

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

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The Tick

MEETING THEME FOR SEPTEMBER Ships

Scheduled meeting nights for IPMS McKinstry 2022

October 14 Jugs, Tbolts

November 25 Jets

December 10 Christmas/holiday party

Complete list of date's info into 2023 can be
found on the McK website

Go:

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

Tamiya F4F-4 Wildcat 1/48



Mike Hanlon

An F4F-4 Assigned to VC-13 and operated from the USS Core CVE-13 in 1943. VC-3 was a composite squadron operating F4F-4 Wildcats and TBF-1C Avengers hunting U-Boats in the Atlantic.

This model is Tamiya's excellent F4F-4 which was initially released in 1994. The fit is very good, only requiring care in the assembly of the complex landing gear.

Using AK Interactive Real Colors, I painted The Wildcat in an Anti-submarine Scheme which consisted of Dark Gull Gray upper surfaces, Light Gull Gray on the fuselage sides and Insignia White on the undersides.

The decals used were from Fundekals 48034 Grumman F4F Wildcats. Fundekals does not provide printed instructions but instead refers you to their website and a 28 page PDF of instructions. Decals are printed by Cartograph and were excellent.

https://fundekals.net/wpcontent/uploads/2022/02/FD32012_FD48034_Inst.pdf



C-18s “Magic by Moonlight” ICM 1/48th



Dave Kopielski



This aircraft nicknamed “Twin Beech 18” was built in 1943 by Beechcraft in Wichita, Kansas. It was bought by the U.S. Army Air Corps and served as a navigation trainer at Houston’s Ellington Army Air field until 1945. It was then transferred to the Civil Aeronautics Administration (CAA) which would later become the Federal Aviation Administration (FAA) and served as a VIP transport until 1959. It went through several owners until 2000 where it was purchased by Bobby Younkin Airshows INC. It went through a

complete restoration and served as an acrobatic aircraft until Bobby’s passing in 2005. In 2007 Matt Younkin (Bobby’s son) updated the aircraft with extra lighting, named it “Magic by Moonlight”, and began performing acrobatic shows at night. It is the airshow circuit’s largest, noisiest, and smokiest airplane lit up like a Christmas tree and performing aerobatics at night!

This model represents Matt’s aircraft with the lighting. I used 19 LED’s to illuminate the model. There are two 3mm LED’s in the nose, two red flashing pico LED’s on the fuselage, one red and one green pico LED for the wingtip lights, one micro LED to illuminate the instrument panel, and twelve more pico LED’s for the navigation, landing, cabin, and cowl lights. For the smoke trails I used a styrene rods and cotton balls. The model was mounted on a styrene tube which houses the wiring to the base and ends at a power jack. The model can be powered by a 9V battery or an AC adapter.



Roden 1/144th C-141B. Spirit of the Inland Empire



Jim Batchelder

The Spirit of the Inland Empire was built straight out of the box- no enhancements. It's a basic kit. The main fuselage seam required a lot of filling and sanding. Then, I had to re-scribe the panel lines. After quite bit of work, I finished it off with a coat of Aircraft grey and was pleased it turned out ok! I wasn't able to do much with the cockpit glazing- it just doesn't fit well at all. The decals are problematic as they are rather translucent. I am considering aftermarket replacements, at this point.



Hasegawa 1/48 Aichi D3A1



Pat Westerberg

1/48th scale Hasegawa Aichi D3A1 Val. As depicted, this plane flew from the carrier Kaga. I liked this kit- the model itself went together without any major problems. The decal was a different story. The Hinomaru decals shattered when I tried to apply them resulting in having to paint them onto the model. Paint colors used were Tamiya gray-green (XF76) overall other colors were also Tamiya, red and black.

Future Floor Acrylic was applied over the grey-green functioning as a base for the few other decals that were necessary to apply. Once the Hinomaru were painted and decals applied and left to dry, I then applied yet another coat of clear to seal all in place. I later applied a wash to accent the panel lines.



Revell F-16A Fighting Falcon 1/48th



Norris Graser



Good kit for the right time.

I bought the Revell F-16A when released in 1977. If memory serves, it was the most shape accurate 16 at the time for an early block 1 – 10 aircraft. . Already on the hobby store shelves were the Monogram, Tamiya, Otaki and Entex releases. The monogram kit was a mish mosh of early block and prototype shapes. It was an inaccurate kit that did not go out of production for many years. The Entex kit was possibly a bit better but based on the prototype, as was the Tamiya release. Whether or not the Entex kit was at all correct in shape, I have no clue

but I did own the kit and also the Tamiya F-16, The Tamiya was a fairly accurate prototype model. In fact if I were to build the colorful prototype, I believe the Tamiya offering is the most accurate – even today. The most accurate in service early block 10 version of the F-16A was the Minicraft/Hasegawa kit, but that was a ways off being released in '83.

