

The KETCHUP is NOT Quite KAUGHT UP
But it's getting' there...

The next monthly meeting for Capt. James J. McKinstry Chapter IPMS/USA
Friday, MARCH 16, 2018 – Arlington Hts. Memorial Library
CONFERENCE ROOM I ~ Meeting starts at 7:30 PM
Meeting theme for MARCH– Viet Nam war / era

THIS is our 47th year as an IPMS/USA Chapter
Club Officers

Norris Graser	President	Dan Paulien	Vice Pres./Program
Mike Hanlon	Secretary/Treasurer	Paul Gasiorowski	Chapter Contact
The Tick	Newsletter Editor	Frank Ress	McWeb Master

This newsletter covers the February 2018 meeting. The theme for the meeting was China Burma India/CBI WW II. Several models relating to the theme were on hand.

McWeb is current through July 2017 as far as newsletters, images and kit review/articles. It's worth a visit as there are 170 reviews dating back to 2001.

Here-s the link for IPMS McKinstry McWeb <https://ipms-mckinstry.org/>

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Meeting Dates and Themes

Monthly themes 2018

Mar 16	ROOM I Viet Nam War
Apr 20	ROOM I Army Aviation
May 25	HENDRICKSEN RM MTO WWII
June15	ROOM I Battle of Britain
July 20	ROOM I AF and Navy 1950's
Aug 17	HENDRICKSEN ROOM Strategic Air Command

MEETING NOTES

MEETING NOTES by ~

Paul Gasiorowski and The *Tick*

Dues are due! Happy to note that dues have not gone up this year and remain at \$15 bucks. Just a few of you "stragglers" left to pay up..

Tonight we had a full house, a total of 16 souls.

Paul Gasiorowski, Bill Soppet, Brian Gardner, Dave Kopielski, Jim Batchelder., Mark Storer, Bill and

Joanne Dunbar, The *Tick*, Mike Hanlon. Lee Lygiros, Dan Paulien, Frank Ress, Carl Geiger and 2 guests the *Tick* invited, Mike Hede and Chad Hill.

The meeting started off with Dave Kopielski. showing us some pictures of his completed 1/350 scale carrier. This was a super job and article will be in an upcoming issue of the IPMS magazine on the detail of building the ship. Here are some links to view info and images:

IPMS McKinstry McWebsite <https://ipms-mckinstry.org/>

Facebook Album [USS Carl Vinson CVN-70 | Facebook](#)

IPMS Gallery [Members Gallery / 2018 / February / 1/350 Carl Vinson by David Kopielski | IPMS/USA Gallery](#)

Flagship models [Lighting Ship Models \[FMCD - 18\] - \\$12.95 : Zen Cart!, The Art of E-commerce](#)

The theme for the February meeting was the China-Burma-India Theater of operations / WWII. A good turnout of models for Show and Tell that included several subjects pertaining to the CBI/WW II.

The theme for next month's meeting will be Vietnam, so anything goes, armor, ships, jets, propeller planes. Subjects can include the French-Indochina war which lasted from 1946 to 1954.

IPMS/USA is looking for fresh members and we had 3 takers for the application, Brian G., Bill D. and Jim B. So that would bring us to 13 members for IPMS and increase of 30% to 13 members. Like Norris said I couldn't sell a cemetery plot. (YOU can do better ~*Tick*)

The *Tick* announced club dates and themes through August 2018. Dates and themes are posted on page two of this newsletter.

Starting with the March meeting, we will assign 3 members per meeting to talk about or demonstrate some modeling tip that makes their modeling easier. We would like ALL members to donate a tip over the course of this year. The 1st three volunteers are: Jim Batchelder, Carl Geiger and Frank Ress.....

Models at the meeting included B-17, 1/32nd scale, HK Models~ John Koziol; BOMARC 1/72nd scale Frank Ress; P-51D Mustang, 1/48th Airfix; P-51D Mustang, 1/48th scale Meng; P-51D Mustang, Tamiya 1/48th Scale ~ Mike Hanlon; Nike Ajax Missile, Renwal (Revell re-release) box scale approximately 1/40th scale; Corporal Missile, Revell 1/35th Scale ~ Dan Paulien; He-111 H-8 with V-1, Revell, 1/48th Scale ~ Dave Kopielski; Grumman XF5F Skyrocket MPM, 1/72nd Scale ~ Carl Geiger; Snark Missile Lindberg; 1/28th Scale; AN-30B Eastern Express, 1/144th Scale; Vickers Vanguard, Airfix, 1/144th Scale ~ Paul Gasiorowski; 1/48 scale P-40K, Hasegawa and P-40K AMT/ERTL ~ The *Tick*

