



**The KETCHUP is NOT Quite KAUGHT UP
B U T WHAT the hell, it might someday!!
So! This IS the (slightly) late JANUARY 2020 Newsletter!**

IPMS/USA Chapter

Club Officers

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

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UNDERSTATEMENT

WELL! Since this is JUST the January 2020 newsletter, I don't feel the need to talk current day or what we've all been through for THAT year. But sad to note that the club lost 4 members in 2020 - both current and from our past history. You may have known one or all of them. They include Joanne Dunbar who always accompanies Bill to the meetings. If you are a McK member dating back to at least the mid 90's you also may have known Bill Koster, and Scott "Speedbump" Wolter. An earlier member was John Maloney who was present at McK meetings at least through 1991. I knew all of them. I will miss them all.

MEETING NOTES

The meeting started about 7:30PM, ON TIME. The “*TICK*” was out today with a little bug. There were 12 people in attendance. Frank Ress, Dan Paulien, Brian Gardner, Lee Lygiros, Paul Gasiorowski, Carl Geiger., Bill and Joanne Dunbar, Mike Hanlon., Charlie Scardon, Robbie Seigerdt and mystery member #1. (I forgot his name)

Mjke Hanlon (Treasurer) collected dues for the 2020 year from those who attended. It was a short meeting due to the fact that just 5 models were brought for show and tell.

The modeling theme for the evening was Airliners and civil aircraft

BUTCH O’HARE BEST DISPLAY AWARD

As many clubs do, McKinstry participates at the annual Butch O’Hare Club Contest by setting up a display of models built by our club members. The Butch O’hare Club rewards chapters who display their handiwork with a BEST OF award and many times, the McKinstry club has won this attractive plaque. In turn, the club officers determine who within our chapter did the most to bring about the display and then present that person with the award. We always have more to show than is necessary often having to commandeer additional tables for our models. There have been some notable overachievers so it’s sometime difficult to select an individual. Certainly Frank Ress deserved the 2018 award. After all, the biggest attraction ever was Franks Mantis from his garden. It measured a full 5 ½” in length.

Frank put up a notice as to “feeding times” which drew more attention to at least that part of our display than we could ever imagine. So, Frank was honored the next month at our annual Christmas/Holiday party.



The *Tick* and Frank pose with the B.O. Award for 2018 at the annual Christmas/Holiday party

SO cycling forward McKnstry won the BEST award once again at the November 2019 contest.

Deciding just who we would pass the award to wasn't much of a question, but the fact that the recipient does NOT attend the Holiday party and usually averages just 3 meetings a year. Couple that with the fact that IPMS McKinstry had NO meetings since February 2020 Well, that DID pose a problem. When would the individual receive the plaque? As it turns out, it was finally given to Ed Mate mid-June 2020. Ed had come over for a model/photo session. So, no fanfare... no praise in front of the club membership. Just a "Oh here Ed, you earned the B.O. Award this year... Now go on and get out of here; Vernon Hills is a long way from where you live."

A big thanks for participating in the club display. Of note; Although Ed displays models on the McKinstry tables – and a lot of them, It is significant in that Ed Mate... is NOT even a McKinstry member.



Ed mate and the Butch O'Hare Best display award

JANUARY MODELS

Bill Dunbar



Mahogany desk model DC10



This desk top model was given to Bill by his daughter when he retired from flying with American Airlines. Bill flew the DC10 as a copilot with 1300 hours and then as Capt. accruing another 2300 hours.

Paul Gasiorowski



1/144th Scale Roden DC-7C



The kit itself was an easy build. Decals were used for the fuselage windows; the cockpit glass was masked off and glued in place. The plane was given a coat of Tamiya White Primer. The upper fuselage was masked off and painted MM Acrylic Semi-Gloss White. After drying for 2 days it was masked off and the lower fuselage was painted using MM Acrylic Aluminum. Each propeller assembly consisted of 6 parts, 4 blades a, hub and nose cover for the assembly. In 1/144 scale it was pain to get everything aligned right. The props were painted MM Acrylic Light Grey and the propellers tips in 3 colors, decals were used from a decal spares box.

Dan Paulien



1/72nd Scale Italeri Junkers JU-52



The corrugated look of the wings and body were hard to paint. In order to get the paint down and into the grooves, it had to be painted from three angles. Straight down and then from each side parallel to the grooves. One of the most difficult parts of the construction was the hinges on the wing flaps, because they were tiny and fiddly to get attached. Dan notes his technique for painting the canopy was by doing all the frames in one direction first and then doing the opposing frames. The model is painted overall with Alclad Duraluminum



Dan Paulien



1/72nd Scale Revell Germany Junkers F.13



Mike Hanlon



1/48th Scale Tamiya P-38G "Hold Everything"
Assigned pilot was Lt. P.V. Morriss 431st FS/475th FG at Dobodura. New Guinea, Late 1943.

F 13	
Junkers F 13 in the Deutsches Museum	
Role	small passenger transport
Manufacturer	Junkers
Designer	Otto Reuter
First flight	June 25, 1919 ^[1]
Introduction	1920
Retired	late 1930s
Primary users	Junkers Luftverkehr DLH , LAB , LOT , ÖLAG
Produced	1919–1932
Number built	322

The kit was an easy build. It was probably one of the first commercial airplanes in Europe at the time. Dan tried to make the prop look as close to a wooden prop as possible. The decals were difficult to work with because of the corrugated surfaces. Painted in Alclad Dura aluminum overall.



