



The Assembler

Will-Cook IPMS 3 18

i Assemblers

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1 Meeting Themes

03-16-18: Which started kit do you want to finally complete

04-20-18: Get Buggy! Anything related to a bug

05-18-18: Cold War

Location: The Church

Meeting Time: 7:30 PM to 9:30 PM

Steve Butt's House

Cover Image: Earth vs.The Spider by Ken Kwilinski

2 Bill's Banter

Beware the Ide's of March

What makes you want to finish or keep going on a model? What does it take to just keep on droning on to completion of your latest masterpiece? Or, when do you say "I give up"? Maybe you just get tired of working on the same thing over and over each time at the bench.

I have found myself asking those questions lately. I have my own reasons and I was trying to justify in my own head my sequence of building things. I do not like starting different models at the same time. I like to work on one subject at a time. That is ME, I think. I am wired that way. I can't work on a bunch of projects at home either; one at a time until completion. Why? I don't like seeing all of the things that need to be completed once they are started. If I start a project, I see it through for the most part. There are times when the stray project gets left for another time. This is the same way I build models; one at a time.

When I started on my ship model way back in 2013, I thought it would be completed in a couple of months. The months turned into years. What happened was I almost gave up on it. Too much stuff, too many extras trying to get in the mix. It started not being fun. I would work on it in fits and starts getting all wound up about how I thought it should/would look. I got tired of looking at it. It became boring. I would go to my bench and see what was left to do, not seeing what was already done. One day I just sat and looked at it and I mean really looked at what I had done so far. I couldn't tell the forest from the trees anymore. But when I started seeing all that I had accomplished I felt a lot of pride. There were things that I didn't even see because I got so caught up in focusing on the little things. They say doing the same thing day after day and expecting a different result is the definition of insanity. I was there with my boat. I didn't see a change in anything until I just really looked at what I had done. I laughed when I looked at the instructions and found I was more than 3/4ths of the way to being completed. This gave me a bunch of confidence and really gave me a reason to stick with it to the end. I have probably got a total of four to five full days of building left to complete the ship now. That's not a lot of time. I almost put it back on the shelf of doom. But now it will have it's own shelf of completion and honor.

I write this to say to look up once in a while. Take a breath, admire your work for what it is and what you have done. Keep slogging and get something done. One at a time or a couple at once. Only you can decide.

Five days seems like a half year to me right now. I see the end game now and then I get to start something new again. I can't wait for both of those things. Get building.

Bill

3 News

February Raffle Winners:

No raffle was held

Must Build Models 2018:

Max Bryant

Sam Buonadonna 1/35 Italeri PT Boat

Steve Butt 1/48 Eduard F6F-5 Hellcat

Bob Ford 1/35 Amusing Hobby VK201(K)

Bill Hunoway 1/48 Airfix TSR.2

Don Klein 1/32 HK Models Do-335

Ken Kwilinski Earth vs the Spider

Ed Mate 1/48 Italeri H-21C Shawnee

Jeremy Petersen Open Hawker Hobbies

Ken Scott 1/72 Trumpeter J-31 Gyrfalcon

Dave Stukel

John Truby

Mike Valentine 1/35 Club Build Jeep

Ed Wahl 1/48 Hasegawa TF-104

IPMS/USA News:

IPMS USA membership dues are: \$30 Adult 1 Yr., \$58 Adult 2 yr., \$86 Adult 3 Yr.

The IPMS/Region 5 web site is:

<http://ipms-gateway.com/Region5coordinator.html>

Any IPMS/USA member who recruits a new member will receive a two journal membership extension up to two full years.

IPMS Gallery Photos: Contact galleries@ipmsusa.org to post photos of your models on the web site.

4 Feature

Tamiya Spitfire Vb 1/48 By Ed Mate



I don't know how long this kit has sat partially started on the shelf of doom. It's been so long I don't remember which kit I had it paired up with when it got started. When I decided to restart the effort, I found a kit with all the parts removed from the sprues with the interior green and resin seat painted, an Eduard Zoom offering, and a set of Master Models cannon barrels.

I started per the instructions and finished the detail painting on the cockpit sidewalls then glued the fuselage halves together. I skipped adding the horizontal surfaces and rudder until later. In the cockpit I had all of the detail painting to do. Black, silver, a little red and some dry brushing produced some acceptable results. I used the Eduard Zoom offering for the instrument panel. I modified the fuselage assembly for telescoping tubing to hold the propeller in place. There is a second bulkhead molded in the kit so the modification was cleaning up the holes with a 3/32" drill bit then securing a 3/32" brass tube with 5-minute epoxy.

I continued per the instructions and added the completed cockpit assembly to the fuselage. The fit was in need of some persuasion so I used a little super glue to hold the rear bulkhead tight to the top of the inside fuselage. The fuselage seams were sanded and only a small amount of Mr. Surfacer was needed to clean up a few places.