(XF-3) for leading edges. Green applied using a sponge

Dave Kopielski



1/48th Scale Hasegawa P-40K



Eduard cockpit and Tamiya paints. P-40K Named Nick Nichols Nip Nippers. Pilot was Capt Franklin Nichols, 7th FS/49thFG Port Moresby New Gui, March 1943

FEBRUARY MEETING

Dave Kopielski



1/48th Scale Hasegawa Ki43-II Late Hayabusa (Oscar)

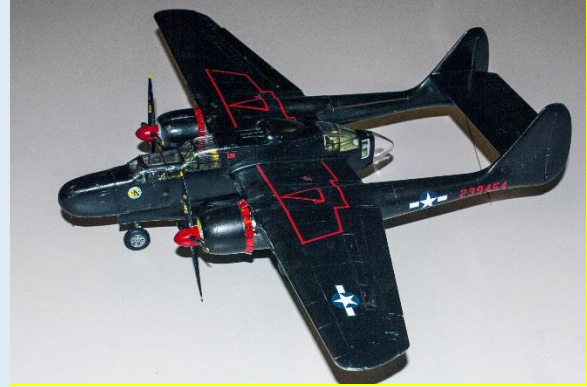
Modified cockpit + Eduard parts and engine. Tamiya IJA Green over Tamiya Bare Aluminum Metal Silver. Tamiya Flat Yellow



James Batchelder



1/48th Scale Great Wall Hobby P-61B
 Eduard phot etch cockpit set, Subbed the turret with obne from the Monogram kit as it fit better than that supplied in the GW kit!
 Model Master paints.



P-61B 42-39454 Cooper's Snooper. Pilot was is Lt. George C. Cooper, 548th NFS, Iwo Jima, Spring 1945. Zotz Decals

Bill Dunbar



J-5 Piper Cub, Cleveland Kit.



Bill Buult this paper and wood model in 1947! Testors paint.

Mike Hanlon



1/48th scale Tamiya P-51D Mustang CBI
– The BLUE PICKLE 529th FS/311th FG
1945 Decals by Superscale sheet #48-1192



Alclad II Aluminum . Gunze Sangyo RLM 04 Yellow and Tamiya O.D lightened with yellow –geen for the anti glare. Full review: <https://ipms-mckinstry.org/kit-review-archives/>
 Jan 2013

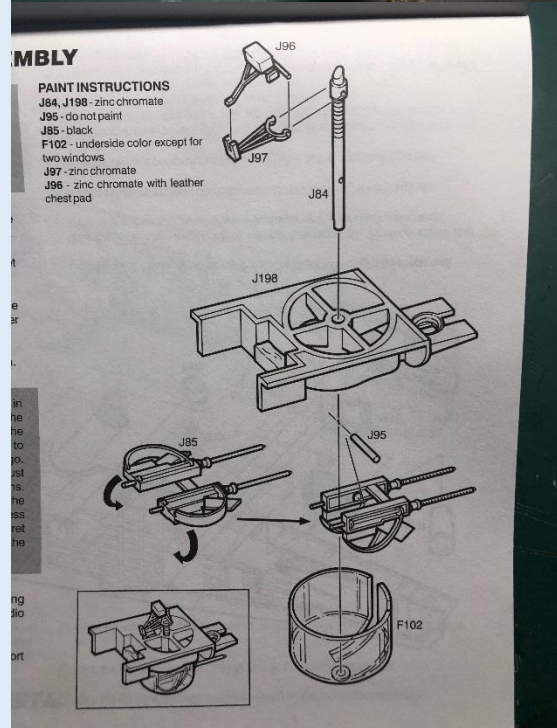
Mark Storer



1/48th scale B-17E conversion –WIP...
Base kit is Monogram and the conversion parts are Koester Aero Enterprises Vacu form



Mark will be using the Sperry turret from the Accurate Miniatures kit of the B-25B. The part numbers being used are J-96,J-97,J-84,J-198, J-85, J-95, and -102. The Sperry Remote Control ventral turret was only used on the first 100 or so B-17Es. The sighting periscope made the gunners too dizzy to use it properly, so it was replaced. many B-17Es had this replacement done out in the theater of operations. All the B-17Es that were in the fall of the Philippines and the Dutch East Indies had the Sperry.



Mike Hanlon



1/48th Scale Hasegawa Nakajima Ki 27 type 97 "Nate". Kit and LifeLike decals. Tamiya paint

Paul Gasiorowski



1/144th Scale Roden VC-10 Tanker. Joy Decals for the 90th anniversary scheme for RAF 101 Squadron



. Fuselage is a commercial version BOAC VC-10. To get to the military version, many windows had to be filled and sanded smooth. Model Master Acrylics, Lt Sea Grey

Paul Gasiorowski



1/144th scale Minicraft B-29A Paul used black decal stripes from the spares box for the canopy framing. O.D and N. Gray Model Master Acrylics.