In mid-1981 The Israeli's attacked the Iraqi Osirak nuclear research facility. That's when it occurred to me that the Revell kit would be the right choice to build the colorful Israeli F-16, which initially were block 10 and earlier, in their familiar camouflage only altered to feature a new grey/green color replacing the old color which was actually close to an interior green.

The Revell kit, although basic by today's standards, featured the necessary early short stabilizers. Like all the others, it included

the S-III-S Stencel Aero ejection seat, used only with the YF and FSD aircraft. When the 16 went to production, the ACES II was the seat of choice. So wrong seat, but you'd hardly know because the only canopy option is a closed canopy. I already had an early MicroScale/SuperScale Israeli markings decal set (48-70) that featured insignia and squadron badges. All I needed was that new grey/green color – and soon enough, Humbrol released it.

It was a fairly easy build. The closed canopy fit well to the forward fuselage. I had no idea what the weapons load would be for the raid, so pillaged another kit for an additional set of AIM 9 launch rails to add under the wings. Instead of using the inboard stations for fuel bags, I found a pair of MERs and a dozen Mk 80 bombs in my “spares” box, for a more interesting, imagined NUKE raid configuration. The only other additions to the model were fuse wires for the Mk 82's, AOA and a new pitot made with a needle and small diameter brass tubing. As noted, I had the MicroScale Israeli decal set and randomly selected an A-4 set of squadron badges for 110 squadron – unknown to me until recently, to be one of two squadrons participating in the attack. Such luck!

Colors used for the camouflage were Model Master Sand, FS 30219 SEA Tan, Humbrol FS 33531 <slate> Green. Early Israeli F-16's underside was FS35622 Lt Blue. My notes don't reflect actual color names for the engine nozzle but it was the original Metalizer before Model Master's rather inferior version made its appearance.

To apply the unique camouflage, I simply used cut and shaped index cards, holding them just above the model to airbrush a fine soft edging. I had a few images plus a pair of profiles from Aerograph I for the paint scheme and FS colors.

Decals were applied over Testors Glosscote. After applying the decals, a 2nd coat of gloss was applied and soon after, a final clear coat of Testors Dullcote mixed with a fair amount of lacquer thinner to achieve a dead matte finish.

Likely not so accurate for today, but A fun build for me from..... 40 years ago!



Excellent modeling references of the day:
Aerograph I, Aerofax, , 1982, Jay Miller
F-16A & B Fighting Falcon in Detail & Scale, Aero Pub., 1982, Bert Kinzey

Model Reference # 3 F-100 Nozzles

Having sent out an image showing an F-100D with the F-102 nozzle instead of the original North American device, I received a couple of email replies asking why I was sending out an F-100 image but captioning it F-102. I had thought that the 102 nozzle on an F-100 was common knowledge - especially for model builders of jets as Monogram included both the N.A. version and the later Convair device in their Hun releases. So I thought it'd be interesting to have someone who knows more than anyone should, about the Hun, write a bit on it – Norris

How F-102 afterburners ended up on ANG F-100's

This story was related to me by Dave Menard (AKA Mr. F-100) many years ago.



The afterburner nozzles on the Hun had always been a source of problems, but the USAF soldiered on without ever trying to mitigate them. When the F-100 fleet went to the ANG, the Guard took things into its own hands. Since the F-102 fleet was being retired "en-mass" there were hundreds of much better afterburner nozzles available and some bright Guard trooper suggested that the Guard swap out the troublesome -21A afterburners of the F-100 fleet for the now unneeded -23A afterburners of the Deuce fleet. Since both jets used otherwise identical versions of the Pratt & Whitney J-57 engine, it was a simple thing to swap the afterburner nozzles. Both the -21 and -23 nozzles had 2-position (either open or closed) nozzle segments that were activated in the same manner. They also used an identical Exhaust Nozzle Control Unit and since both nozzles used the same high pressure air to actuate movement of the AB segments, the conversion basically just amounted to removing an AB nozzle set from a Deuce in the boneyard, removing the -21A unit from a Hun, bolting on the -23A nozzle from the Deuce and hooking up the actuator air lines again. Worked like a champ and saved the Guard maintenance guys a lot of headaches. As far as I know, not a single USAF Hun ever had that Deuce AB unit applied to it, but the Guard sure loved them.

