- 1 medium head of cabbage, cut into 2-inch wedges
- 6 red potatoes, halved
- 4 carrots, cut into ½-inch chunks
- 1 medium onion, cut into ½-inch chunks
- 2 cups low sodium chicken stock or water
- 8 ounces beer (any unflavored kind will do; you can substitute water here, as well)
- 3 large bay leaves
- 1 tablespoon Dijon mustard
- 1 teaspoon black pepper corns



How to make it

1. Place onions, carrots, and potatoes in the bottom of a large slow cooker pot.
2. Rinse the corned beef and lay it over the vegetables. Add in bay leaves, pepper corns, and Dijon mustard.
3. Pour beer and stock over everything. Make sure liquid covers most of the corned beef; if not, add more water or stock. Cover and cook on low setting for 8 hours.
4. Add the cabbage to the slow cooker and cook until cabbage is just tender (about 30 minutes).
5. Plate beef and veggies.
6. Slice beef against the grain and serve with extra mustard.