Faber-Castell Silver Ink pen was used for the aluminum leading edges.

Mike Hede



1/48th scale Tamiya P-47D razorback. Lt Col HOLT 390th FS/366th FG

SO! You need a reason to build a model? Besides the odd paint scheme, loud nose art? Try history. This is what Mike came up with for his Magic Carpet build: "Magic Carpet" | Lt. Col. Harold Holt | 390th FS | 366th FG | 9th Air Force | January 1945

A little about "Magic Carpet"...

175 missions replaced most everything at least once. That's why the wings are bare metal and the fuselage is painted.

After combat damage repairs and replacements of

- 3 right wings,
- 2 left wings,
- 2 engines,
- 2 tail sections,
- 3 sets of gun barrels,
- 2 sets of landing gear,
- 2 canopies plus an instrument panel and fuselage tank.

Mike Hede



1/48th scale Tamiya P-47D in the markings of Black 3, 6th Fighter Squadron, 1st Air Commando Group based in Asanol, India.



Tamiya O.D Gull Gray undersides. Alclad metal. Zotz Decals for Magic Carpet

The airplane was gifted by her support and maintenance crew with a new nickname: the "Flying Spare Parts Section".

The pilot, Harold Holt, started a business while still in college, selling rugs. Hence the nickname of his airplane, the Magic Carpet. He ran the business until 1990.

On July 11, 1944, Col. Holt's squadron and another squadron discovered a line of 60 German tanks - unknown to U.S. ground forces - advancing on Isigny, a town in France. Despite driving rain and intense antiaircraft fire, the squadrons destroyed 35 tanks and ended the threat.

Through 133 low level combat missions; part of 156 fighter bomber missions, he was awarded 28 Air Medals. That's one ribbon, 27 gold oak leaf clusters. I'd like to see how the hell he displayed that. He was awarded many other medals, including the Silver Star.



Mike used aftermarket seat belts and engine. What decals used came from his spares box, and the rest of the markings were painted on.

Norris Graser



1/48th scale AMT/ERTL P-40K Miss Wanna II 1st Lt Charles White 25thFS/51st FG Yunnanyi, China. This was one of the initial P-40Ks delivered to China in September 1943.

The model depicts Lt. White's P-40K in the summer of '44. White did 111 missions. On one mission, he was hit and took shrapnel in a leg.

This P-40K features the markings for the "Assam Dragons" dragon mouth from B flight complete with stylized B on the tail

Norris Graser



1/48th scale Hasegawa P-40K "DUKE" Maj Robert Liles CO16thFS/51stFG Chengkung China December 1943 One of 68 pilots who flew off the USS ranger May 1942. (Karachi) Then to China July 1942. Liles had 5 Kills and a probable all between 30 July 42 and 18 Dec 43.

The Tail art is a diving eagle with a Tojo in its talons.

There are a few things that I did not like about this model! The aft canopy glass does not fit. Seat framing is fragile and easily breaks. Trifurcated intake needed a clamp to force it to mate with the intake opening.

As the fuselage is an E variant, the modeler has to cut off the tail section and replace it with the shorter "K" tail included in the kit. What seemed like a daunting task, actually works very easily. Some minuses include soft cockpit detail and landing gear. Overall though a nice kit to build and any modeler can get around the soft detail with aftermarket gear and decals or etched metal for cockpit panels. Paints Gunze Dark drab and Model Master FS 30219 which (at least at that time) was a "muddier" tan. The underside neutral gray is also Model Master. DECALS SuperScale 48-711 or 1261 (Popular enough to be released twice)



