

McKinstry newsletter for JUNE 2022
The KETCHUP is NOT Quite KAUGHT UP
B U T WHAT the hell, it might be someday!!

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Content

Pg 1 YOU'RE lookin' at it!

Pg 1 2022 McK Schedule

Pg 2 1/48 MQ-8B Fire Scout drone

Dave Kopielski

Pg 3 1/72 RQ 7B Shadow Drone - Frank Ress

Pg 4 1/48 Spitfire Mk.1 - Jim Batchelder

Pg 5 1/72 martin B-57B - Ralph Poznecki

Pg 9 1/48 P-47D Eileen - Ed mate

Pg10 Model Reference No 1 F-15 Nozzles The Tick

Scheduled meeting nights for IPMS McKinstry 2022

September 23 Ship Night

October 14 Jugs, Tbolts

November 25 Jets

December TBA Christmas/holiday party

Complete list of dates info into 2023 can be found on the McK website

Go:

<https://ipms-mckinstry.org/>

1/48th Brengun MQ-8B Fire Scout

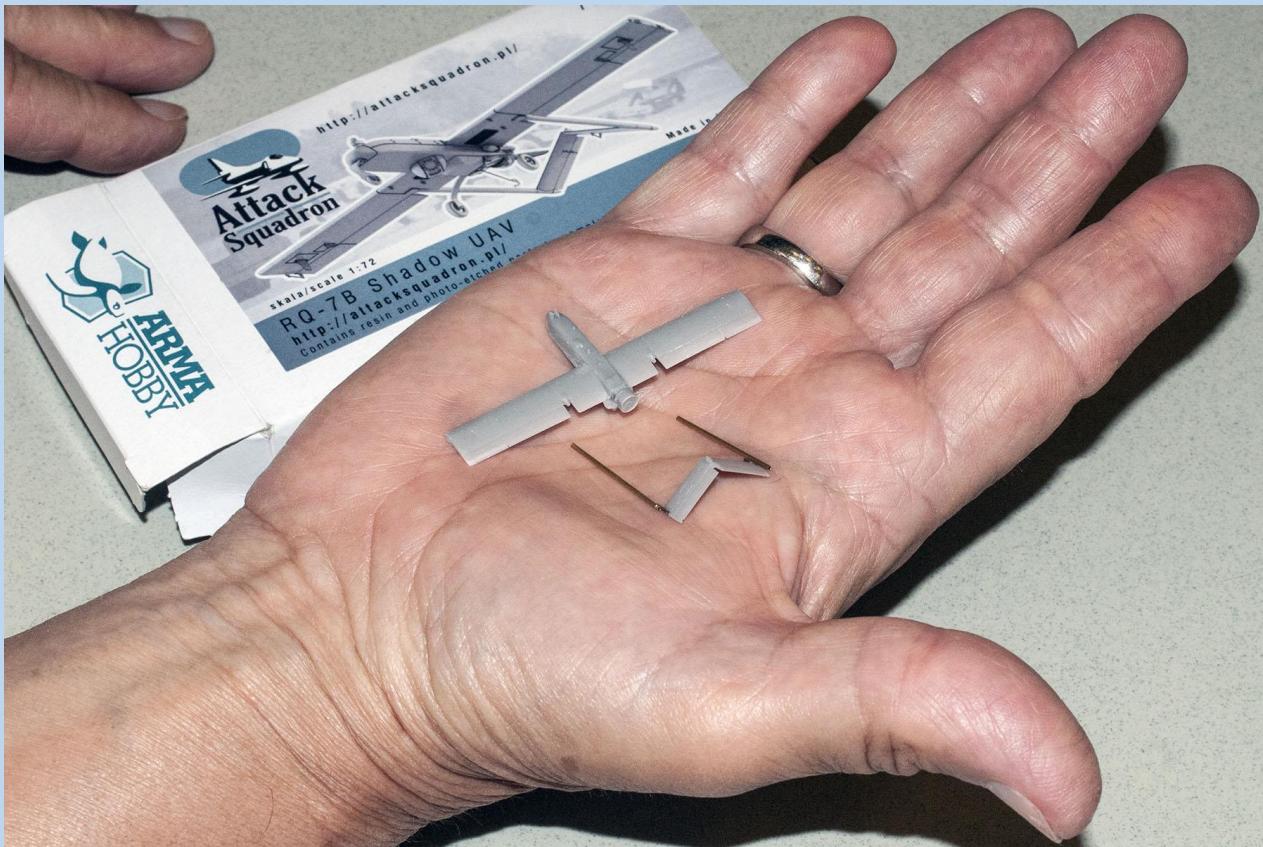


Dave Kopielski

Brengun 1/48 MQ-8B Fire Scout drone helicopter (resin and photo etch kit)
Decals: Kit decals for HSM-35 "Magicians"
Paint: Model Master Light Ghost Gray 36375.
Additions: Scratch built navigation lights and
turret lenses, homemade decals for turret



RQ-7B Shadow drone 1/72nd scale



Frank Ress

The kit is from Attack Squadron, which no longer exists – its product line was acquired by Brengun a couple of years back.

This tiny kit of the RQ-7B Shadow drone consists of 3 resin parts, a small fret of photoetch details, a length of brass tubing, an instruction sheet, and a small sheet of decals. The 3 resin parts are the fuselage/wings, the camera pod, and the elevons.

The camera pod is cut from its excess block of resin and cemented to a recess in the bottom of the fuselage.

The brass rod is cut into 2 lengths to form the booms that connect the elevon tail assembly to the wings. These booms attach to the wings at 2 nipples that are molded into the rear of the wings, which provides a fairly decent mating surface for CA cement. On the other hand, the mating surfaces on the forward corners of the elevons (see picture) are poor, little more than recesses in the corners. To provide something more structurally sound, I attempted to attach small lengths of brass wire posts to these corners by grinding out short grooves for the posts.

I initially used 2 part epoxy to attach the posts, since I thought that would be a more stable way to install them. That turned out not to be a good idea – when I tried to assemble and align the booms to the wings and elevons, the posts tore loose..

