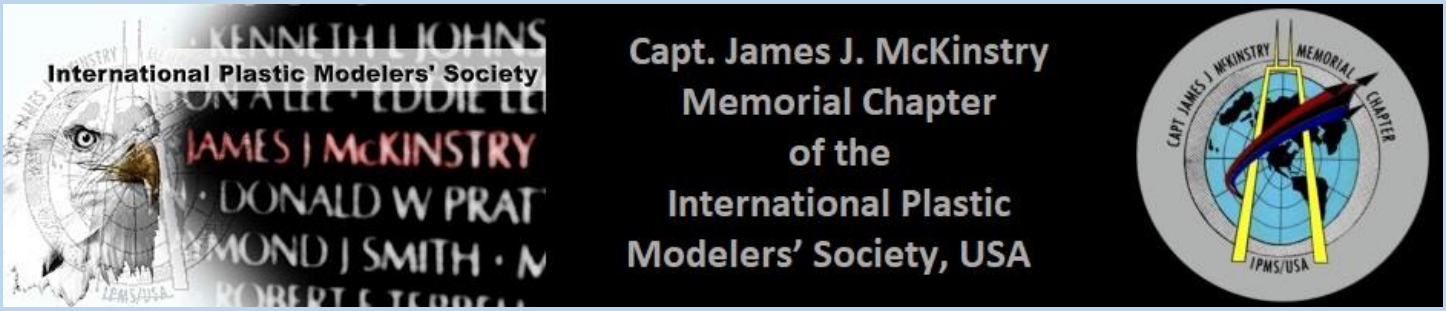


McKinstry newsletter for JANUARY 2023

The KETCHUP is NOT Quite KAUGHT UP

B U T WHAT the hell, it might be someday!!

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**
Norman P. "Judge" Grapner	**Photo's / Graphics**		

CONTENT

IPMS McKINSTRY The 1st IPMS chapter in Illinois - Celebrating our 53rd year

Meeting theme for January: OPEN

FOR meeting nights, visit McWebsite this link

Meetings | IPMS – Capt. James J. McKinstry Chapter (ipms-mckinstry.org)

Meeting Notes January 20, 2023

The meeting started promptly at 7:00 PM.15 members were in attendance, Charlie Scardon, Steve Kumamoto, Brian Gardner, Pat Westerberg, Gene Suida, Bill Soppet, Jim Batchelder, Dave Kopielski, John Koziol Sr., John Koziol, Scott Olsen, Mike Hanlon, Frank Ress, The *Tick*, and Paul Gasiorowski.

The club received 2 Thank You notes from Hines hospital and James Lovell Center for our donation of model's, kits and modeling supplies in December.

Program Demo for the evening:

Application and use of Kapton tape by Dave Kopielski.

Uses include masking including canopies, A brand name, Myjor High Temperature Tape was used for the demo. This tape is typically used in circuit board manufacturing to isolate areas where solder isn't required. The big plus is once you lay down the tape the frames on the canopy are easily discernible.

Academy 1/35 M151A1 MUTT

Bill Soppet

1/35 M151A1
'B' Company, 504th MP Battalion
(Vietnam, circa 1967, II Corps)

I decided to build this kit as a Vietnam era M151A1 from 'B' Company, 504th MP Battalion that patrolled the main convoy route highway QL19 in the military tactical zone of II Corps. For more on this MP unit visit the following link.

https://www.historynet.com/us-armys-b-company-504thmilitary-police-battalion-patrolled-central-highlands-highways-during-the-vietnam-war/?f