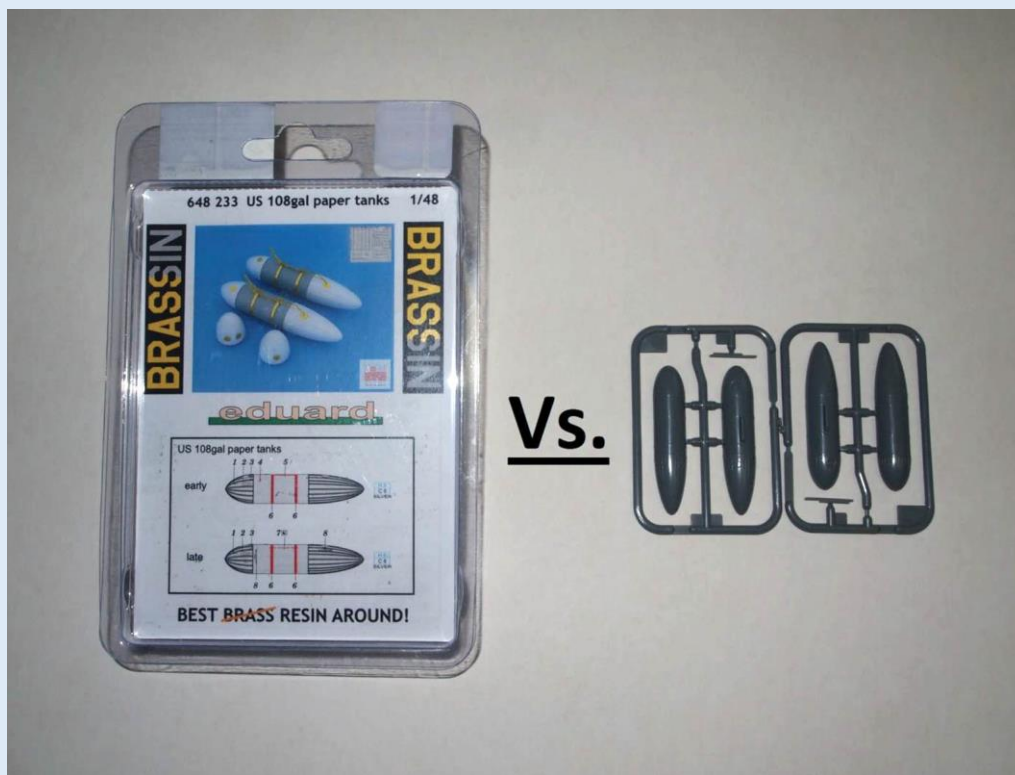
As with the ERTL kit, a separate tail to turn the E fuselage into a "K" is supplied.

For the topside, Model Master 086 Dark OD was used for the base color. Then, lightened with a few drops of gray to weather the paint a bit and last used Model Master 087 - a lighter OD to counter shade the darker OD. For decals, Floquil Crystal Cote gloss and last, PolyScale clear flat finish. Instead of the useless kit lights, I used 2 part clear epoxy. Decals for this subject is on SuperScale # 48- 1261

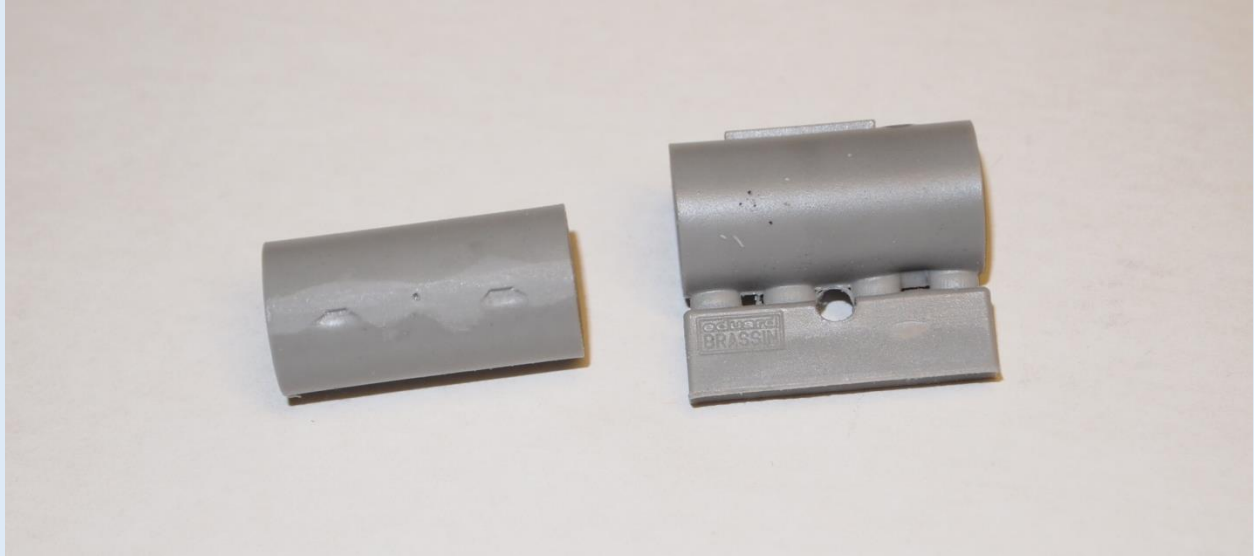
Frankentanken

BY Ed Mate

The 108 gal. paper tanks in the Tamiya 1/48 P-47D Thunderbolt kits are decent, but the modeler is challenged with cleaning up the seams on the nose and tail without destroying the fine raised detail. On many of my kits that last "rib" of fine detail is detached due to the difficulty of removing the parts from the mold. This is the reason I looked into the Eduard Brassin product.