At about the same time, another enterprising Guard trooper was looking to enhance his income and suggested that they apply a fore-and-aft running non-skid strip on the inboard (fuselage) edge of the left stabilator on the Huns. On the F-100's, after every flight a crew chief would have to force the trailing edge of the stab down so that he could walk up the stab in order to remove the used drag chute and then attach the new one. In the event of wet or slippery conditions, it was not uncommon for said crew chief to end up curled in a ball on the ramp after losing his footing. Dave said that the modification had been suggested many times while he was in the USAF, but it wasn't until the jets went to the Guard that the traction area was added to the stab.

Finally, in hot areas of the world, a USAF crew chief could manually force the nozzle segments of an F-100-21A afterburner to the open position prior to engine start. This led to a much cooler engine start and it was not uncommon to see Hun's with open burner nozzles sitting on the ramp awaiting their next flight. The nozzles would automatically close once the air pressure built up and it also gave the crew chief a clue on whether they would operate properly when the pilot selected afterburner for takeoff. With the -23A nozzles, there was no need to do that.

And that is why F-100's in the Guard looked different from the Huns in the Air Force. **Doug Barbier**

Standard Air Force HUN Nozzles



All images ~ source Internet via *Tick*

Dvids <https://www.dvidshub.net/image/7241106/f-100-super-sabre>

ANG / F-102 Nozzles



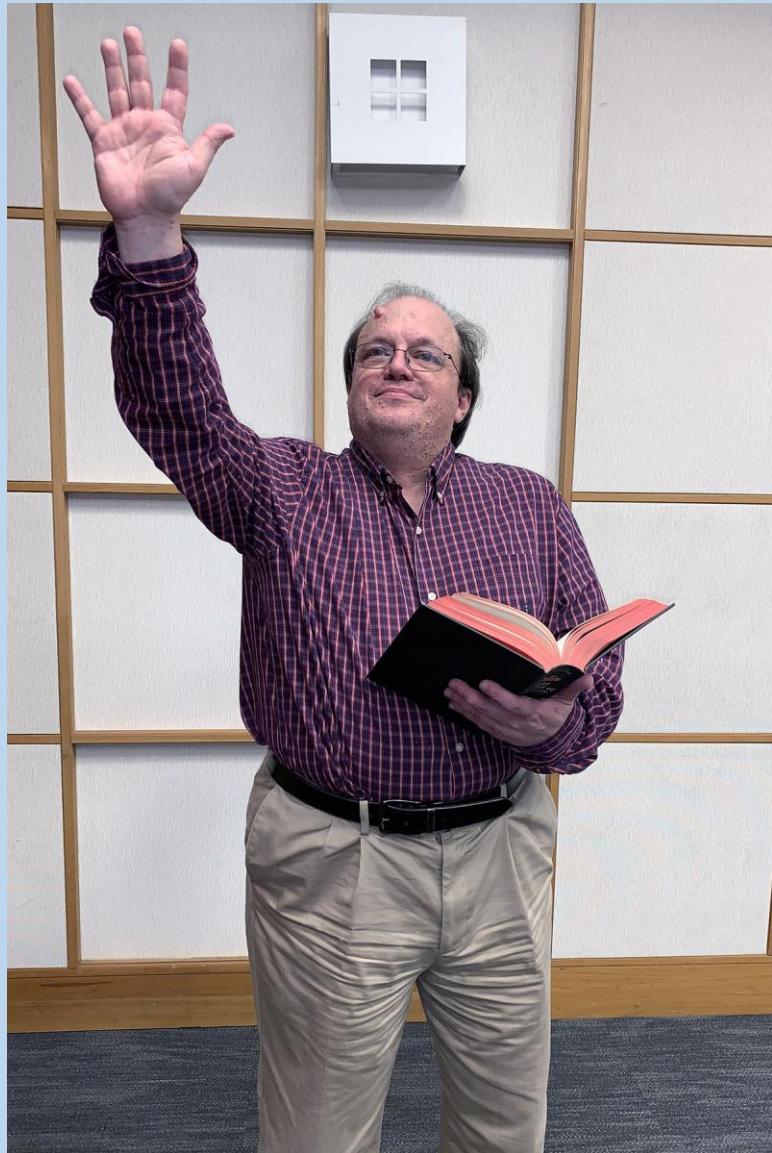
Photo by Steve Heeb



All images ~ source Internet via *Tick*

Dvids <https://www.davidshub.net/image/7241106/f-100-super-sabre>

Palm Springs Air Museum <https://447bg.org/air-modern/modern-usa/f100-supersabre/>



That's all for now, folks!

Jimmie B.

Tick out