

McKinstry newsletter for NOVEMBER 2022

**The KETCHUP is NOT Quite KAUGHT UP
BUT WHAT the hell, it might be someday!!**

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MEETING THEME FOR NOVEMBER JETS! McWebsite <https://ipms-mckinstry.org/>

Hasegawa 1/48 F-104C



Mike Hanlon

1/48 Hasegawa F-104C
Eagle Strike Decals Silver Starfighters
479th Fighter Squadron
Alclad Paints for primary painting

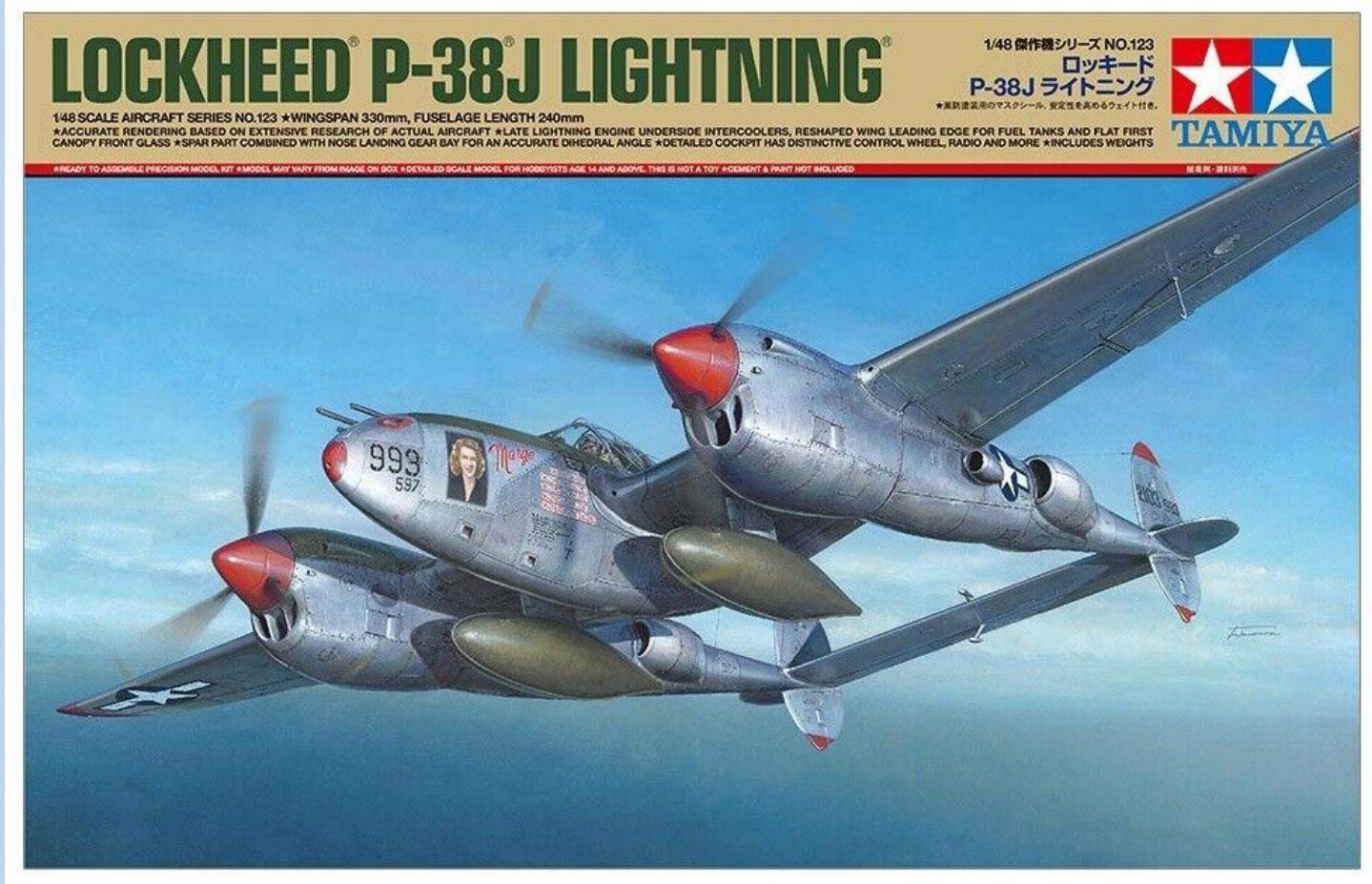
The Hasegawa F-104's were initially released 20 years ago. A very simple build marred only by the molding release marks on the lower wings and an excess of rivets both upper and lower wings.

Several types of Alclad metalizers were sprayed over a Tamiya Gloss black base.





