



My First Airbrushed Luftwaffe Scheme....and my first 1/48th scale aircraft

By Andy Kellock

When I was a kid I used to model 1/72 planes almost exclusively. I could never afford an airbrush back then, and did everything with a paintbrush. I was always fascinated by those airbrushed Luftwaffe schemes, but they were impossible to do with a brush. Since returning to modeling as an adult I've been modeling cars. However cars need nice, slick paint jobs and you can't hand brush glossy enamels without leaving brush marks, so there was no way around it, I had to learn to use an airbrush. Now that I have quite a few years experience with an airbrush I was tempted to try some of those fancy Luftwaffe schemes that had been haunting my psyche for decades. And now that I'm an old guy and my eyesight ain't what it used to be, I decided to branch into the larger 1/48 scale too (I'll reserve 1/32 scale for when I'm really old :)

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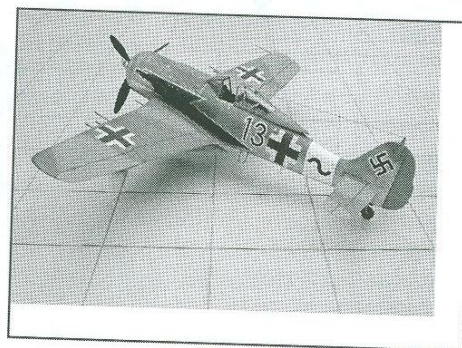
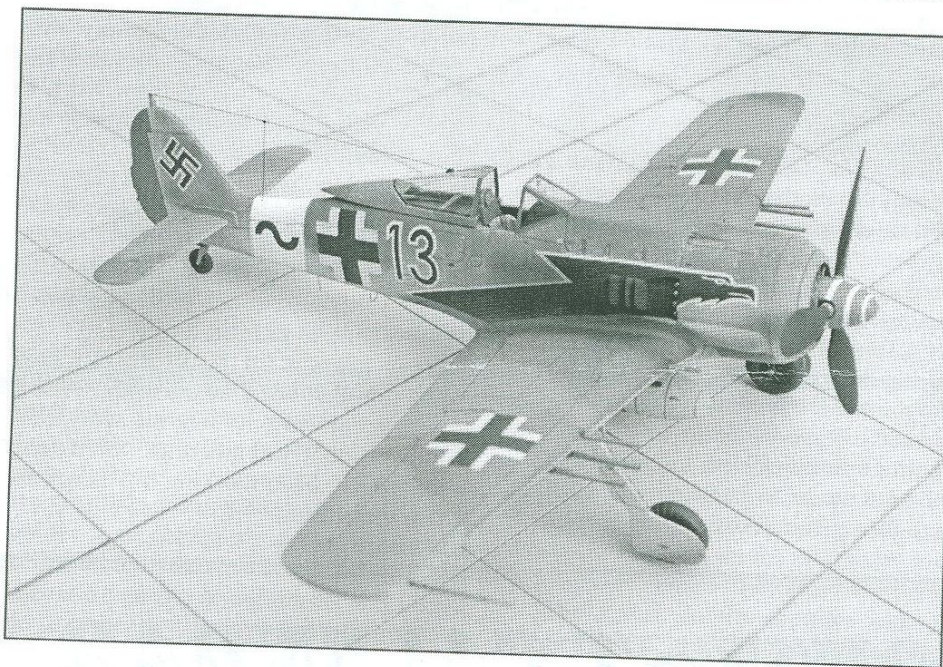
The subject for this project is one of my favorite German WWII fighters. The FW-190 A8 was a heavily armed fighter version of the infamous Butcher Bird designed to bring down

the allied bombers that were bringing the Third Reich to its knees. By adding more cannon and beefing up the frontal armor, the FW-190 A8 was used to break up the box formations of American daylight precision bombers. The four 20mm cannon in the wing roots and nose were augmented by two wing pods, each carrying a pair of 37mm cannon, and it was this heavy armament which gave the Butcher Bird its name.

My model is based on the ARII 1/48 scale kit. While the kit is unremarkable, there are no major flaws and with care can be built into an accurate replica. The model has a combination of raised and engraved panel lines, there are positive locating tabs for the wings and tail and everything fits without modification. To me, that's a good

kit. The cockpit was simple but realistic, with a curved seat back and side wall detail as well as a nicely engraved instrument panel. I painted the interior Schwarzgrau (RLM66) with a steel

Continued on page 3



EDITOR'S RAMBLE

It has been about a year since I started attending meeting with you guys. I can't believe how my collection has grown. I started with just an unbuilt 1/350 Tamiya Enterprise. Now I have about a dozen or so models that I have to finish building. I've been trying to track down how my collection has grown so much. I'm sure many of us have had similar experiences.