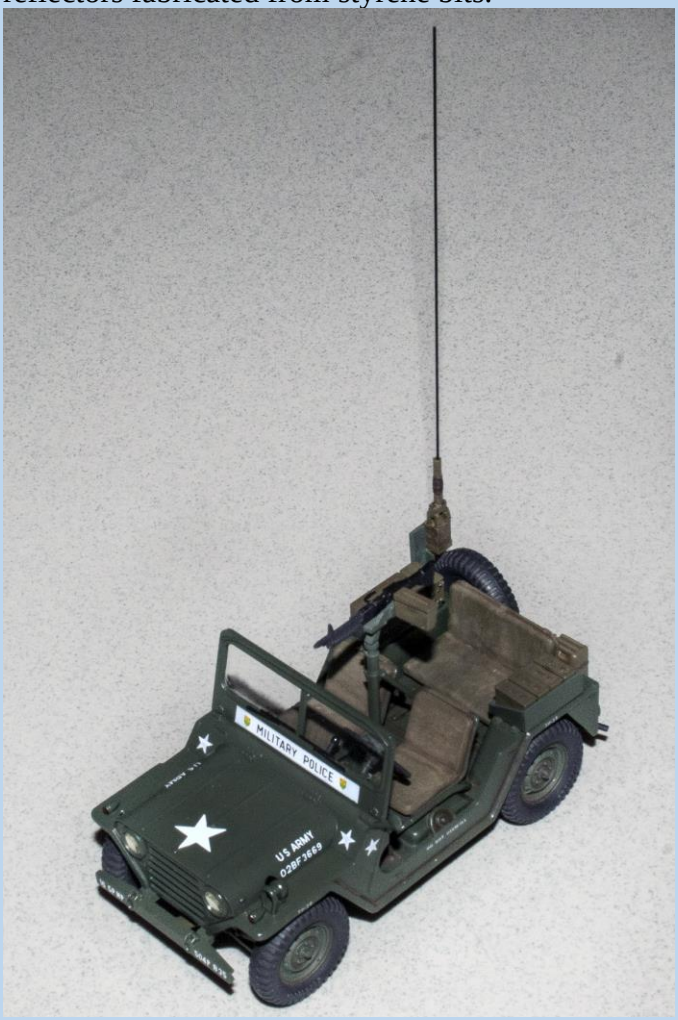
Since the kit was a M151A2 (produced from 1970-1978), it would require modification to backdate it to the -A1 version that was predominate during the Vietnam War. I decided not to backdate the suspension since it wouldn't be visible unless one turns the kit upside down to scrutinize the undercarriage and knew what to look for. Therefore, the main features that need to be addressed for the backdate conversion would be: reshaping the front fenders; reshape the rear wheel quarter panels; remove the –A2 large rear turn signal units on the rear jeep panel and replace with smaller early period style; addition of blackout lights and their recesses to the front grill; change the one-piece windshield with synchronized wiper blades to a split windshield with opposing wiper blades; fabrication of the –A1 early period large steering wheel; and change the rear window of the canvas cover from a full width uniform style to the –A1 split window style with non-uniform pane sizes.

An excellent modeling reference used for the back dating conversion is "MUTT A1 TRUCKS In Detail: M151A1 and M151A1C Utility Trucks", Frantisek Koran, Wings & Wheels Publications, R093.

Kit Construction:
The model kit is molded in tan colored plastic and was constructed following the instruction sheet 9-step sequence and performing back-date modifications at that specific construction point.

The <u>1st construction step</u> is assembling the jeep main body parts comprised of the central tub (containing front fenders, engine compartment, interior floor board, and rear fenders), two body sides and rear panel. The first back date mod required both front fender turn signal depressions to be cut off from the central tub and replaced with Evergreen styrene sheet. The new styrene fender inserts were then glued in and sanded for proper

blending and contour. The second back date mod was performed on the two body side pieces by reshaping the rear quarter panels using a file to achieve the proper shape and removing the integral molded tow shackles. The third back date mod was removal of the two large turn signal units molded to the rear body panel and replaced with –A1 style turn signals from my spares bin. Also, the rear panel was upgraded by adding missing details such as auxiliary power receptacle, black out light and reflectors fabricated from styrene bits.



The <u>2nd construction step</u> is adding the oil pan, suspension, drive-train, and exhaust system components to the bottom of the jeep body assembly. Some added detailing was performed at this step such as: replacing the plastic rear exhaust pipe with some K&S aluminum tubing and the addition of both front suspension control arms from styrene strip (very visible with large front fender opening). Also, the front bumper was found to be incorrectly molded to the frame as just a square rod, so it was cut off. A new front bumper was fabricated from styrene strip that resembled the actual steel channel design with tapered end sections. The kit was missing the front differential guard/ skid plate on the bottom of the front suspension that protects the bottom front of the engine differential. The skid plate attaches to the bottom of the front bumper frame back to the front differential. The skid plate was made from 0.010" styrene sheet and bent to shape.

