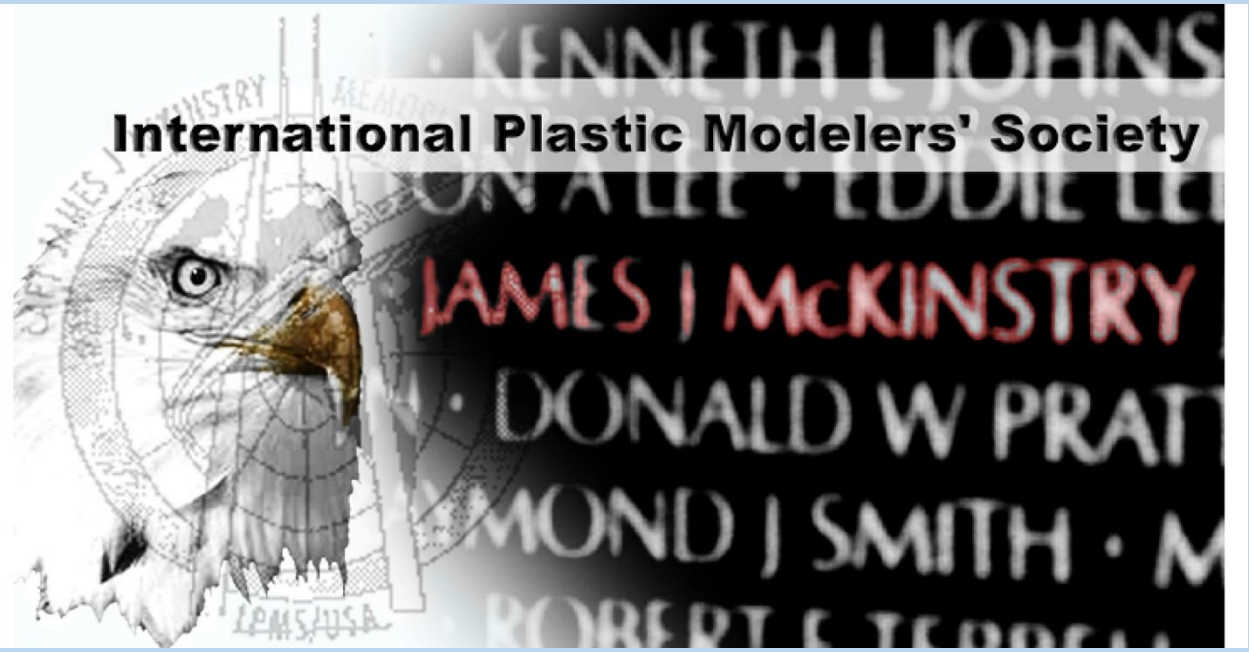

The KETCHUP is NOT Quite KAUGHT UP
But it's getting' there…
YES! This IS the (slightly) late JUNE Newsletter For 2019

For now, there is NO next meeting for Capt. James J. McKinstry Chapter IPMS/USA
Arlington Hts. Memorial Library is still closed

IPMS/USA Chapter
Club Officers

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

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Thunderbolts! https://Thundercals.com/
David's Scale Models https://davidsscalemodels.com/

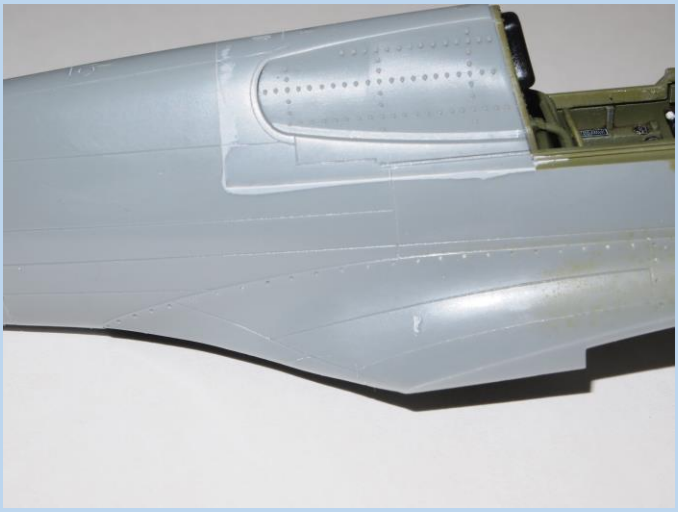
Modeling notes for Hasegawa's 1/48 P-40E Warhawk

by Ed Mate.

A classic WWII fighter that fittingly has been offered many times by many manufacturers in many versions; I think I have all of the 1/48 offerings. (Including the caricature Hobby Boss "Easy Build" kit that was given to me.) The Hasegawa kit is one of the more recent offerings and benefits from modern molding technology. Go out and buy some 0.005" thick plastic card if you don't have any before building this kit – you'll understand fully by the end of this article.

This is actually the second time I've built this kit. The first time around I read other build reviews, took the advice from others, and started by putting the fuselage halves together – not attaching the left to the right, but rather assembling the left half and then the right. There are 4 pieces to each half that make up the main fuselage halves. It would be a whole lot more modeler friendly to have molded these as one piece each, but I guess that is what it takes to get multiple versions offered to us at reasonable prices. I'm happy to have them; I'll cuss every time I build one. I sure am glad Eduard doesn't do this! Perhaps they were influential in making this practice less "in vogue".