Tamiya 1/48 P-38J Lightning



By Mike Hanlon



Overall aircraft: Alclad Silver and Duraluminum
Antiglare panel: AK Interactive Olive Drab No. 9
Nacelles and Spinners: AK interactive RLM 04
Aeromaster Decals Sheet 48-289
20th Fighter Group Lightnings
Happy Jack's Go Buggy Pilot: Major Jack Ilfrey

Following up on their release of the P-38F/G and P-38H kits, Tamiya has now released the P-38J. This aircraft was introduced in early 1944 and served through to the end of the war. Widely praised for its performance in the Pacific and Mediterranean theaters, the P-38 had a much more difficult time in Europe owing to the extreme altitudes at which it was required to operate. The aircraft superchargers tended to seize at high altitudes and the aircraft lacked sufficient heating for the pilots. By the time these issues were addressed the aircraft was replaced by the P-51 Mustang in the ETO.



As is expected of Tamiya kits the engineering and fit is very good with one exception. When I installed the oil coolers in the engine nacelles, they blocked the final assembly of the nacelle. I actually removed two of the coolers which then allowed the nacelles to fit together.

Fortunately you cannot see the missing pieces so it did not make a huge difference. This may have been my fault, but I have read one review where the builder had a similar problem.



Due to its design, painting of the P-38 presents some challenges. Holding the assembled model and trying to paint and decal it can prove to be awkward. Masking the antiglare panel presents a particular challenge. One way around this is to paint and decal the kit in subassemblies. This is the route I chose and I believe it is the best way to go for natural metal aircraft. Having built two versions of the Tamiya P-38, I can honestly say that it is one of the nicest kits I have ever built. Just pay attention when assembling the nacelles.





Hawk 1/48 Northup F-5A Freedom Fighter



Hawk Models 560-100 1/48

By Paul Gasiorowski

It looks like the kit was first issued 1966. The basic kit came in dark green plastic. Very basic interior, just a slab for the seat, no side panels, and cockpit panel was just a flat piece of plastic, with a decal for the instrument panel. The canopy was in good condition, hardly any scratches.

I started with the cleaning of the plastic with soapy water and rinsing it off. Next I taped off the places where the missiles and bombs were to be placed on the pylons and wing tips. The reason for this, there isn't a lot of flat areas where the glue would be used. It was easier doing this than trying to scrape off the paint before attaching said bombs, missiles, etc. The next step was a coat of Tamiya Gray primer.



The cockpit area was quite bare, no side panels, probably not unusual for a model at that time. I looked on the internet to find some pictures of the side panels. I used sheet styrene and built some side panels for either side of the cockpit. I also did the

same for the instrument panel, but I used a thinner piece of styrene. After I attached the side panels, I painted the interior light grey. The pictures of the side panels I printed look about right for 1/48 scale. I cut them out and attached them with a thin coating of Elmer's glue. I did the same for the instrument panel. The included seat was just a slab of plastic. I found a 1/48 resin seat in my spares. I tested the fit and made any adjustments necessary. I then went and painted and detailed the seat.



I had to attach the front landing gear before gluing the halves together. I also added some fishing weights to hold the nose down. The intakes for the engine were added to the fuselage halves, along with the auxiliary air intakes at the rear of the fuselage.

The requisite missile and bombs were assembled and given a coat of Tamiya Primer gray. The bombs

were painted olive drab and missile gloss white. Some black stripes were added to both types of missiles.

The fuselage halves were glued together and any big seams were sanded out. The canopy pieces were attached with white glue after masking everything. Another light coat of primer was given to the plane.

The enclosed decals were useless, probably 50+ years old. I didn't even try to use them. I wasn't planning on painting the aircraft in Viet Nam era camouflage. I looked through my decal sheets and found a sheet by TwoBobs Aviation Graphics. They were for T-38A Talons, 3 different sets, 7th Fighter squadron, 509th Bomb Wing and the 9th Reconnaissance Wings. Since I was going to use the missiles and bombs, I chose the 509th BW. The color of the plane was Dark Gunship Grey FS61118. Since I normally use MM acrylics and my bottle of Gunship Grey was about gone, I had to pick something else. So I found Vallejo Medium Gunship Grey 71.097 and Mig AMMO A.MIG-0204 Medium Gunship Grey online. So I ordered 1 of each from Sprue Brothers along with the acrylic thinners for each brand.

I decided to paint the upper fuselage with Vallejo and lower with MIG. I have never used either brand

before. Both paints are a little thick so I thinned them down about 50%. It took several light coats to get good coverage. I was satisfied with the results.

I painted the wheels flat black and rims silver. The struts were painted light grey and silver where appropriate. I didn't spend any time on the wheel well bays at all, just left them Gunship Grey.