The <u>3rd construction step</u> consists of adding the front grill-head light assembly to the body, assembling the tire & wheel assemblies to the axels, and installing front seats and shift levers to the body interior. At this point, the front grill was modified to -A1 standard by adding two recessed black out light units below the head lights by drilling two holes in the proper locations and fabricating the lights with styrene bits. The head lights were detailed by drilling out the tan colored plastic molded lens and replacing with MV lenses. The wheel rims were detailed by drilling out all the lightening holes. The driver side floor board had poor detail for the gas, brake and clutch pedals…nothing more than raised rectangular lumps. I removed these protuberances and replaced them with pedals and actuating levers fabricated from aluminum sheet and fine copper wire. Likewise, the out-of-scale shift levers were replaced with steel wire glued to the original knobs. Next, the front seats needed to be upgraded and detailed. I corrected the seat frames by rebuilding the front frames with styrene rod so they attach to the floor board as opposed to just floating in air. The front seat rear frames were modified with styrene and fine wire that attaches to the floor interior. The kit seats had no fabric texture so masking tape was cut to size and burnished to the smooth plastic. Also, masking tape was used to fabricate map cases that were hung down over the back of the seat frames.

The <u>4th construction step</u> entails adding the acetate windshield, steering column and a fictitious windshield wiper motor to the windshield/ dashboard assembly. The dashboard on a real M151A1 is very busy with: two pneumatic wiper motors and all the air supply-return piping prominent; a 5-dial instrument cluster; a headlight & turn signal switch cluster; engine throttle/choke levers; several data plates; and a grab handle for the front passenger. The kit dashboard only provided an oversized grab handle, raised detail instrument cluster and a single plastic rectangle that is supposed to represent a wiper motor. Hence, I

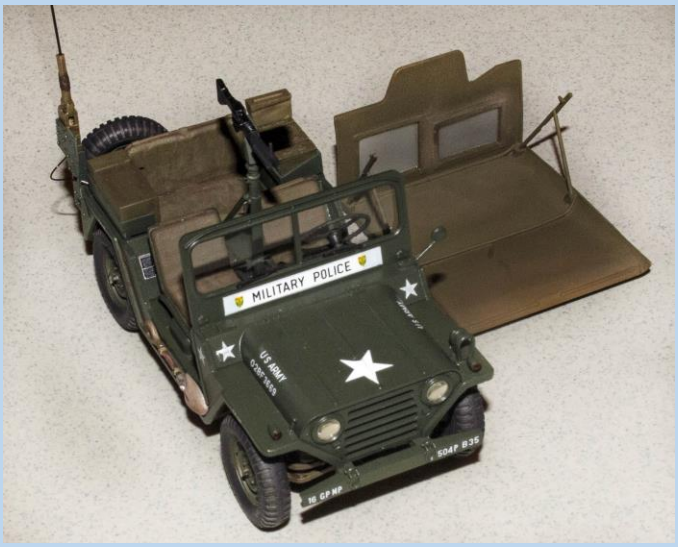
decided to detail-up the dashboard to replicate a real M151A1. The internet and WWP reference book provided a plethora of detail photos for reference. The dashboard wiper motors were fabricated from styrene shapes and fine copper wire was used for the pneumatic supply & return piping. The passenger grab handle was replaced with 0.020" brass strip bent to shape. The lighting control module and throttle controls were formed from styrene and fine tin wire. The data plates and instrument cluster dials were represented with generic dials and data plates from Archer Fine Transfers. The front windshield was converted back to the split window –A1 style by gluing a 0.010"x0.020" styrene strip in the middle. The windshield wipers were removed by sanding and replaced with photo-etch wipers from Eduard.