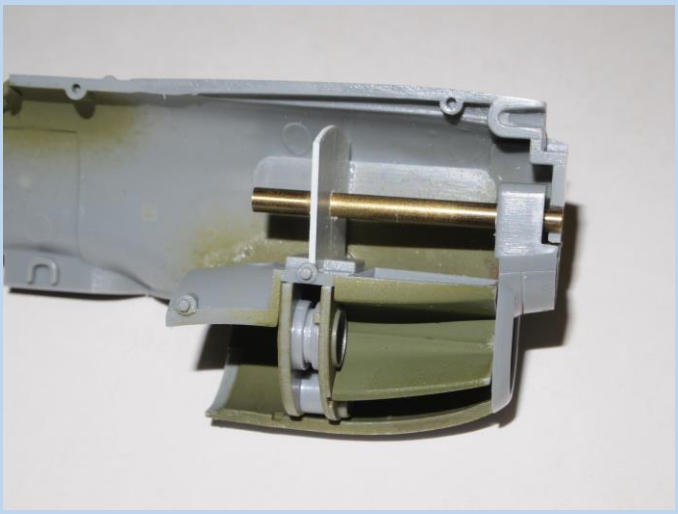
I decided to put the fuselage together before completing the cockpit. The cockpit assembly can slip into the fuselage from underneath and I liked the idea of finishing the sanding before installing the cockpit, and consequently, keeping all of the sanding debris out of the cockpit. I needed a 0.005" thick shim to raise the right insert behind the cockpit – one of those parts that make the common P-40 fuselage into an E-model. I don't know why the left side fit better.



The 0.005" thick plastic was also handy for helping bridge the gaps between the nose plugs and fuselage parts (these parts are plugs on the E-model but vents on the N-model). I wish I had used a 0.005" shim under the forward part of the right nose plug as it took a bit more filler than the left side to become flush. I used another 0.005" shim under the right side of the upper forward piece that is the air scoop opening and top of the nose when it was added. I also used a 0.010" thick shim to close the gap between the bottom of the rear fuselage halves when I joined them.

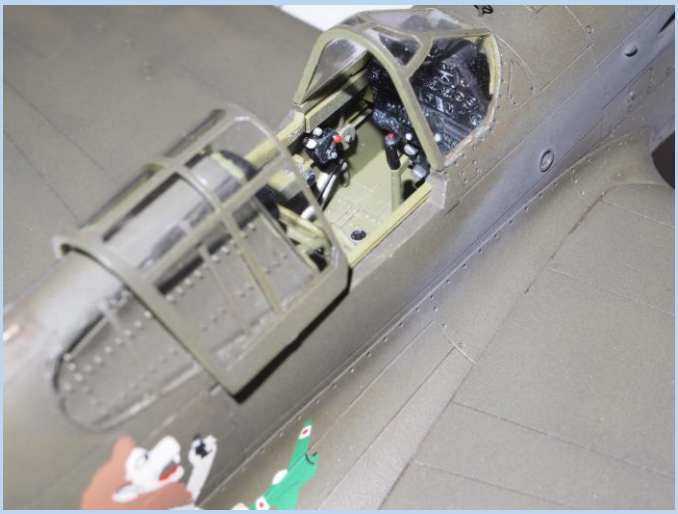
I couldn't find anything definitive on the inside color of the nose intake splitters so I painted the whole area chromate green. The radiators are painted silver. All of this was painted at the same time as the cockpit. I am now a regular practitioner of Steve Butt's technique -- brass prop shaft that slips inside a tube in the fuselage rather than the silly poly caps that Hasegawa provides. The problem with the poly caps is that it is almost impossible to get a tight joint because the "poly" in the cap acts as a spring in the interference fit and pushes the shaft out a bit. One needs to push the shaft in too far so when it springs back it is in the correct position; however, this is impossible to do with these assemblies. The end result is often a sagging prop shaft and, consequently, a misaligned prop. Steve's technique is superior and also allows disassembly for transportation (less broken prop blades in transit). The challenge is how to support the tube inside the fuselage so that it is perpendicular to spinner (from both the top and the sides). The intake splitter and radiator assembly has a molded in notch on top that I used to get an interior support parallel to the nose. I cut a piece of 0.020" (thickness doesn't matter much) plastic card 0.550" wide and about as tall. The 0.550" dimension is the interior space between the exhaust stacks. I drilled a hole for my 3/32" brass tube on the centerline and 0.240" up from the bottom. The bottom fits inside the notch in the intake splitter and radiator assembly. I installed the intake splitter and radiator assembly to the left fuselage half and my interior support at the same time. I taped the fuselage halves together to make sure the pins for the intake splitter and radiator assembly lined up. I now installed

the front of the intake but glued it only to the left fuselage half. The last time I built the kit, the intake front did not line up with the splitter assembly so I trimmed a little bit off of the bottoms of the front pins so the splitter sits lower inside the fuselage. It wasn't as bad this time, but I could have improved the fit a bit if I used the technique again. After allowing the parts to dry overnight, I separated the fuselage halves again. The hole in the front intake part (allows for the plastic prop shaft to pass through the poly cap) was drilled out to allow for the 3/32" brass tube. The tube was installed through the hole in the intake part and the hole in the support piece flush with the front. 5-minute epoxy was used to secure the tube.



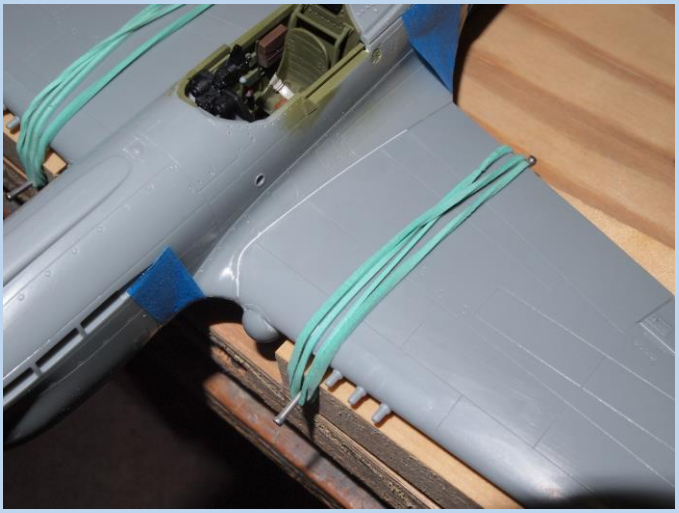
Now the fuselage halves were glued together and upper nose/ air scoop part was installed. All seams were addressed with sanding and Mr. Surfacer used as a filler. Panel lines were restored using a scribing tool and a final sanding with a 4000 grit sanding pad cleaned things up for inspection. I eventually installed a piece of plastic sprue to span between the insides of the fuselage, behind the radiator assembly near the leading edge of the wing, to spread the fuselage 0.005" to 0.007" to eliminate a step between the fuselage and the lower wing part. This was found when test fitting the two assemblies.