I then gave the fuselage a couple of coats of Pledge to give it a gloss base for the decals. The canopy was removed and all the masking was removed. The canopy was set aside till the decals were applied. The decals came off the sheet pretty quickly and settled down pretty well. The plane was then given a matte coat. The canopy was replaced.

I guess for a kit from the 60's and kids building them it was a pretty easy build. The instructions were pretty much glue, next step glue, etc. paint, apply decals. It did include a paint scheme for Viet Nam, but based on the instructions, it was probably a brush paint sequence, using Testors enamels, paint, let dry, next color, repeat.



Great Wall Hobby 1/48 F-15 Eagle MSIP



James Batchelder

Great Wall Hobby 1/48 F-15 MSIP.

The decals are aftermarket, are from an Afterburner Decals set. This specific bird has a marking for the city of Madera. the paints I used were Model Master (Dark Gull and Air Superiority Grey)

throughout with the exception of the engine which were Alclad. This was a good build very straightforward, no fit issues and no need for any aftermarket parts. Just a fun build



Revell 1/72 Me 262



Frank Ress

Revell 1/72 Me 262, built about 1981. This is the old kit that originally cost something like 50 cents when first released. At least, that's what the other Revell kits in that scale cost – I have no idea what I actually paid for it. In fact, it may have come from the personal collection of model kits that my dad bought for me from the guy who ran the local hobby shop. Anyway...

The kit was pretty basic. The shape was OK, but filling the seams required plenty of filler putty, and there were some major sinkholes where trailing edge of the wing includes the engine nacelle fillet. Along the way, I sanded off most of the raised detail – panel lines and lots of rivets.

I don't remember what I used for a nose weight – probably lead fishing shot or BBs held in place with modeling clay. I opened the gun ports in the nose with the end of a No. 11 Exacto blade.

The cockpit was pretty basic – just a seat and not much else, as I remember. There were no wheel

well interiors or a cockpit floor, so you could look through the canopy and out the main gear openings. I flattened out more modelling clay and just stuck it between the lower wing and the upper halves. It blocks that view through the canopy, at least.

The only real upgrade I made was a vacuform canopy (I still have the Mattel vac that I got as a kid). I'm not sure what advantage that offers – there's nothing worth seeing inside the cockpit.

I used custom mixes of Floquil paint that I airbrushed on the lower surface (a pale blue) and upper (a light gray) to match the instructions and box art. I hand brushed the mottled dark green to mimic the box art (again, a Floquil mix that I eyeballed to match the instructions and box). I used the kit decals and over sprayed with Dullcote. If I remember correctly, I think I cut off most or all of the carrier film to avoid silvering, since I applied the decals over the flat paint.



The Background behind the Movie “DEVOTION”

The start of the movie was when an actor Glen Powell (played Thomas Hudner) read the book. He approached Rachel Smith, a friend of his that he thought the story should be told. Rachel and her sister Molly had a film production company called Black Label Media. The two women happen to be the daughters of one Fred Smith, CEO of FedEx. He is also an aviation enthusiast and a member of the EAA. He served two tours in Viet Nam as a Marine as a FAC in an OV-10 Bronco. He knew of Capt. Thomas Hudner, after meeting him at a Medal Of Honor Society several years later. He helped fund the movie and gave the movie to the Marine Corps Scholarship Fund.

The film used actual aircraft, Corsairs, Bearcats, Mig-15, Skyraiders and an HO-5s copter. Planes of Fame Museum used a Corsair, Bearcat and Mig-15 from their collection. Erikson Aircraft Collection provided a Corsair and Skyraider. The Dixie Wing of the Commemorative Air Force provided a Corsair. Aircraft collector Dan Friedkin supplied a Corsair and another Bearcat. Alex Anduze supplied the flyable HO-5S-1