However, working with the Brassin parts a number of other modeling challenges appear. The parts don't attach to the model the same way so a mounting system must be created, multi-media - the straps and some details are made of metal and must be bonded to the resin, but by far the worst on this Brassin set is dealing with removal of the pour stub and clean up of the resulting mess.

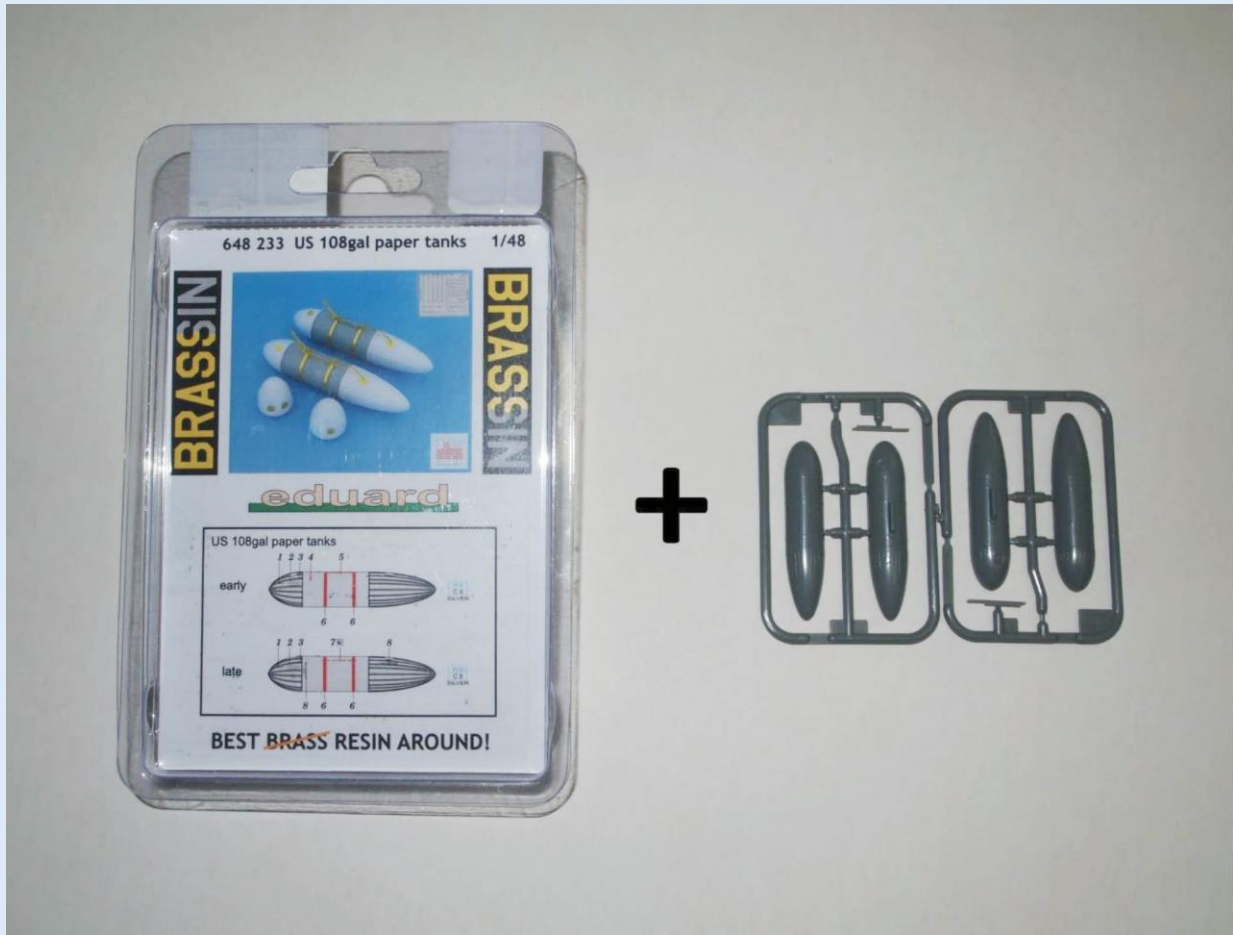


Additionally, Eduard did not provide the "strap" at the transition from the cylinder to the nose and tail parts so an additional set of straps must be fabricated. I find it easier to work in plastic than in metal so I fixed up a tank using 0.005" plastic strips:



The challenge with this approach is keeping the center straps parallel with each other and the front and rear strips while using near-instant drying super glue to bond the mixed media (plastic to resin).