I built this kit almost straight out of the box, with just enough additional details to not qualify for OOB at a contest. The cockpit detail is nice and a nice paint job will yield very nice results. I haven't sprayed green chromate primer in a long time, but from various references, this appears to be the correct color. The Model Master paint for this color is ridiculously bright so I've secured a supply of Humbrol tins that I think are a better representation of the color. The kit seat looks a bit chunky, so I ended up replacing it with an Ultracast resin substitute with photoetch seat belts. Once again I used an Eduard Zoom offering. The instrument panel Eduard provides looks great. I used the throttle control and most other cockpit details. The completed cockpit assembly was glued into the fuselage assembly using tube glue on the mounting pins and a little liquid glue behind the back plate. The parts were held with rubber bands while the glue dried.



I learned a lesson long ago while building my P-40N wing so I filed all sides of the lower wing inserts so they don't fit so snuggly before adding glue. The lesson was that tight fitting inserts created stress that was pushing the pocket in the lower wing apart; when liquid glue was added, a crack propagated out of a corner. The trailing edges are quite thick; the next time I'll spend some time thinning them down for a more scale appearance. (I had that note from almost 10 years ago – next time I'll read it!) The wing tip is very hard to keep closed so a bit of filler was needed in the seam. I have completely mixed feelings about the gun inserts. The fit is OK but still requires clean up and some tedious sanding; however, not having clean seams on the gun barrels so the cross section remains round and with the holes already drilled out to boot is great. I assured almost no filler was needed to blend into the wing by cutting slots in the webs on the insides of the gun inserts – my saw cuts about 0.005" wide. Then I inserted 0.010" plastic wedges in the slots to force the top and bottom of the inserts apart.

I filled the gaps on the sides of the inserts with some stretched sprue glued in place with liquid cement. Filing and sanding eliminated the seams with only a small amount of Mr. Surfacer needed. The fronts of the wheel bays must also be attached. I used some more 0.005" shims between fronts and the lower wing on the outboard sides of the bays to improve the fit. I used some Apoxie Sculpt to fill some resulting holes and blend the fronts into the leading edge of the wing.
Dry fitting the wings to the fuselage created a bunch of worry. It seemed like the wings would need a lot of dihedral to close the wing root gaps. I started looking at photos and drawings and found that the P-40 has a lot of dihedral; but if the gaps were closed, would it be too much? I measured some of the drawings I had and found that 6.5 to 6.75 degrees of dihedral (as measured by the lower wing surface; not mid-thickness) is correct. I made a jig out of wood with this amount of dihedral and used it to attach the wings properly. Attaching the wing assembly is the second most difficult part of the kit. Using my jig, I determined that each upper wing needed about 0.005" of plastic added in the seam between the wing and the fuselage. I added this, then cut and sanded it to blend in before attaching the wings to the fuselage. It was tempting to just add 0.010" to one side, but the fuselage parts would not line up properly. Don't skip this step! Five thousandths of an inch doesn't sound like much, but it makes a big difference in the amount of dihedral if you pull the wings up to close the gap. I glued the wing to the fuselage with liquid cement, tape to pull the front and rear joints tight, and the jig holding the wing at the proper dihedral.



The wing includes a large part of the lower fuselage. The rear underside seam is on a panel line. I filled this, sanded smooth and then rescribed the panel line. The forward fuselage joint lines up pretty well. Trial fit, followed by inserting a shim between the radiator ramp and the fuselage (to act as a spreader), lined up the joint very well. A little final work with sandpaper and Mr. Surfacer cleaned up the joints OK. With a small brush, I applied a couple of coats of Mr. Surfacer and carefully sanded to make any remaining wing gaps disappear. The stabilizer parts were added using liquid glue and didn't need any filler. I cut off the bumps for the lights on the wing tips and fin per the instructions and drilled holes for the clear parts supplied in the kit.

After cutting the propeller off of the sprue and cleaning up the mold parting lines, I sanded the edges to make sure they were smooth. I also sanded off the raised molded in demarcation line for the yellow tip. After that, the propeller tips were painted white, then yellow. The tips were masked off and the remainder was painted black. I can't tell you how many months had passed that this job was completed as I did this while pooling similar work for multiple kits.

My choice of markings is the aircraft Capt. Kiser flew. Superscale provided the decals. Squadron/Signal's 49th Fighter Group by McDowell has a photo that shows the custom markings of the lion and Kiser's kills. Superscale didn't pay attention to these photos as the lion is about twice as big as needed - it may even be too large if used on a 1/32 scale kit. ...I should have looked for a 1/72 sheet with the markings. I thought the aircraft number "57" was too big also so I replaced them with some numbers on a Techmod sheet. There is a photo in 49th Fighter Group showing Bob's Robin with Kiser's airplane in the background. Photos support the OD & grey scheme. I started the painting process with a dark brown pre-shade on all of the upper panel lines and dark grey on the underside panel lines. The OD and grey followed. When I sprayed the OD on top, it was thin enough for the brown pre-shade to show through. I did a bit more to break up the overall OD by painting a scribble of OD that had a bit more yellow in it. I masked off the fabric flying surfaces and misted on a very thin coat of lighter olive paint. The difference was too stark so I sprayed a highly thinned original OD paint coat over it. This darkened the overall color and provided a faded look on the flying surfaces. With painting done, I sprayed Future to prep for the decals. I sanded the Future in the areas of the decals and applied a second coat. The decals went on OK and another coat of Future sealed them. I sanded again to help hide the edges of the decals and sprayed another coat. The

panel lines were given a dark brown oil wash and the final coat is Testors dull coat.