Paints used were AK Interactive Real Colors; Dark Olive Drab 41 and Neutral Gray. Decals by AeroMaster decal set 48-632 Fork tail Devils Part II

TRUMPETER Vampire FB.MK.9 1/48th scale



By Paul Gasiorowski

This was being built for the March 2020 meeting, subject twin booms. I picked this kit since it was in my stash. The aircraft took its first flight on September, 1943. It was introduced in 1946 and the last air force to retire it was the Rhodesian Air Force in 1979. The primary users were the Royal Air force and the Royal Navy. There were 3268 built and used by 32 different air forces around the world.

The FB.9 was introduced in 1952 and were first used by the Far East Air Force and sent to various parts of the Middle East and Africa. It was determined that the initial models were not suitable for the hot and humid environments of the Far East, Middle East and Africa. So a tropicalized version was introduced which included cockpit air conditioning. This version was also update with an ejection seat.

The kit comprised of 3 gray sprues, 1 clear sprue, decals for 2 different aircraft and a 2 page color sheet showing the 2 different paint schemes. The only color call outs were on the color sheet. It indicated Aqueous Hobby Color and Mr. Color. But it also listed some numbers for Vallejo, Model Master, Tamiya and Humbrol paints.

The only cross reference was using the Humbrol list on the IPMS Stockholm Chart. Humbrol 11 was FS17178, H-163 was FS 24079 and H-164 was FS 26118. I used a the Testors model Master list to come up with the colors I wanted to use, which was for the dark grey MM 4744 Acryl Dark Engine Grey, the dark green was MM 4726 Acryl Dark Green.



I washed the sprues in luke warm soapy water, rinsed and let them air dry. I then gave all the sprues a coat of Tamiya Grey primer. If I had to hand paint any parts the acryl paint covers a lot easier than if the part left was just unpainted plastic.

There were no color callouts for the cockpit as I started to assemble. I searched the internet for info on the Vampires that were saved in a museum or the reviews on a couple of built Vampire kits. The interior of the cockpit and wheel wells were painted using MM Acryl Interior Green 4736. During this time period I assembled the twin booms, the wheels, detailed the cockpit side walls, which had some nice detail on them. After painting the cockpit I added some seat belts. I glued the wheel well walls to the wing. The canopy was masked with Tamiya tape and Micro mask was used to cover the larger areas.



I then glued the cockpit into the lower fuselage. I assembled all the necessary pieces with tape to see how much weight I would have to add to keep it from being a tail sitter. I added the necessary weight using lead fishing weights. Then I untaped everything. Prior to assembling everything I went through and cleaned up all the seams the best I could. Then I glued the upper fuselage and twin booms to finish the basic assembly. I stuffed all the remaining openings with pieces of paper towel and gave the entire assembly another coat of Tamiya primer.

The attachment of the booms was pretty straight forward. They fit nicely to the fuselage. I glued one side first and after it sat awhile I attached the other boom and to it to where it looked good and then I let it sit and dry well.

To prepare the plane for painting, I taped off the upper fuselage with Tamiya tape to

demarcate the lines I needed. I applied 2 coats of MM Acryl Aluminum 4677. I have used their Acryl metal paints several times and I find it easier to use than some of the enamels that are available. I add about 2 drops of acryl thinner to a 5 mm cup of paint. After letting it sit and dry for 2 days, I then remark the demarcation lines again with Tamiya tape. The upper fuselage was a 2 color camo scheme. The first color I used was the Dark Engine Gray 4744 and used 2 light coats to cover the fuselage. I let it sit and dry again for a day or so. I used the camo color paint sheet to draw up the masks that I needed. I laid several strips of Tamiya tape on a cutting board and used the mask to draw the lines on the tape. I used a new No. 11 blade and cut out the masks. I then applied them to the fuselage. I didn't use a lot of pressure to lay them down since I didn't want to bring up any paint after I peeled off the masks. I used MM Acryl Dark Green 4726 and applied 2 light coats, about 20 minutes apart, after 20 more minutes I took off all the masks and demarcation tape.



The next day I started to apply a couple of coats of Future prior to laying down the decals. I let it dry overnight and then took a couple of hours laying down the decals. I find that it's best not to rush, to find that the decals have not fully adhered to the plane and a finger will a decal off. I have been learning to wait and not be in a hurry to finish something, and screw it up.

The final step was to add the wheel well doors, the struts and wheels and the 100 gallon fuel tanks. There was an option to have 200 gallon fuel tanks. There were no really big issues during the assembly. The fit was good and not a lot of seam lines to take care of. I deviated from the instructions in couple of the sequences.

I will review these now. Step 2 called for assembling the struts, wheels and wheel well doors. If you did this how could you paint these items if they are all put together. This step was moved to the end of the building process. Step 6

showed assembling the booms and engine intakes in this step. It doesn't make sense since everything would have been painted. This step was moved back to the middle of the building process.

To wrap it up, it was a nice kit to build not too many parts. There were not a lot of little parts you could break or screw up. But I did miss adding 2 parts to the cockpit assembly, because they were part of the upper fuselage part. They went behind the seat, one was something to detail the radio and the other was for some dials or knobs.



THUNDER CALS™



SMOKEPOLE 19th FS/318th FG Saipan, June 1944 ThunderCals 48004 PTO Pt.4
Markings for 5 Razorbacks + 2 additional options Available at Thundercals.com Model by Mate



That's all –there is! *Tick* out