So I reattached the posts using CA, and glued everything together with CA. That seems to be a reasonably good solution. At this point, I haven't done much more work on this kit, other than to do a little work fairing the posts and booms to the elevons. Because of the diminutive size, it's finicky, tedious work to smooth everything out without breaking the thing apart again.

In doing a little more online research on the 'real thing', I noticed that the booms actually extend all the way to the rear of the elevons on the outer edges of the elevons. If the booms were cut to extend that far and the edges of the elevons were grooved to accept the tube, it would afford a much better structure and be easier to align everything. It would probably look more accurate, too. I don't know why the kit wasn't designed that way, and if I had this to do over (maybe I will, if the thing falls apart before I finish), I'd make that modification as I put it together.

I've looked a number of pictures on this drone and the launch trailer online, and think it would be worthwhile to scratch build a trailer to mount the drone. In addition to providing a nice way to present the model, that would give the whole model a better 'heft' than that drone alone. Whether I get that far is an open question.



James Batchelder



This is the 2018 new tool 1/48th scale Tamiya Spitfire Mk.1. Built out of the box with the sole exception of adding seat belts. I used Mig Ammo paints: 243 Sky, 070 Med. Dark Earth, 915 Dark Green. Kit decals were used for the 610 Squadron, Battle of Britain



TESTORS 1/72nd scale B-57B Canberra



Kit review by Ralph Poznecki

The Martin B-57 Canberra is an American-built, [twinjet tactical bomber](#) and [reconnaissance aircraft](#) that entered service with the [United States Air Force](#) in 1953. The B-57 is a license-built version of the [British English Electric Canberra](#), manufactured by the [Glenn L. Martin Company](#). Martin modified the design to incorporate larger quantities of US-sourced components and produced the aircraft in several different variants.

The B-57 Canberra holds the distinction of being the first jet bomber in U.S. service to drop bombs during combat and was used extensively during the [Vietnam War](#) in a bombing capacity. Versions of were also produced and served as high-altitude [aerial reconnaissance](#) platforms (the [Martin RB-57D Canberra](#)), and as [electronic warfare](#) aircraft.