The 5th construction step has the engine hood and windshield/ dashboard assembly glued to the body unit. Also, the spare gas can is assembled and mounted to the rear body panel on the left side as well as installing the steering wheel. The engine hood has a circular opening on the left side for an air cleaner intake fording kit. This jeep wasn't going to be built with the fording pipe and since there is no engine for the kit, the opening needed to be detailed with a false air cleaner intake using styrene tubing. The spare gas can for the rear body panel was replaced with the correct period style from my spares box.

The undersized kit steering wheel also needed to be replaced for the larger style for the –A1 variant. I used an Italeri M925 5-ton truck steering wheel which was the correct diameter, but the spokes were the wrong pattern. I used fine fire and super glue to reposition the spokes to the correct asymmetric pattern.

The 6th construction step requires the installation of turn signals and a large black-out light on the front fenders, driver's side mirror and front bumper tow clevises. The large kit turn signals were replaced with the small –A1 version from a friend's spares box. The large black-out light assembly on the left front fender was scratch built from styrene rod and strip. The front bumper tow cleaves were formed from wire and the driver's side-view mirror was detailed with chrome mylar film.

The 7th construction step entails assembling and installing the rear passenger seat and RT-524 & R-442 communication radios to the right rear fender. The kit rear seat was discarded because it was overly thick and lacked detail. A new rear seat was constructed with styrene sheet and copper fire for the frame. The seat fabric was replicated by using masking tape similar to the front seats.



The 8th construction step has the support frames for the canvas top assembled. The –A2 canvas top single pane rear window needed to be modified to the –A1 split window style with the panes of different sizes. I used sheet styrene to split the rear window and reform the dissimilar window pane dimensions. Clear acetate sheet was used for the panes and masking tape strips were used to simulate stitched framing. Also, 0.035" copper wire was used to make two overhead support frames that were missing.

The 9th and final construction step has the pedestal & cradle mount for the M60 machine gun installed to the floor board center just behind the front seats, and the antenna matching unit with support brace attached to the body back rear fender near the radios. The over simplistic M60 pedestal & cradle mount was replaced with a styrene scratch built unit. The antenna matching unit supplied with the kit is a later model round MX-6707 used in the late 1970s onward. The vast majority of Vietnam era VIC-1 communication systems used the rectangular MX-2799 antenna matching unit that is more than twice the size. The MX-2799 has not been replicated in a model kit until AFV Club introduced it in their 1/35 M54 Gun truck kits.

Several years ago, I had scratch built a MX-2799 unit from styrene and cast resin molds of it for gun truck kits I have been building and used a resin copy for this jeep. I built a support bracket for the antenna matching unit from styrene and attached it to the right rear fender. A length of 0.010" copper wire was attached to the installed antenna matching unit and connected to the base of the RT-524 radio. The antenna for the matching unit is an AT-1095 (10.5 feet length = 3.6" at 1/35 scale) was made from 0.020" K&S brass rod. Additionally, an ammo can storage rack for the M60 machine gun was fabricated from styrene and attached to the driver side rear fender. The extra 7.62cal ammo cans were sourced from my spares box.

The M151A1 jeep interior and exterior body was painted with Tamiya XF-74 OD and the undercarriage, seats, armament and comms equipment were painted with Model Master FS34087 OD. Decals were a mix from two Echelon Decal sheets (D356095 "V-100s of the 504th MP Battalion" and D356281 "M151 Gun Trucks in Vietnam").

Monogram 1/48 F-14A Tomcat

Paul Gasiorowski

This model was partially completed when I received it from a former member Dick Smith when he was moving to Arizona. The cockpit was partially completed. Dick did a real excellent job on detailing, the side panels, the ejection seats were well done and the paint job was excellent. The fuselage had been partially painted. The wings were set as open for takeoff.

I started with completing the lower fuselage first. I masked off the lower fuselage and applied some light coats of Testor's Gloss White 1245T. The missile pylons and missiles needed to be completed. The missiles were assembled and painted and decaled. The missiles were then mounted on the pylons. They were to be added at the end of the final assembly. Also added to the bottom of the fuselage were 4 AIM-54 Phoenix missiles, painted and decaled.