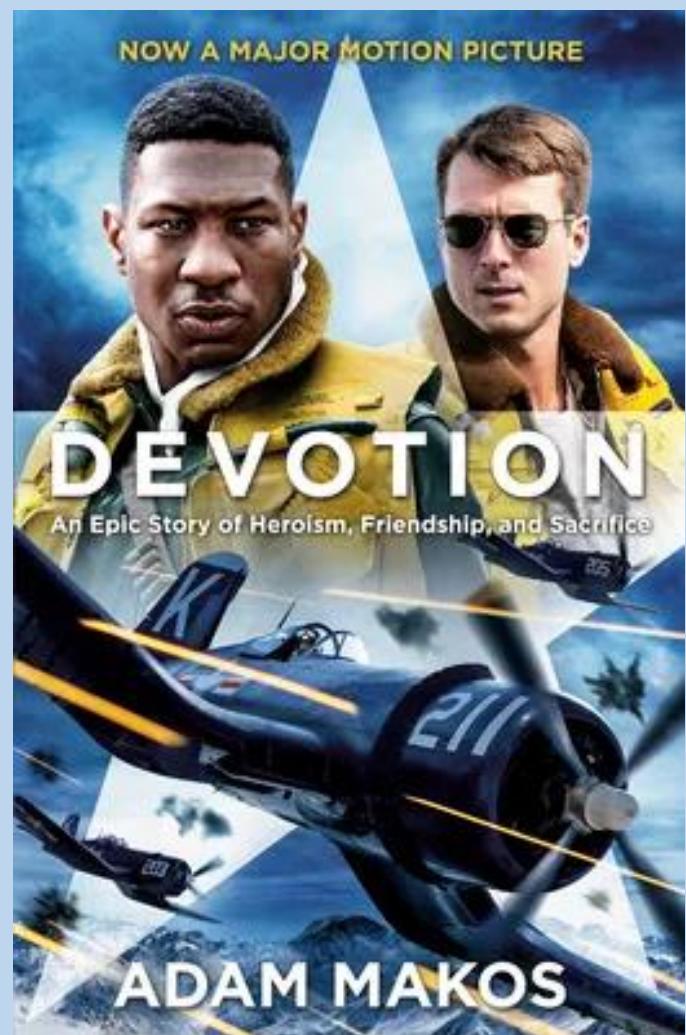
The planes were all repainted to show the actual colors and marking as used in the Korean War. They also used a Sea Fury and an L-39 Albatross as film platforms. The internal shots of the pilot were actually shot in a seat of the Sea Fury, because looking back to the tail; it was similar to a Bearcat.

The winter scenes were going to be shot in Canada, but because of Covid restrictions, they used the mountains and valleys in Washington State near Pasco and Wenatchee.

The full-scale replica superstructure of the of USS Leyte was constructed of plywood, etc. The deck shots were made on a runway in Savannah and Statesboro, Georgia. The runway mimicked the deck of the carrier and the rest was blue screened.

The pilots behind the scenes were Steve Hinton Sr., Steve Hinton. Sitting in for Jesse, while in the plane was pilot Michael Oliver. Also Kevin LaRosa, 3rd generation pilot, 2nd generation aerial coordinator and motion picture stunt pilot. Jim Martinelli director of flight operations for Erickson Aircraft flew the Skyraider. Some of the pilots, young Steve Hinton and Kevin LaRosa were also involved with the film Top Gun, Maverick

This information was retrieved from the November 2022 issue of the EAA magazine Sport Aviation.



-Paul Gasiorowski

Hobby Boss 1/48 F4U-4 Corsair



Mike Hede



1/48TH Scale Hobby Boss F4U-4 Corsair



Mike's tribute build to Lt. Tom Hudner and his heroic actions to save his friend, Ensign Jesse Brown from his crashed and burning Corsair during the Korean War.

Mike used Cutting Edge Decals and quilt batting for the disturbed snow effect. The "nifty" looking in motion prop is a photo etch product from PropBlur

Info on the Tom Hudner/Jesse Brown incident
<http://www.matthallstudios.com/print/devotion/>
and Wikipedia
https://en.wikipedia.org/wiki/Thomas_J._Hudner_Jr

Tamiya 1/48 F-117A



Dave Kopielski

Decals: Kit decals

Paint: Tamiya paints

Add-ons: Ares resin cockpit set with photo-etch

like about the masks was they were not pre-cut. It took some time to trim them to fit correctly. The decals were ok. They are very thin and the larger ones took some finesse to line them up. Overall, it came out very nice.



The forward landing gear bay and strut was detailed with some 32 AWG wires.



The resin cockpit tub is a little taller than the kit tub. I had to grind a channel on the bottom of the tub so the landing gear bay could fit into the channel allowing the fuselage halves to fit together.

The kit was a nice kit to build. It included a weight so it sits correctly and it included masks for all the clear parts. The only thing I did not



Phantom Stuph



In April 1967 the 14th Tactical Reconnaissance Squadron was reactivated flying RF-4C. Initially assigned to the 75th TRW at Bergstrom AFB it was transferred to Udorn RTAFB in Oct 1967. The squadron flew its first combat missions in Southeast Asia on 2 November 1967. The Phantoms replaced the RF-101 Voodoos of the 20th Tactical Reconnaissance Squadron, which was inactivated on 1 November 1967. The 14th continued to fly combat until May 1975. It was the last RF squadron in Southeast Asia. It documented the fall of Cambodia and the Republic of Vietnam in 1975. And its last combat mission was flown by 68-0603 on 15 May 1975 supporting the fight at Koh Tang Island during the Mayaguez incident.

68-0603 flew in SEA from 1969 until 1975. She was retired to Bergstrom in 1991-
perhaps she is still there.

Don Jay





Camouflage

Tick out