The formation lights are both molded on and supplied as clear parts that need to be tinted. I tinted the clear wing lights with red and green translucent paint. The canopy for this kit is easy to work with but there are a bunch of braces to paint. I used masking tape to mask the clear areas. I created my own shaped pieces by trial and error. The sliding portion fits in both the open and closed position, but I think it sits a bit high in the open position, so if you want a better display, find a vacuform replacement.

I don't care for the kit wheels. They appear too wide and have very faint circumferential tread grooves. The outside wheel hubs are molded separately (for choice of spokes or solid) which makes painting these easy. But the size bothered me, so the last time I built one of these kits I did a little research. To the bottom line, I don't have a P-40 reference that provides verification of Ultracast's 27 inch diameter specification, but clearly based on hub size, Hasegawa has provided wheels that are out of proportion. If twenty-seven inches is the correct size, the Hasegawa parts are a full 1/16" too big in diameter (or a scale 4 inches too big in diameter). I assume the corresponding hole in the bottom of the wing is too big as well. I used some Ultracast diamond tread wheels for this model.

Final assembly included attaching the landing gear, gear doors, and tail wheel, that all went smoothly. All of these were painted earlier during my painting sessions. I added some plumbing lines to the drop tank and added it with super glue. I now faced adding the clear parts for the lights. I started with the clear parts on the fin. The first one that I cut from the sprue flew into oblivion despite the razor blade being on one side of the part and my finger on the other. At this point I was really happy I was lazy last time and did not use the clear parts. I found them in my parts stash. Extreme care separated the rest of the lights from the sprue. The two for the right wing were painted clear green before removing from the sprue, the two for the left wing clear red. The lights were attached with a little super glue placed in the drilled holes with a pin, the light picked up with a moist finger tip, and model placed onto light. Do not tempt fate by turning your finger upside down to place the part on the model.

A little trimming slightly improved the fit of the rear canopy glass on the fuselage sides. The edges as well as the framing were painted OD then attached to the model with white glue. The sliding canopy part was attached in the open position using white glue. The last parts to go on the model were the photo etch ring & bead gun sight and the pitot probe. The propeller and spinner are removable because of the brass tube installed earlier. Pastel chalk was used for some dust and exhaust stains.

There are a lot of great marking choices for this kit, I could build many more. It is a subject for many aces and has good molding detail. It does not assemble easily! Some serious demerits for all of the inserts and modular pieces that make assembly and clean up much tougher than a kit needs to be; some more demerits for the oversize wheels. I still rate the kit a 5.0 out of 10 on the Mate meter. Even with that low rating, for me, it is still the kit to build for a 1/48 P-40E! …and that truly is a shame.

JUNE MEETING

Jim Batchelder

1/48th Scale Tamiya Mosquito PR.XVI

Testors and Model Master Paints. Overall color is Model Master PRU Blue. Painted invasion stripes were masked with Tamiya Tape and the external fuel tanks were an aftermarket item.

Mike Hanlon

1/48th Scale Tamiya Spitfire Mark Vb Tamiya Paints

Interesting Fundekals Decals for U.S navy VCS-7 Naval Cruiser Scouting Squadron. Curtiss Seagull and Kingfisher pilots assigned to fly Spitfires as naval Gunnery Spotters on D-Day

Dave Kopielski

1/48th Scale Monogram P-38J lightning. Kit decals Model Master Paints

Dave Kopielski

1/48th Scale Hasegawa Typhoon Mk.1B Kit decals Tamiya Paints used: XF 19 Sky Grey and XF 27 Black Green. These were cross matched from the kit instructions that specified Humbrol colors.

An Eduard etched metal pre colored detail set for the typhoon was used to liven up the cockpit. Kit decals are for No 247 squadron RAF.

Charles Scardon

1/48th Scale Hasegawa P-47D Rzorback – a work in progress Model Master Olive Drab and Medium Sea Grey + Testors Red (cowl) and Yellow chromate.

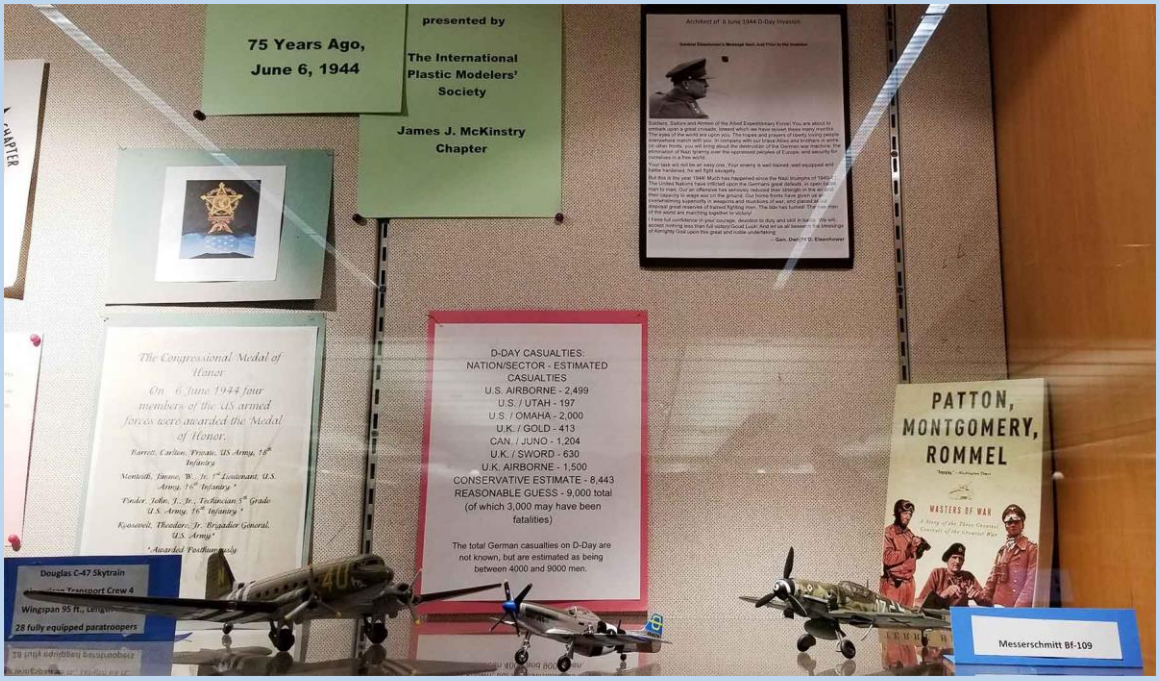
Markings are for El Shafto, a razorback hat flew with the 61stFS/56thFG Markings are from an EagleStrike decal set.