Assembly of the wings was a challenge - if Tamiya engineering can be called challenging. Per the instructions I removed some molded in braces from the top of the wing using a new razor blade to slice them away. A little scraping and sanding eliminated them. A bit of Mr. Surfacer was used to get a perfectly smooth surface again.

I measured and then glued some scrap plastic at the correct distance from the leading edge inside the upper wing halves - the correct distance for the Master cannon barrels. Once the wings were completely assembled and sanded, holes will be drilled for the barrels and the plastic will act as a stop to have them protrude the proper distance.

I checked the fit of the wing tips as I held the upper and lower halves together. The elliptical tips fit better if the inside of the lower wing is filed thinner a few thousandths of an inch. After this fit adjustment, the wings were glued together with liquid glue. Some sanding along the tip joints and along the leading edges completed the assembly. I now cut off the kit cannons and drilled the holes for the replacement brass barrels. I started

with a 0.039" dia. bit and kept increasing drill bit sizes until I had the final diameter.

The wing
the f
liquid glue.
but there



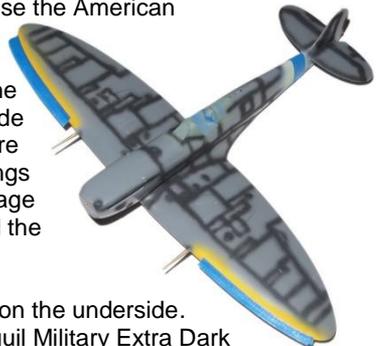
assembly was joined to
fuselage assembly using
Overall the fit was excellent
was a small mismatch at the leading

edge of the lower wing and the upper wing fillets that are part of the fuselage sides. I filed away most of the mismatch and used Mr. Surfacer to blend the remaining small step. With the wings on, I added the lower front fuselage part. Even though I pushed this part back as far as the fuselage would allow, there was still about a 0.005" step on the front where the spinner meets the fuselage. Next time I will trim away some of the tab on the lower fuselage so this mismatch won't happen. I was kicking myself doubly so because there was about 0.010" gap between the back of the part and the front of the lower wing. I filled the gap with a piece of sheet plastic, then trimmed it flush when dry. Some remaining gaps along the side of the part were filled with some thick Mr. Surfacer with the surrounding area immediately cleaned up with rubbing alcohol.

Now the underside of the wing was completed by adding the parts for the coolers on the bottom of the wing and an air scoop on the centerline. Small gaps around the cooler parts were filled with some thick Mr. Surfacer with the surrounding area immediately cleaned up with rubbing alcohol; I like this technique! Once done with the wings, the stabilizers and other small parts on the fuselage were attached to complete assembly before paint. I masked the windscreen and attached it with liquid glue then sprayed it interior green. A little Mr. Surfacer filler cleaned up with alcohol fixed most of the seams. A bit more thickness was needed on the right side so I used some thick Mr. Surfacer, let it dry and sanded it out.

Once again, I finished the propeller during other painting sessions using white, yellow, and black paint.

The marking scheme I chose was Don Gentile's aircraft that he flew in the American Eagle squadrons; although I chose the American markings that were applied right after conversion to the 4th Fighter Group. I started with a medium grey preshade on the bottom panel lines and a dark grey preshade on top. The fuselage band and spinner were sprayed Sky. The leading edges of the wings were sprayed white then yellow. The fuselage band and leading edges were masked and the preshading was touched up.



Floquil Military British Sea Grey was used on the underside.
The upper surfaces were painted with Floquil Military Extra Dark

Sea Grey. Paper masks were cut using a modified version of the full-size pattern supplied in the kit. The modifications were made to more closely match a photo in the Squadron book on the 4th Fighter Group. The masks were attached to the model with bits of rolled tape to hold them just off the surface. A brown preshade was sprayed followed by Model Master 34079 darkened a bit with black.

A coat of Future was applied before starting with the decals. I used an Aeromaster sheet for the markings. I applied another coat of Future to seal things up before weathering. Weathering was light, consisting of a dark brown oil wash and chalk exhaust stains. Testors dull coat was the final finish.

Final assembly included adding the landing gear, canopy, mirror, antenna mast, exhausts, propeller, various lights & tail wheel. I used CMK lights attached with 5-minute epoxy rather than painting the bumps on the kit. Only the forward portions of the wing tip bumps were lights that were colored. I really like the Tamiya approach for the wheel hubs because the hub can be painted ahead of assembly and a clean line is formed between the tire and hub.



I rate the kit an 8.5 out of 10 on the Mate meter. Tamiya's precision and fit of parts make for an enjoyable build. The age of the kit shows a little bit in the simplified surface detail and the molded in gun barrels. Spitfire experts also complain about some shape issues. Nevertheless, it builds into a nice model and there is no shortage of significant aviators that flew the airplane so marking schemes are abundant.



6 February 2018 Meet Model



1/32 Hawker Hunter by Dave Stukel



Earth vs. The Spider by Ken Kwilinski



1/288 3 Stage Ferry Rocket by Ed Wahl



1/48 F-16XL by Ed Mate