Looking for a solution to these issues led me to my current approach - the *Frankentanken*. This Frankenstein approach uses the kit parts for the cylinder and straps and the Brassin nose and tail parts with their nicely done rib detail.



The first step is to assemble the Tamiya kit parts paying close attention to the center cylinder to get the seam as good as possible with the straps aligned. No need to worry about closing the gaps at the nose and tail.



The next step is to clean up the seams like any seam work done on a plastic model. I like to use a Flexi-file with a sanding strip that has been thinned to easily fit between the closest straps near the tail. Then I polish out any scratches with fine grit sanding pads.



Now, cut off the nose and the tail. I use a razor saw and leave a little "waste" for final clean up ahead and behind the front and rear straps.



Now carefully trim the waste away and clean up the ends so they are nice and square. I use my lathe for this step but it can be done with a flat file - choose one that is wide enough to cover the full diameter. Also, I found that removing the alignment pin protrusions on the inside helps avoid any interference with the resin parts.



Now this is a very important step - do not neglect it! Drill a small diameter hole through the cylinder from outside to inside. I locate the hole in the mounting tab so it won't be seen and won't need clean up later. I discovered this the hard way. Epoxy cures with a thermal reaction that heats up the air trapped inside the cylinder. The expanding air ejects the part being bonded. So if you don't want to hold the parts together for a seeming eternity, drill the hole to give the heated air a route to escape.

Next, attach the resin nose and tail with 5-minute epoxy. I do this in two sessions gluing first the tail then the nose. This approach takes the pressure off (no pun intended) in getting the parts aligned properly both axially and rotationally so the filler spots show up in the correct location relative to the mounting tab. I like 5-minute epoxy for this because it gives some time to align things and it will fill the small gap at the seam between the resin and plastic.

I've used the Brassin set photo etch filler cap and feed tube cover and I've salvaged the filler cap from the Tamiya part. Once those are in place, paint and attach to the model as you would have with the kit parts.



1/48 Airfix P-51D



By Mike Hanlon

The last two years have seen the release of two new 1/48 Mustang kits with Eduard planning a series of P-51 kits starting next year. Having previously built the Meng offering, with its strange “glue free” construction I had hoped the Airfix kit would prove to be a better experience. It wasn't.

To be clear, some of the problems I had in building this kit had nothing to do with the kit, for example, I bought a set of Eduard masks for the canopy and clear parts. Upon opening the mask set I found a rectangle of kabuki tape that had no die cuts in it. So in essence I had a 2 inch by two inch piece of tape that cost me \$10.

The kit itself is molded in a very soft plastic that is prone to sink marks, including sink marks in the tips of the propeller blades. I also had sink marks in the tail planes which required filling. When cutting one of the tail planes from the sprue I gouged a chunk out of it. This was corrected with putty and superglue. Finally, I wanted to replace the propeller blades with a resin set from Eduard. The set included a resin two-piece resin spinner. For reasons known only to them, Eduard molded the three attachment points

to the front of the spinner. Although I carefully cut the outer two attachment points, the center point broke and took a chunk of the center of the spinner with it.

Assembly of the kit begins with the interior. The details are comparable to the interior of the Meng kit. The seat has a deep quilted pattern that I have never seen in pictures of Mustang seats, but left it alone not wanting any further aftermarket adventures. The instrument panel is represented by a decal. It doesn't look very good, but as with all Mustang kits, the panel is buried so deeply under the combing that it is all but invisible.



The remainder of the fuselage assembly was uneventful. I misaligned the radiator housing and had a minor seam to fill as a result, no other reviewer has reported this problem so I was most probably the cause.

The wings present several annoying issues. The guns are molded as inserts to the leading edge of the wings. These fit poorly and require filling. The ailerons and flaps are molded separately; the flaps have mounting tabs and are a simple fit. The ailerons are essentially a butt joint and I knocked them off several times. The elevator and rudder lack mounting tabs as well and were also easily knocked off as well. The fit of the wings a tail planes is good and the remaining parts all fit well.

The wheels are molded in halves with tread detail on the outer part of the tire, but not in the center. Part of the wheel hub is molded on the landing gear strut; it is not possible to replace them with resin wheels.

The fit of the canopy and windscreen is very good and unlike the Meng kit, the canopy has no molding seam. Three canopies are included in the kit, but only one is called out in the instructions. A second set of masks from Eduard was used and these were properly cut and worked very well.