1/48th Scale Hasegawa P-47D Razorback - a work in progress. This particular Thunderbolt is in one of the odd camouflage schemes used by the 56th FG featuring Model Master Medium Sea Grey, and Dark Green. No steps and Insignia are from Thundercals Utility Set 48005

The OD covered invasion stripe area is Testors Olive Drab as is the cowl (red) Rudder (yellow). Markings are from AeroMaster and SuperScale f or 62ndFS/56th FG.Subject a/c is Stalag Luft III (I wanted wings)/Button Nose. Pilot: Lt Albert A Knafelz.

D-DAY club display Arlington Heights Memorial Library

Paul Gasiorowski



As a club this was our 3rd display at the Arlington Hts. Memorial Library. I had set up the date with the library for the display. It was fortunate to get the display on the first floor near the Main entrance. Our other displays were relegated to the 2nd floor, out of sight and out of mind. The only people that saw those were the ones using the meeting rooms or the research areas. I am not sure if the Library got any feedback from the patrons about the display. While Frank and I were setting up the display we did get a few comments.

Some of the books included in the display were "The Generals, Patton, Rommel and Montgomery" and three books about D-Day itself. One of those, "The Most Crucial 24 hours of WW 2" was a pretty good photo document/print about the day, breaking it down by the hours into D- Plus days.

We also included a couple maps of the landing beaches.

I supplied some of the primary tools that the Allies used during that day:

- A Higgins Boat LCVP, which could hold up to 36 troops, or fewer troops and a jeep. There is a restored Higgins Boat at the Cantigny Museum in Wheaton, IL.
- A model of a Sherman Tank type that was brought ashore after the initial landings.
- An F6F Hellcat from the British carrier HMS Emperor (the British Navy assisted in the air cover over the beaches on that day).
- An example of the Horsa Glider that was used in the early morning hours of the invasion; it was towed by a C-47. The glider had a crew of 2 and could carry 30 troops, a jeep and crew, or a QF-6 Anti-tank gun and crew.
- The C47 was a die cast representative of the type used during the pre-invasion hours. It could carry 28 fully equipped paratroopers.

If you read about D-Day, the early morning hours of the glider landing and paratroop drops was a complete disaster. Many of them were dropped in the wrong places, shot down upon landing. As a result, troops disbursed in different places had difficulties melding into firm fighting units.

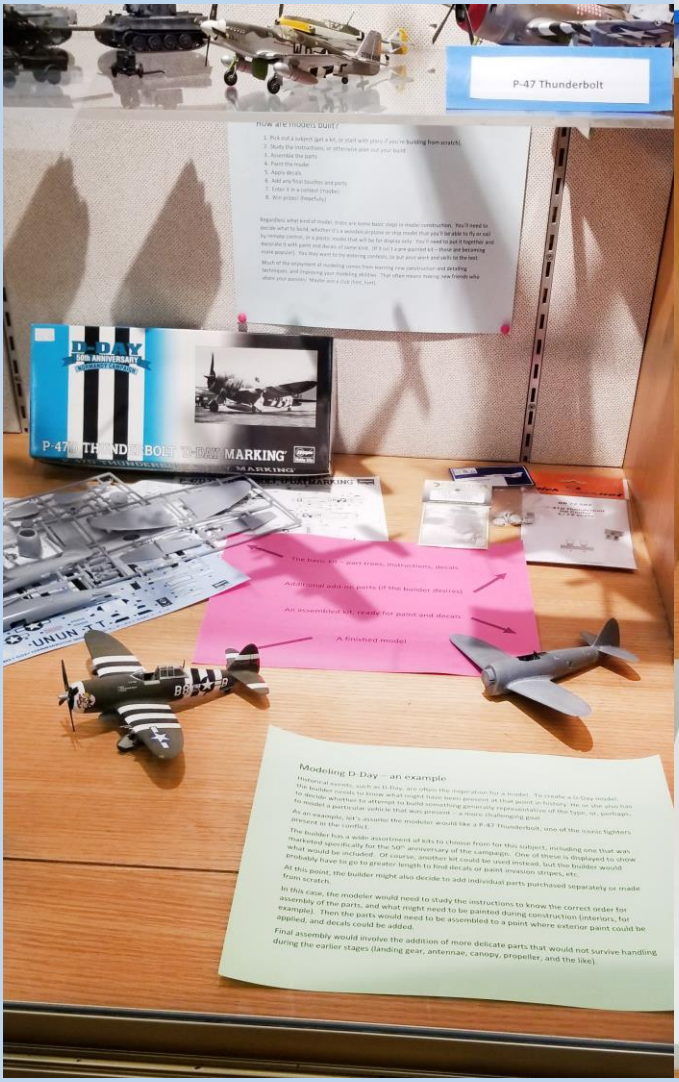
Included in the display were documents explaining some of the details of the landings, casualties incurred, Medal of Honor winners, Gen. Eisenhower's role in planning the invasion, numbers of sorties flown, and the Luftwaffe's role in the invasion.