The upper fuselage was masked off and a few light coats of Tamiya Grey Primer were applied.
The tailfins were painted separately. Some of the vertical tail had to be masked off and painted Gloss White. The tail was then given a couple of coats of Pledge. The tailfin decals were added, squadron markings, lightning bolt and yellow bars. The nose cone was masked off and gloss White was used. The canopy was then masked off and also painted with Tamiya Grey primer. I then applied several coats of Pledge Floor Care AKA (Future).

After letting it dry for a few days, I started the final assembly. I used a decal sheet from MILSPEC waterslide decals F-14A HI/VIZ data stencils. Overall, it adds about 100 small decals all over the plane. I was able to use some of the original decal sheet for the aircraft number, squadron markings, and tail markings. The fuselage was flipped over and additional decals were added. I then started by adding the wheel assemblies, wheel well doors. The pylons with missiles were mounted. The last thing I added was the finished canopy. After sitting on the shelf for several years it was finally completed.

Kit decals were used featuring 1975 era markings for VF-142, Ghostriders
Kit # 5803, the 1st issue of the Monogram Tomcat, 1981.

F-14A BuNo 158449 212/VFA-142 Don Spering photo

F-14A BuNo 159449 212/ VFA 142

1/700 Tamiya Gneisenau and Scharnhorst Part 1

Charles Scardon

These kits have been around since 1977. They were some of the best of the 1/700 series done by the Japanese 1/700 consortium. I built both when they came out and built another one later as a commission. There are some weak features in the kits because of limitations in injection molding at the time. The gun barrels are a little out of register. There are two seams crossing the deck from right to left. That is difficult to correct. Some of the smaller parts crude by today's standards. Many of these can be replaced with aftermarket bits.

I picked up a couple new kits with the intention of building a better kit someday. They went into the stash for some future build. Over the past decade KA Models came out with a laser engraved wood deck for the kits. This eliminated the worst feature of the kits. Master came out with brass gun barrels. Another problem solved. Later a set of brass masts came out for the kits. All these items were collected up and put aside.

In 2012 and 2014 two books on German camouflage came out. German Naval Camouflage Vol 1 and 2 by Eric Leon and John Asmussen. I finally could decide how and at what time I could depict the models. The Gneisenau would be during April 1940 when she and the Scharnhorst engaged the HMS Renown in a brief battle near Norway. The Scharnhorst would be February 1942 during the Channel Dash. It was more a retreat than anything else. Germany would never have anything larger than a destroyer in the Atlantic.

I started the kits by constructing the hulls and adding .060 plastic to the waterline to increase the depth of the hull. The extra plastic is so the hull can be pressed down into the waves. The KA decks come with some PE to replace some molded-on details that need to be removed. The hulls were sanded and finished. I next made the bases and water using Hydrocal. I painted the lower hulls Model Master Dunkelgrau 51.

At this point you can carefully apply the wood decks. Each piece needs to be carefully removed from its backing. The wood is so thin you can stretch it. I placed the wood parts in their respective

places and burnished them down with a wooden manicure stick and cut off toothpicks.

The deck markings were painted on using Testors square bottle gloss white and red. I masked off the deck and applied the white and later made circle too protect the white while I added the red. The swastikas came from Super Scale 72-160 swastika sheet. I sized the markings to the drawings in the books as best I could based on the size of the decals. I used diluted Solvaset to make the decals conform to the details on the deck. The German navy used the deck markings any time it came within range of the Luftwaffe. The Luftwaffe had a knack for bombing the Kreigsmarine.

For the Scharnhorst, I enlarged the plans so I could copy the mottled camouflage. I used Model Master Schwarzgrau. It was applied in a light mist with an airbrush at about 6psi. Additional mottling was applied with a worn paint brush. The various anchor chains and bits were added, and the model was fixed to the base with acrylic gel.