The model was primed with Tamiya Gloss Black. I used of Alclad White Aluminum for the wings and straight Aluminum for the fuselage. Stainless Steel was used on the panel around the exhausts. The anti-glare panel was Gunze-Sangyo Olive Drab and the spinner was painted Tamiya Gloss Blue. For markings I used Superscale 48-1128 Charles Nelson's 402 FS/370 FG aircraft, 'Keep Smilin/Hot Shot Charlie'. I used the national insignia's from the kit and they worked well.



As with the Meng kit I found this kit to be a little problematic. It is not the ultimate 1/48 Mustang and I am now pinning my hopes on Eduard. I would really like to see Tamiya retool their kit and kick the other manufacturers in the teeth. Also like the Meng kit final result looks every inch like a Mustang and whatever problem they have can be overcome.

MIG-29A Fulcrum A (Polish Air Force)

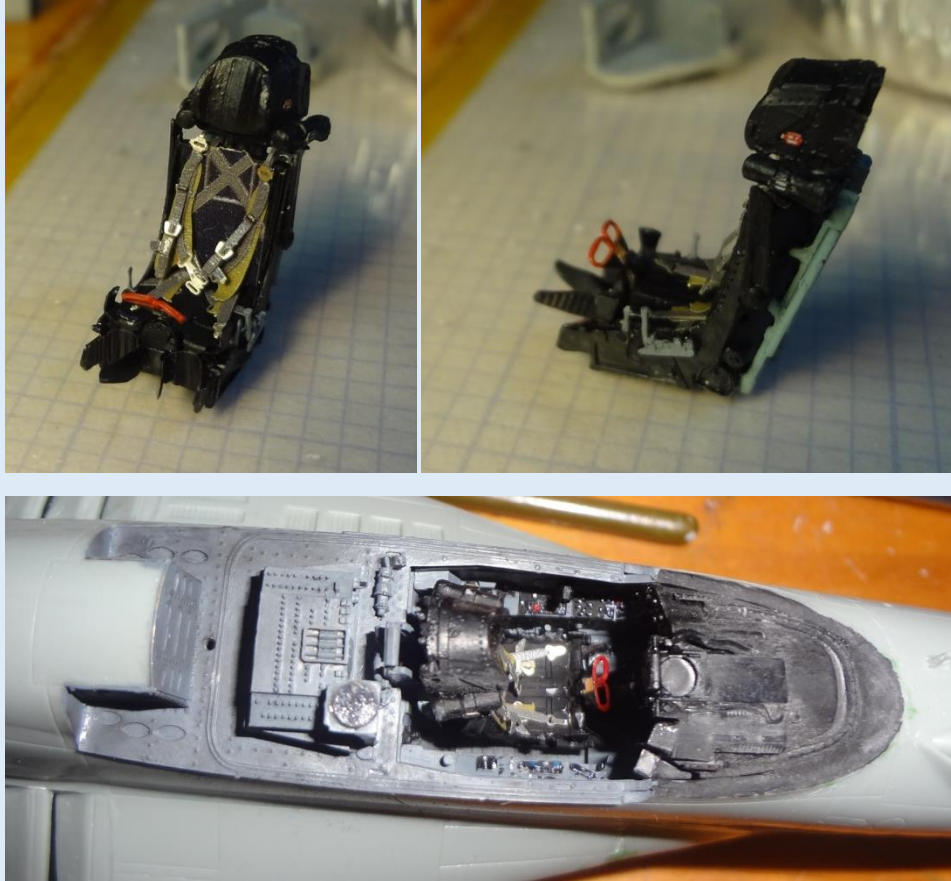


1/48 Academy MIG-29A Fulcrum A Kit # 2116

By David Kopielski

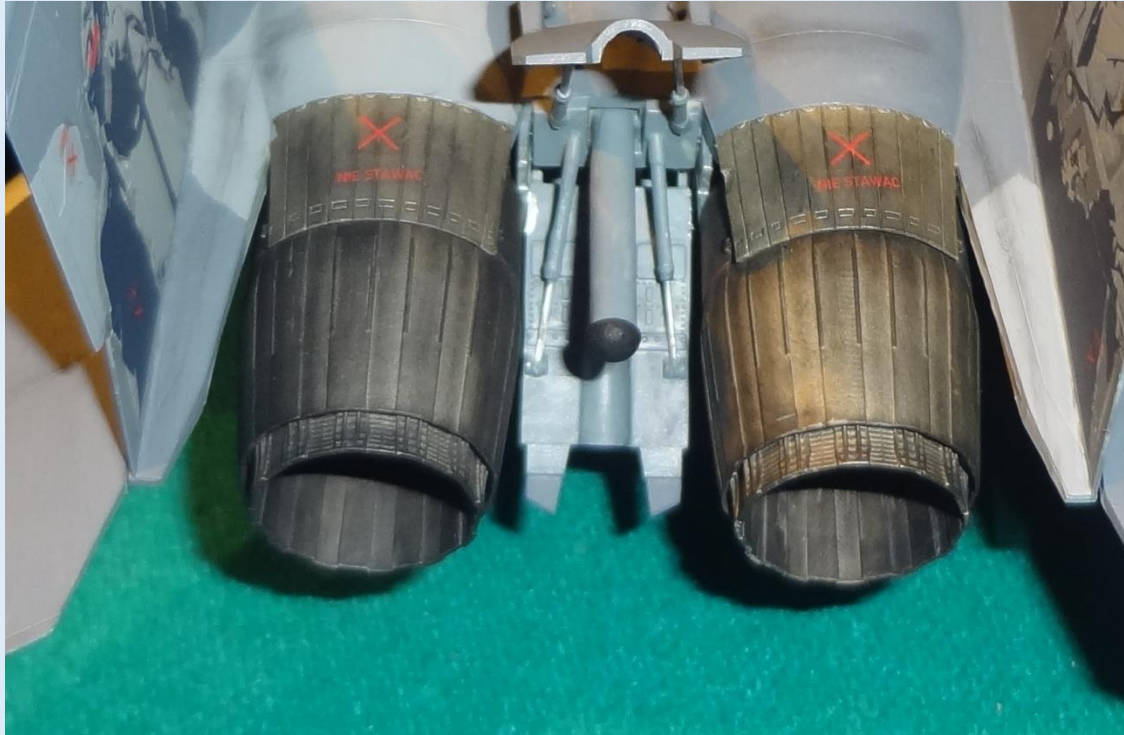
I have always been interested in the different commemorative paint schemes on aircraft. While doing research for another model I came across some MIG-29's from the Polish Air Force that commemorates the hero's of Kosciuszko. The Kosciuszko squadron (also known as the 303 Polish Fighter Squadron) was a squadron of Polish pilots who escaped Poland after Germany invaded it in 1939 and flew Hawker Hurricanes and later Spitfires out of England. They attained fame during the Battle of Britain with 126 kills for the squadron. The MIG-29's were painted for the 2012 Royal International Air Tattoo.

I chose the Academy MIG-29A Fulcrum and Caracal Models (CD48029) Hero's of Kosciuszko Part 1 decal set honoring Flight Office Miroslaw Feric. The kit comes with six sprue trees molded in light gray and on clear. To start with the cockpit has basic details and seat. I opted to use the Ares (4074) MIG-29 Resin Cockpit Set to replace the kit cockpit. The seat and the cockpit tub were detailed and painted. The cockpit fit very well into the fuselage.