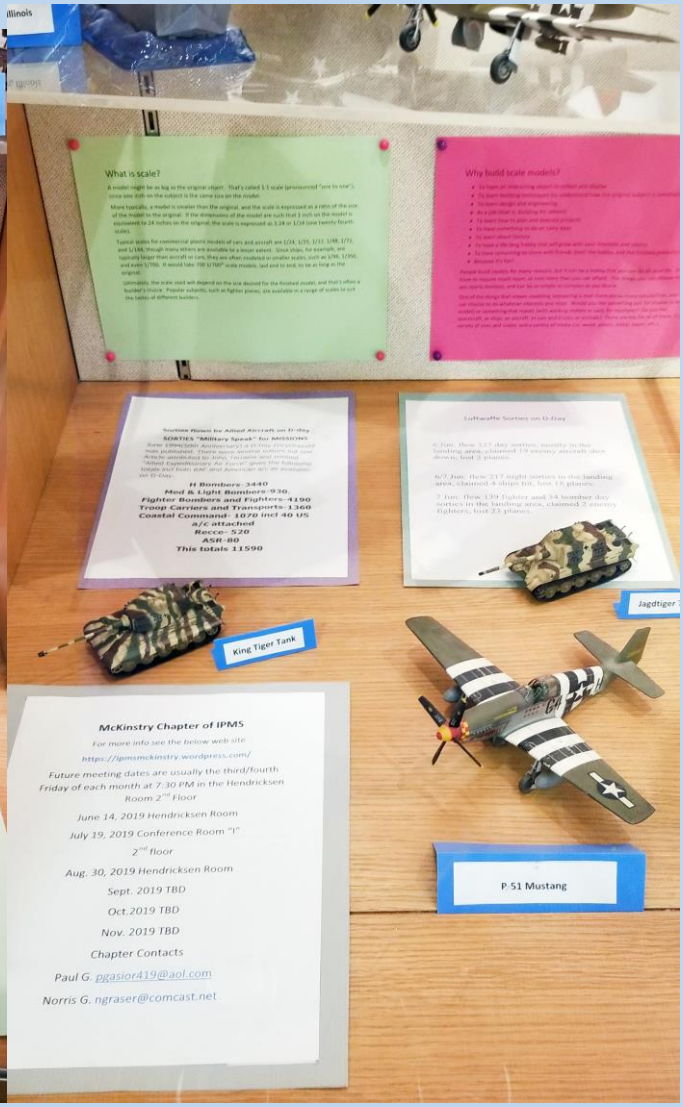
There were also a couple models of the German armor that could have been used against the Allied landing. These were examples of a King Tiger and a Jagdtiger tank in 1/48th scale, and Tiger and Panther tanks in 1/72nd. Gen. Rommel's absence from the battlefield (he was celebrating his birthday) and Hitler's refusal to let the officers in charge at the front redeploy tanks guarding the Calais area were reasons German armor had limited impact on the invasion. The Allies deliberately convinced Hitler and his generals that the invasion was going to be at the Pas-de-Calais.

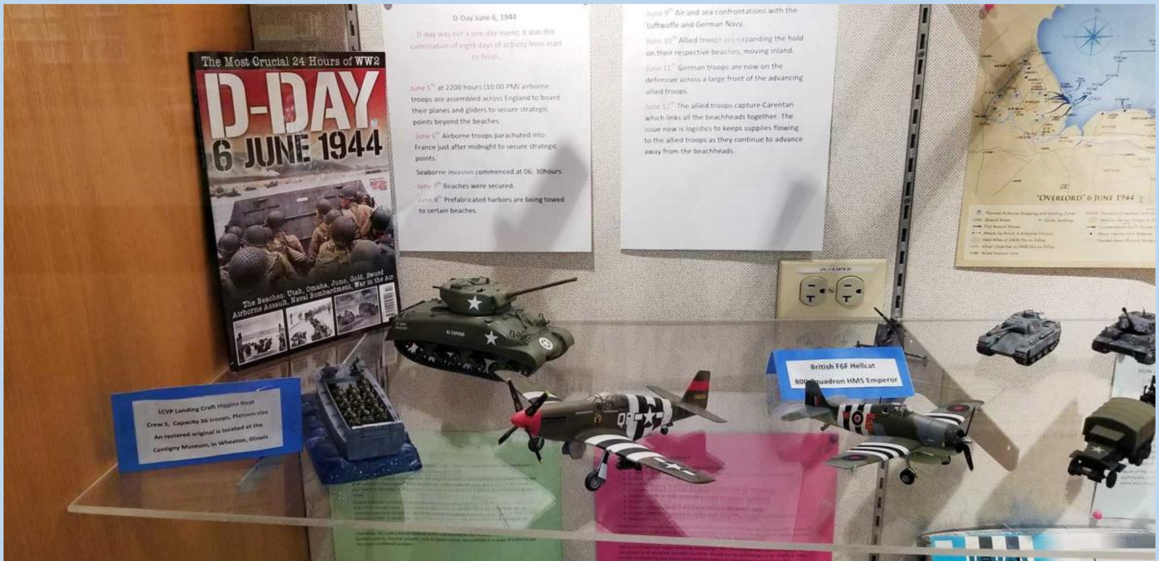
Additional items were supplied by Norris Graser (Monogram P-47D 'Missfire') plus profiles from his Thundercals decal line. Mike Hanlon provided the 1/48th scale P-51B. Frank Ress supplied the 1/72nd scale US and German armor (including the previously mentioned 1/72nd tanks, a German 88mm artillery piece, US 6x6 truck towing a 155mm Long Tom, Jeep and trailer, and field artillery piece), and 1/72nd Me109E and P-51B.

Frank also created a “How To” build a model display, using a 1/72 D-Day Thunderbolt kit and after-market details and decals. Mike Hanlon supplied the completed P-47D razorback for this display. After all, our club is about building models – it seemed appropriate to say something about that.