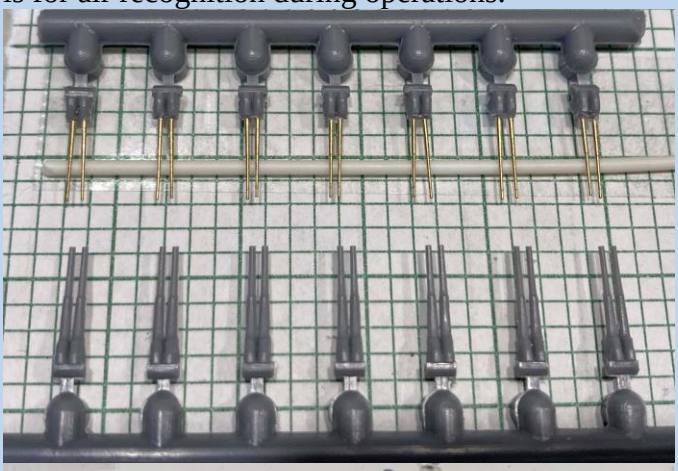
The superstructures of the ships are slightly different. The Gneisenau had to be modified by making a new wooden first deck where the anti-aircraft guns are. Scharnhorst got the PE KA deck included with the wood. The admiral bridge from the Scharnhorst kit was used for the Gneisenau and vice versa. I constructed an entirely new hangar for it too. I could have bought that from Model Monkey but forgot. The super structure was painted Model Master Hellgrau 50. The steel decks are painted Schwarzgrau.

I used Gold Medal Model German battleship photoetch. Numerous details are provide including the funnel grill. I had to drill out the solid funnel cap and smooth and sand the interior. The interior was the painted black as was the deck at the bottom of the funnel because you could see it clearly.

The Scharnhorst was similar but needed to be camouflaged. I did that with the worn paint brush.

The guns were not round. The molds were misaligned. Master makes a line of ship gun barrels that are easy to use and improve the generally out of scale kit guns. I used the 11” gun set for these ships. For the 5.9” I had to use the Japanese 6.1 “set because the German ones were too short. They were design for kits with bigger blast bags. The 4.1” are the German ones. I carefully sawed the barrels off with a UMM saw. I then used a pin to press a pilot hole. The pilot hole is necessary otherwise the drill bit will dance all over. I drilled an appropriate hole using a pin vise. The gun barrels will press fit into the holes. I made a fixture with graph paper and plastic to align the barrels both fore and aft but also up and down. Super glue was applied with a Glue Looper. The blast bags were made from white glue and bits of plastic.

The Gneisenau turret was painted yellow. The Scharnhorst was painted the same light blue I used 40+ years ago. It was the very same can. Again, this is for air recognition during operations.



Gneisenau 1940

Scharnhorst 1942

1/48 Hasegawa Aichi B7A2 (Grace) Attack Bomber

Dave Kopielski

1/48 Hasegawa Aichi B7A2 (Grace) Attack Bomber torpedo version from the 752nd Naval Flying Group

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This was a very nice kit to build. Everything fit together nicely. The instructions were laid out well to make the build go smoothy.

The decals went on well Just a couple of things about the decals. First the dark green outline on the fuselage and upper wings are an identical match to the Tamiya XF11 J.N. Green paint so they blend in too well, and the insignia are two part decals. Getting them to line up requires careful alignment. I would recommend applying the base decal first and letting it dry, then place the top red decal. This will keep the bottom from shifting while centering the top. If you are looking for a nice WWII Japanese aircraft that was unique, I would recommend this kit.

I used kit decals, Tamiya paints Eduard Photo etch homemade instrument panel decal and EZ-line "fine" for the antenna cable.