In 1983, the USAF opted to retire the type; the B-57 Canberra's retirement marked the ending of the era of the tactical bomber. The three remaining flightworthy WB-57Fs are technically assigned to the [NASA Johnson Space Center](#), next to [Ellington Field](#) in [Houston](#), as high-altitude scientific research aircraft,

I have a particular connection with this craft, as it was a frequent visitor to K.I. Sawyer AFB during the late 1970's, where I was stationed. Many National Guard Units and Canadian AF Squadrons stopped over and I had the pleasure of seeing some very, now classic, aircraft. F100's, C119's, F104's, F106's, and of course the B-57's. Sawyer being home to B-52's, made the Canberra look quite small and less formidable, but after a little research, one gains a different perspective for the plane.



The most common kit I was aware of was the Testors and Italeri B57B and B57G in 1/72 scale. "The Tick" did inform me that there are kits in 1/48 scale, which was what I used to build. However, I became the recipient of the Testors kit from long time McKinstry member John Maloney. He basically shamed me for not building anything in over 30 years and having tunnel vision on only 1/48 scale kits. Ok...Ok...I'll build it...But out of the box...and I won't be painting it black!

I've seen this aircraft in bare metal finish and in aircraft grey with international orange trim. A quick look through some of my old reference books and photos, I found a paint scheme I liked and decided, this will be the paint scheme for my build.

In opening the box, the first thing I noticed was numerous pieces that are the subtle nuances that gave the plane nice little details. First, there are several blade antennas, dome shaped humps, pitot tubes, and enough weapons to fill a couple of "spares" trays. Surprisingly, the ejector seats look more like lounge chairs, and there are no crew. Since I wanted to keep the lines clean and be a fair representation of the aircraft I used to see, I omitted the weapons, and kept just what would normally be on a Guard's aircraft.



The main parts, being the fuselage and wings, were straight and a good fit. The bomb bay is a different story. The B-57 was equipped with a rotary bomb bay system. It appears the kit was designed to have the ordinance exposed and displayed; in which case you wouldn't need the door. I needed the door. The slightly short and a bit warped door. Sigh... I'll make it work. I decided to make this a desk top display, and it would be mounted on a rod or pylon affixed to a wood base. That was a good choice, and kind of solved the bomb bay door problem. I will explain.

The fuselage halves and wings went together very well. The engine nacelles and exhausts were a good fit, and only needed just a light touch of sanding to make them nice and flush. You must stick the forward

wheel well and cockpit in before gluing the fuselage together, and it is recommended in the kit instructions, to add weight to the nose. I put a pound of metal screws in the nose and it still sat on its ass. Go figure. This didn't bother me, as the plane will be displayed differently, but keep in mind if you decide to build one for a static display



I cut and glued a wood block inside the bay opening, to act as a support for the dowel or rod stock I would put in for my display. Then I glued and filled the bay door into the opening...and I glued and filled...and glued and filled. Aaargh. It wasn't only short and warped, but it had a twist as well. After that chore, I attached the wings, into which Testors seemed to think a great design plus for a kit. There were large depressed openings which the wings went into. So, I glued and filled...and glued and filled...and glued and, well you know the rest. For those who haven't tried this technique before, after gluing pieces in place, I add the filler or putty. In this case I used Tamiya Grey Putty. After sanding down the rough spots once the putty has dried, I apply a very thin layer of super-fast drying CA glue. Then using 600 grit and 1000 grit sandpaper, I polish it down. The results are a smooth and seamless finish.

Once I had all the major components together, I added all the blades and humps, because they would need to be part of that seamless look, and I hate trying to glue small parts like that on painted surfaces, without messing up the paint. Also, the technique of using CA as a filler works well and gives those small pieces more support.