The front of the fuselage has three main parts and two louver panels. You can choose to have the upper intake louvers open or closed. I chose the open louvers but I needed to cut open the back of them. Once installed the forward sections of the fuselage were assembled. Putty was required between the cockpit and nose to fill minor gaps. The other issue I had with the nose was the forward looking IR camera/sensor. This was molded in gray as part of the nose section. After some careful surgery the gray lens area was removed. I cut a section from the clear sprue tree and shaped it to fit. Once sanded and polished the backside was coated with Jacquard pearl green pigment and gloss clear to give it the chromatic green hue. Finally weight was added inside the nose cone to keep the aircraft sitting on the landing gear.

The rest of the fuselage was assembled and the rear speed brakes were positioned open. The color scheme for the upper surfaces was done with Model Master Gunship Gray (FS36118) and Dark Gull Gray (FS36270). The lower surfaces and nose cone were then painted with Light Ghost Gray (FS36375). The exhaust nozzles were painted with Model Master Jet Exhaust and the dry brushed with brown, black, and light gray pastel chalk then dull coated to seal them. The canopy was detailed with mirrors and hooks the the trim was painted.



Next came applying the decals. Caracal did a very good job on the logo on the spine. I had very little trouble getting it aligned and to lay flat across the various curves along the spine. On the inside of the rear tails are portraits of Flight Officer Feric. Again the large size decals aligned and laid down evenly across the surface. Once the decal were in place the entire plane was dull coated with a fine mist. The spine light was painted with Tamiya clear red and installed on top



In conclusion, aside from the minor fit issues on the forward fuselage sections, the model went together very well. The instructions are in a good logical order. The Caracal decals were very good. The Ares resin cockpit was easy to work with and fit into the fuselage with no issues. This was a decent kit and with a few accessories it presents very well.







PV-2 harpoon NASGlenview, IL 10 July 92 (C) Norris Graser

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