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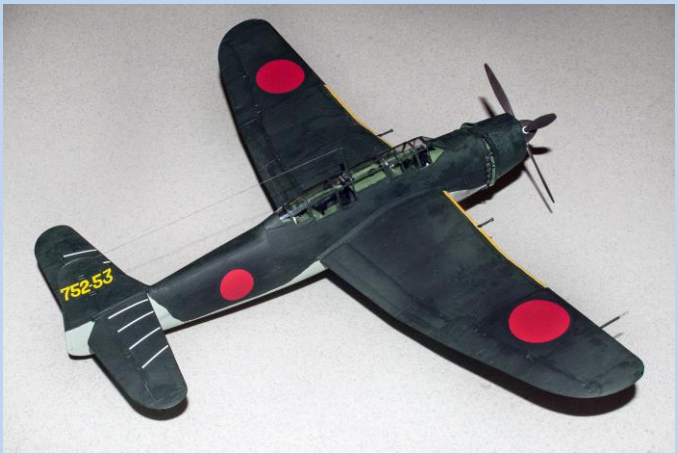
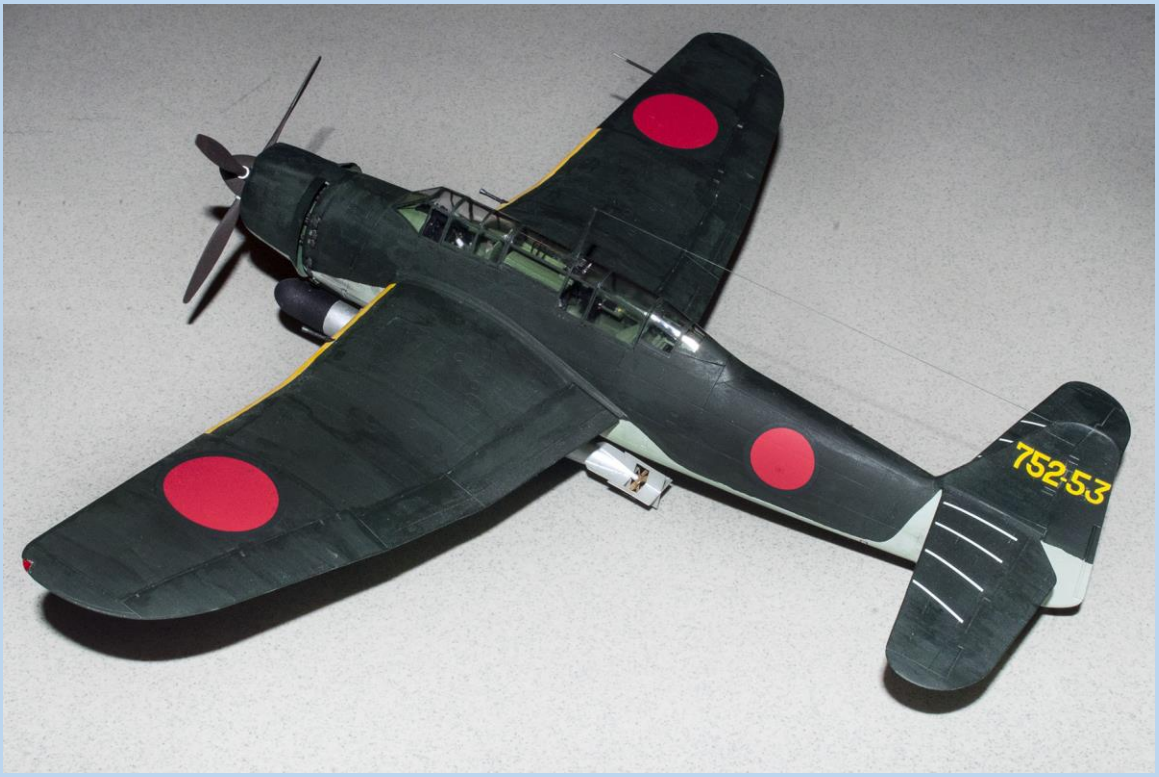


For more information on this build, visit David's Scale Models at [1/48 Aichi B7A2 "Grace" Attack Aircraft – David's Scale Models (davidsscalemodels.com)]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Large scale Guillows Spitfire

John Koziol Sr.

large scale Spitfire Guillows balsa kit. Aluminum skin is sheet aluminum bought off the shelf at Home Depot