Paint Time! Since Las Vegas only has two choices for hobby shops, being Hobby Lobby and Hobby One Japan, paints and supplies are limited unless you mail order. So, Tamiya Paints it is! I discovered that by following the recommended thinning, using Tamiya's Thinner, you are able to achieve two food groups, orange peel and cotton candy. The Brighter the color, the more orange peel. The darker paints got "fuzzy". It

took some practice and patience, but I got a good ratio of thinner, to paint, to airbrush pressure, that worked, and the fact I hadn't used an airbrush in 30 years, took some getting used to.

The entire plane got covered in Tamiya aircraft grey, which also acted as a primer, and helped show up any flaws or gaps. After addressing those, I used Tamiya masking tape to mask out my areas for the high visibility international orange. I also masked off the wheel wells. The tape worked quite well, and I was impressed. It's a little pricey, but I will be using it in the future for more builds. I shot the orange and set aside to dry. I guess I learned over the years that bright, glossy colors need a bit of time to cure and dry completely. Many a model crossed my work bench, where my impatience led to a thumb print in the finish. This time I put the kit aside for two days and was successful in not screwing it up.

The wheel wells and interiors of gear doors were shot with a green that was as close to zinc chromate as I could find. Tamiya identifies their colors slightly different than what we are familiar with. The wheels and struts went together very well, and test fitted into the wells without issues. These would be added last to the build.



I tested some of the Tamiya Clear Coat on the spare pieces and hated it. The finish looked like Velcro when dried. So, off to Hobby Lobby, and to my surprise...Testors Gloss Coat and Flat Coat. I bought the only two bottles they had on the shelf. Two thin coats of gloss were applied, and again, the kit was set aside for a couple of days. Now it came time for decals. I couldn't use the ones supplied in the kit, since they were made for an all-black, night operations aircraft. John had given me a binder full of Micro-Scale sheets, and the closest I could come up with something that would look right were two different 1/72 F102 sheets. Now I needed something to make these work the way I am used to. Where could I get some Micro-Sol and Micro-Set? A quick

call to the all-knowing and all-seeing Norris helped. He suggested Sprue Brothers. I went online, ordered on Monday, got the items in my mailbox Wednesday. Great service.

I kept things simple and used a fictitious tail number. I also paid tribute to the Guard planes and put their insignia on the tail. Again, I applied two coats of gloss over the decals, set aside to dry, and followed with two thin coats of Dull Coat. The wing tip lights provided were clear plastic, and I lightly brush painted them with Tamiya Clear Red and Clear Green for port and starboard accordingly. The last nightmare was the canopy. One of the reasons I built larger scales

was to be able to mask of the canopy to have nice sharp, crisp lines. In 1/72 scale, not only does this task require the touch of a surgeon, but Testors in their stride for accuracy, molded a windshield wiper into the front windscreens. Ant Man would be cursing about this time too. But I was patient, and the Tamiya masking tape proved itself once again.

Surviving all this, I attached the landing gear and gear doors. The front gear doors were a bit tricky. One fit up inside and snug into the wheel well, the other appeared to be a bit oversized. A little sanding and touch up paint fixed that. Now, if you have ever seen the real aircraft, it looks like the nose sits on the ground. On a 1/72 scale version of this, you might think something didn't fit right, or you missed a part. Don't worry, refer to a photo, and a view from the side, the gear doors are very close to the ground, and the front wheels are barely showing. Last, I drilled a small hole through the bay door into the wood mounted inside, and used, of all things, a piece of a metal coat hanger for the supporting stanchion.

A trip to Michael's Craft Store produced an appropriate wood base, and a coat of black to it finished the project. For a simple display piece, out of the box, no super detail, I thought it came out good. "The Tick" had put a bug in my ear...omg, was that a pun? About the 1/48 scale kit available. Normally I would have started looking and ordering them, but I have inherited several small scale (1/100th, 1/144th and 1/72nd) kits, and have some ideas for them. I will try to photo journal and write up articles on them as I go. On a scale of 1 to 10, I give the kit an overall 8, the Tamiya Paints and Thinners I give a 7, and the Tamiya Masking Tape a hard 9. (I would have said 10, but it costs a bit), Sprue Brothers a solid 10. Thanks everyone.