Additional notes: Frank Ress






The Most Crucial 24 Hours of WW2
D-DAY
6 JUNE 1944
The Beaches: Utah, Omaha, Juno, Gold, Sword
Airborne Assault, Naval Bombardment, War in the Air
D-Day June 6, 1944
D-day was not a one day event; it was the culmination of eight days of activity from start to finish.
June 5th at 2200 hours (10:00 PM) airborne troops are assembled across England to board their planes and gliders to secure strategic points beyond the beaches.
June 6th Airborne troops parachuted into France just after midnight to secure strategic points.
Seaborne invasion commenced at 06: 30hours.
June 7th Beaches were secured.
June 8th Prefabricated harbors are being towed to certain beaches.
June 9th Air and sea confrontations with the Luftwaffe and German Navy.
June 10th Allied troops are expanding the hold on their respective beaches, moving inland.
June 11th German troops are now on the defensive across a large front of the advancing allied troops.
June 12th The allied troops capture Carentan which links all the beachheads together. The issue now is logistics to keeps supplies flowing to the allied troops as they continue to advance away from the beachheads.
"OVERLORD" 6 JUNE 1944
British F6F Hellcat
800 Squadron HMS Emperor


June 9th Air and sea confrontations with the Luftwaffe and German Navy.
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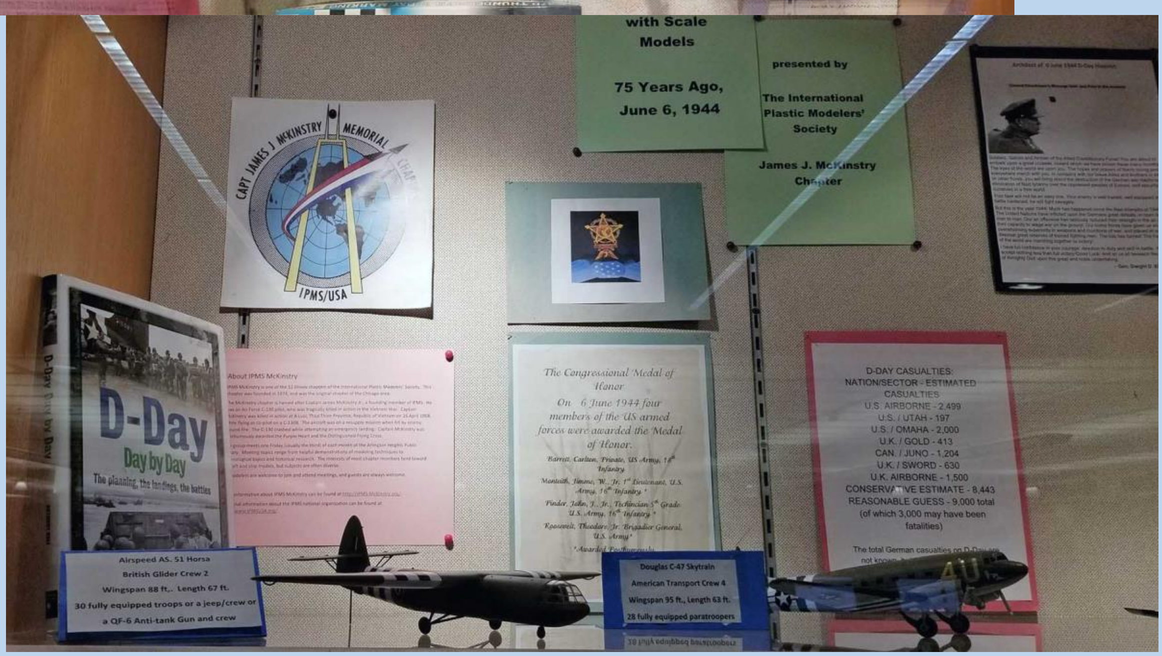
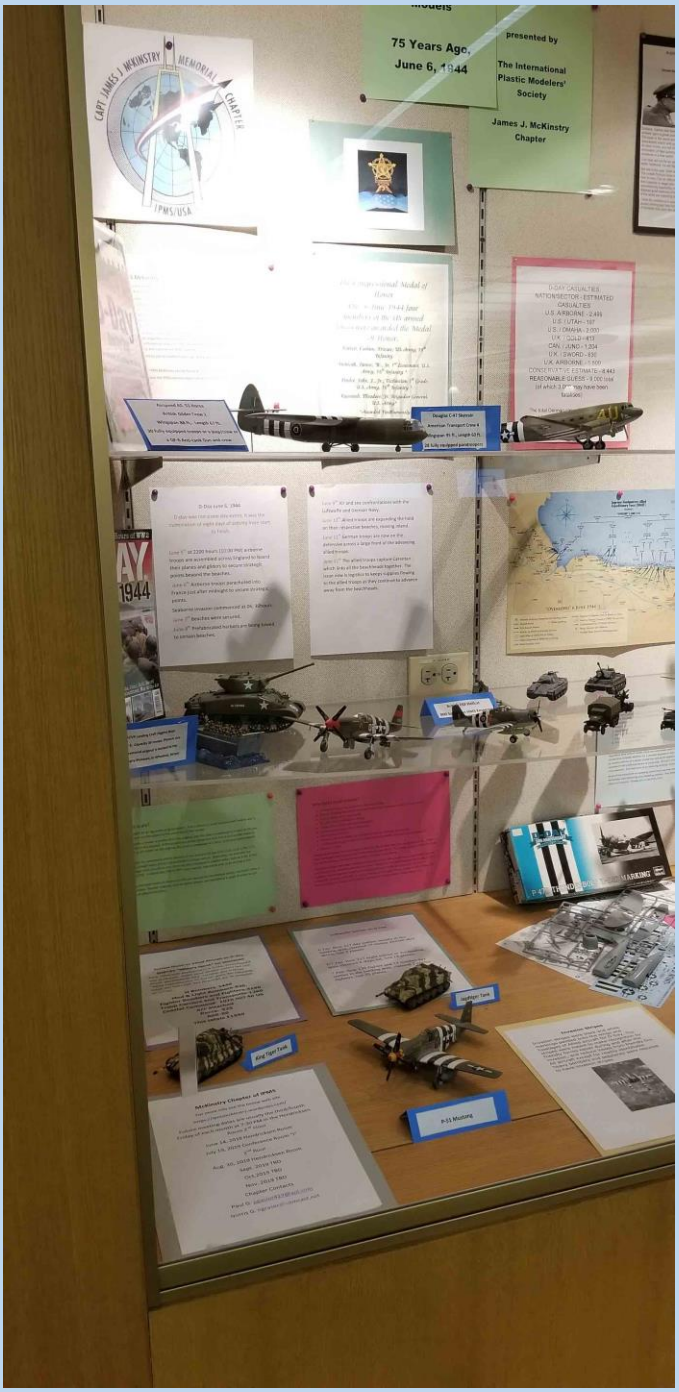
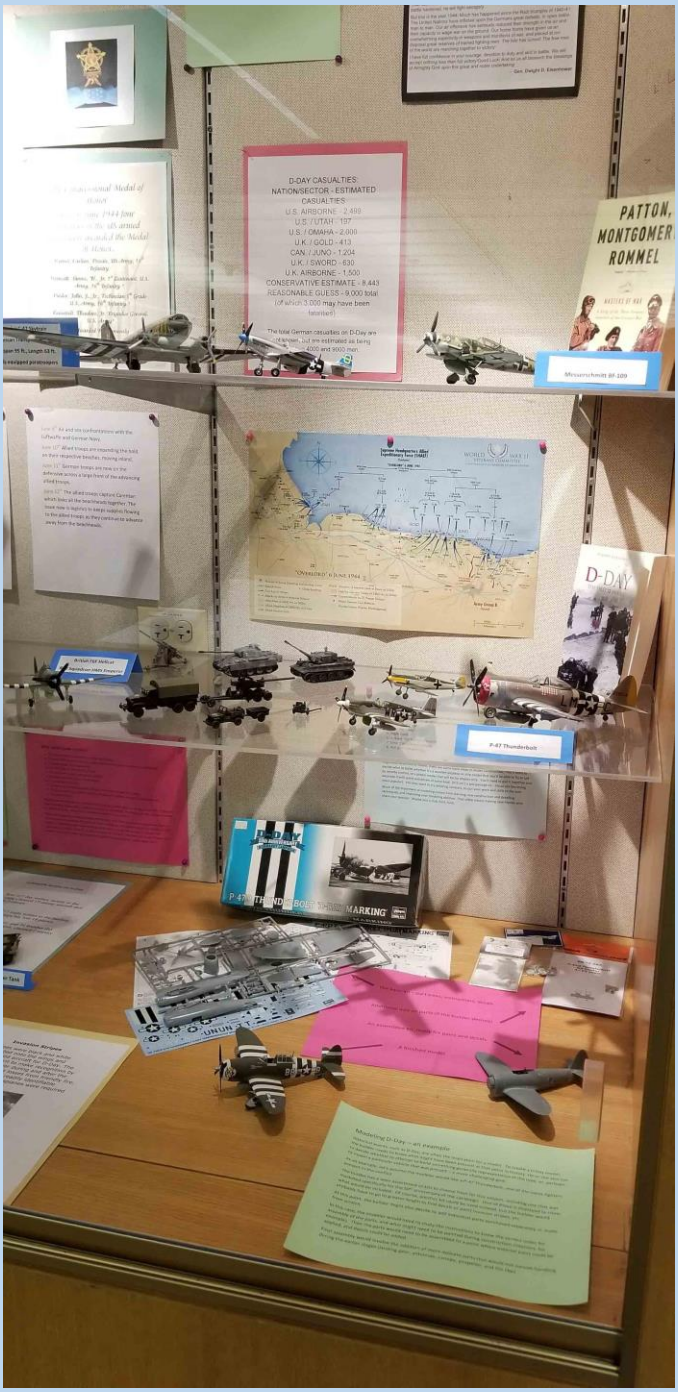
Supreme Headquarters Allied Expeditionary Force (SHAEF)
WORLD WAR II VETERANS COMMITTEE
"OVERLORD" 6 JUNE 1944
UTAH
OMAHA
GOLD
JUNO
SWORD
Army Group B
D-DAY
THE FIRST 72 HOURS
British F6F Hellcat
800 Squadron HMS Emperor
How are models made?
P-47 Thunderbolt