B-25 Mitchell

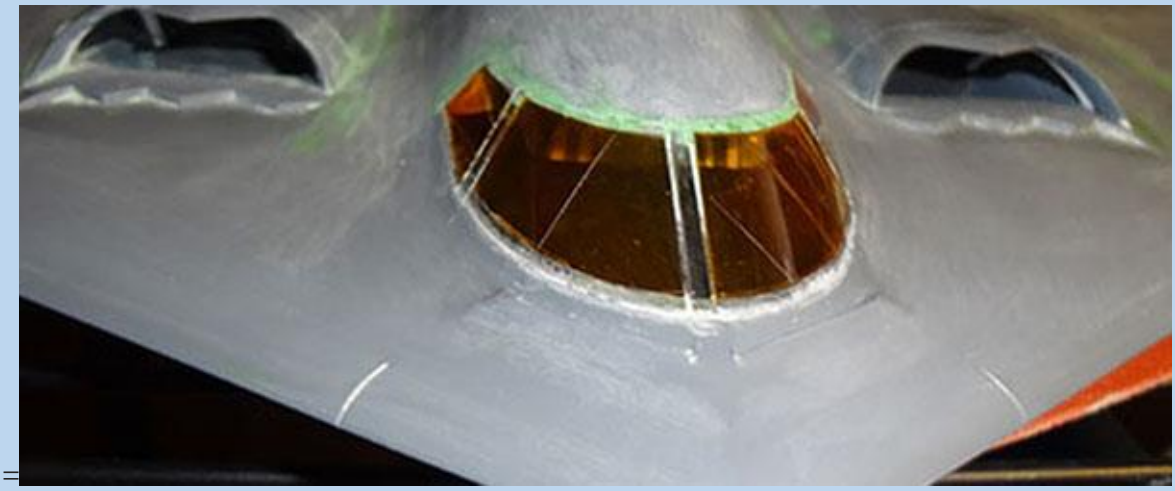
Large scale balsa wood build. The wings were missing from this kit so John scratch built them!!

Masking with Kapton Tape

Many fellow modelers have asked why I use Kapton tape for masking. First kapton tape is a Polyimide high temperature tape with a silicone adhesive mostly used in electronics for masking circuit cards for soldering. The tape trims easily with a hobby knife blade, has a little stretch to it which allows it to form around uneven surfaces and curves, and the silicone adhesive seals the edges which prevents anything (like paint) to bleed thru without leaving any residue on the surface. Another good point is the polyimide is not affected by paints, thinners or glues.

I typically place one or two pieces over a canopy. Since the tape is transparent you can see where the canopy frame is located. Using a #11 blade in a hobby knife I poke at a corner and lightly score along the frame. Once I have trimmed around the canopy panel the next step is to burnish the tape down along the edges using a toothpick. Once all the panels have been trimmed and burnished you just peel the rest off and are left with a canopy fully masked for painting. You can even place It on the inside so the canopy can be sprayed easily. It works very well when the canopy assembly has to be mounted to the fuselage for painting.

Once you have finished painting and the paint has dried, carefully lift a corner with the tip of the hobby knife or toothpick then just peel it off with tweezers. You are left with a sharp clean line. I even like use it for masking off landing gear bays and edges on the aircraft. With a toothpick it can be pressed into panel lines so once painted there is no bleeding along them. The kapton tape comes in a variety of widths to make masking at various scales easy. Dave Kopielski



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1/48 Revell B-26 Marauder

Jim Batchelder

This is a Revell re-box of the Monogram B-26 Marauder in 1/48th scale, which dates back to a 1st release in 1978.

Not quite finished, a work in progress. I find the model builds ok. However, both wings are troublesome where they mate to the fuselage. A lot of time was spent filling and sanding in these areas.

I used Eduard photo etch in the cockpit, bomb bay and gear wells. The kit engines were replaced with 3 D printed "Fast Fix" P&W R 2800 Double Wasp radial facings which are part of the Resin 2 Detail aftermarket line.

I replaced the engine cowls as well, also manufactured by Resin2Detail. I found them to be a nice addition, although care should be taken as they are delicate.

Painting involved a primer coat of Mr. Surfacer Grey. After drying, I used Ak Interactive Dark and Faded Olive Drab for the upper surfaces. For the underside I used Tamiya light Grey. interior paint is AK Interior Green and the bomb bay area is aluminum.

Decals came from Kits World War Birds B-26 decal set #148065 and the markings I used were for "Yankee Guerilla," a B-26C assigned to 555th BS / 386th BG based in Boxted, England in 1943.

McKinstry members 1990, pilot Steve Konie and “runin”Dan Pompa

Tick out