“Eileen” 84th FS Tamiya 1/48th scale P-47D Bubbletop



by Ed Mate

The subject of this model is Frank Oiler's P-47D-28-RA bubbletop "Eileen." His 2nd assigned Thunderbolt. The camouflage scheme consists of RAF Dark Green over Sky Grey. Paints used were Model Master Enamels; to replicate the RAF Green, FS 34079 was used with black added as the 079 was a bit too bright. For the underside British Sky Grey, Model Master Japan Navy Sky Grey was used

applied to the cowling before applying the black checker decals. The 108 gallon paper tanks are a combination of the kit parts and Eduard Brassin resin.



Alclad Aluminum was used for gun barrels, prop boss and fuel tanks. The invasion stripes and theater bands were painted -NO decals! A coat of white was

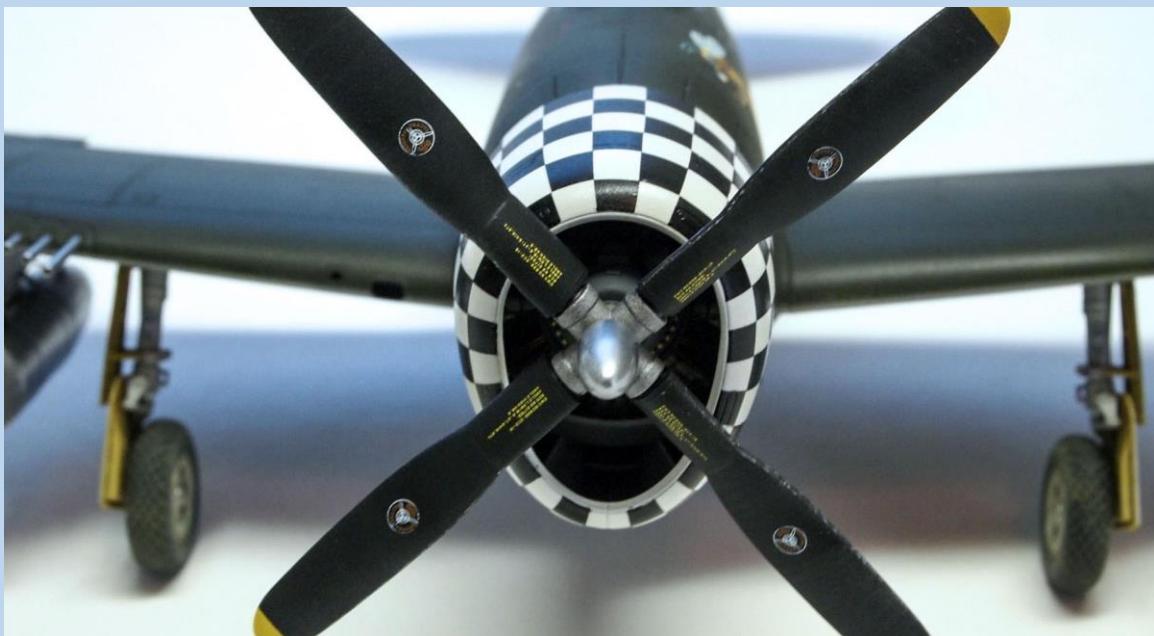


In the cockpit is a Yabu instrument panel and Ultracast seat. The wheels are from Obscureco. Ignition wires were added to the engine.

Decal markings are from several sources. The base marking decal set consisting of Oiler's personal markings (wasp art, Eileen, crew and data block, serials and side codes are from AeroMaster 48-083. Thunderbolts Galore. The Type A checkers are from

ThunderCals 48006 1/48th P-47D Bubbletops /Razorbacks
78th FG/365th FG 8th & 9th Air Force. Insignia and data
including

prop logo's, cuff data and P&W logo/data placard come from
ThunderCals 48005 Insignia/Data Utility decal set



**Checkers can be found on Thundercals decal set 48006
ThunderCal Decals website Go: Thundercals.com**

Modeling references No.1

F-15 Exhaust photo reference