with Scale Models
75 Years Ago, June 6, 1944
presented by
The International Plastic Modelers' Society
James J. McKinstry Chapter
CAPT JAMES J McKINSTRY MEMORIAL CHAP
IPMS/USA
About IPMS McKinstry
D-Day
Day by Day
The planning, the landings, the battles
The Congressional Medal of Honor
On 6 June 1944 four members of the US armed forces were awarded the Medal of Honor.
D-DAY CASUALTIES:
NATION/SECTOR - ESTIMATED CASUALTIES
U.S. AIRBORNE - 2,499
U.S. / UTAH - 197
U.S. / OMAHA - 2,000
U.K. / GOLD - 413
CAN. / JUNO - 1,204
U.K. / SWORD - 630
U.K. AIRBORNE - 1,500
CONSERVATIVE ESTIMATE - 8,443
REASONABLE GUESS - 9,000 total
(of which 3,000 may have been fatalities)
Airspeed AS. 51 Horsa
British Glider Crew 2
Wingspan 88 ft., Length 67 ft.
30 fully equipped troops or a jeep/crew or a QF-6 Anti-tank Gun and crew
Douglas C-47 Skytrain
American Transport Crew 4
Wingspan 95 ft., Length 63 ft.
28 fully equipped paratroopers





That's it for this issue!

The *Tick*