I pick up a model and think, where did I get this? As I go through my stash I find that most of them have been acquired from attending model shows and winning things in raffles. Others have been from model swaps such as our Christmas party.

I've talked with other modelers and found that many people have enough models to open their own hobby shop. I can see how addicting just collecting models is. After seeing some of the models at Nationals I find models I want to build.

My wife calls this action of buying more models than I can build, collectus-dusty-box-itus. According to her it is when a model sits on a shelf long enough to collect dust. To resolve this problem she called for Resolution Two For One. Unlike U.N. resolutions - this imposed sanction by the Models Wife, or M.W. has server consequence, which I won't go into. Resolution Two For One simply states that two models must be finished before one model can be purchased. Of course no action has been taken to regulate models given as gifts.

Resolution Two For One may not be as bad as it seems - however I've run into a small problem. Rebuilding a model. You see I had finished a F-14 A Tomcat. I wrote an article about it a few months back. One thing that bugged me was that I had F-14 B markings on it. So I removed the paint and the landing gear, thus classifying it as an unbuilt model by the M.W.

I've been working with some other modelers to create Top Gun decals. So I needed a F-14 A model to put them on. Well this gave me a great reason to fix my Tomcat by adding correct

markings.

So to keep in compliance with Resolution Two For One not only do I have to complete the two models that I have been working on, I have to rebuild this Tomcat. This may cause lot of problems in the future. I have 3 other models I plan to rebuild.

I plan to finish my Spitfire for this months meeting. My M2A2 Bradley a few weeks after that.

I believe that Resolution Two For One will be lifted before I get down to one model. I also realize that Resolution Two For One could have dire effects on the modeling industry. Modeling has shrunk so much over the years that it is almost totally dependent upon modelers buying more models than they can build.

As I see it there is but one option - build more models faster. To this end I will be proposing Resolution Cleanup. This resolution is to help the model comply with Resolution Two For One. Resolution Cleanup states that the model will take a one-month leave of absence from work every six months. This time will be used to finish unbuilt models suffer from collectus-dusty-box-itus.

This resolution will presented latter this week after completing the 2002 Resolution Date Night. I think she will be in a better mood then. I do hope to have my wife write an article about coping with a modeler. If anyone has a wife or girlfriend that would like to write a letter the editor I'd be more that willing to publish it.

Switching gears a bit I still do not have enough armor articles to put together a whole issue. Also I know that there are several members who live far away, or for one reason or another can't attend out meetings. We'd love to hear from you and what you've been working on. So please drop a line and a photo to the editor.

- The Editor

CONTEST CALENDAR

Saturday, August 12

The Kings County Scale Model Club presents its Second Annual Kings County Classic at the Lemoore Civic Auditorium, 435 C. Street, Lemoore, California. For more information, call Richard Horton at (559) 924-8067 or e-mail him at rainbowwarrior24@hotmail.com. or visit their website at www.kcscalemodelers.com

Saturday, November 4

The Antelope Valley Group hosts Desert Classic X Regional Meet at the Antelope Valley College, 3041 West Ave. K in Lancaster, California. For details, call Mike Valdez at (661) 256-0410 or e-mail him at mikevaldez151@msn.com, or visit the club website at www.avg-ipms.org.

Sunday, October 15

IPMS/Orange County presents OrangeCon 2006 at the Pavilion at the University Conference Center, Cal State Fullerton, 800 North State College Blvd. in Fullerton, California. For details, contact Nat Richards at (949) 631-7142 or e-mail him at richa5011@aol.com, or visit the website at www.ipmsoc.org.

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seat. The instrument panels were done in flat black with the raised detail picked out with a white pencil. The gauges faces were then covered with gloss clear to simulated glass. The canopy is molded open, and includes the sliding fuselage portion separately too. I airbrushed Modelmaster enamels in the usual 74/75/76 scheme for a day fighter. I thinned the paint with Modelmaster airbrush thinner. I painted the undersides and fuselage RLM76 (Lichtblau) first, then masked off the wing undersides and fuselage with Tamiya tape. Then I sprayed the upper surface of the wings and stabilizer with RLM75 (Grauviolet). I masked off the splinter pattern on the wings with Tamiya tape and sprayed RLM74 (Graugrün). The fuselage pattern was done freehand with my airbrush. I used to use a Badger 200, but have been using an Aztek A470 the last several years. This is a double-action brush, but since I've only been painting car bodies, i.e. large areas, I've only been using it in single action mode.

Painting the fuselage on my FW190 was the first time I'd used it in double action mode. I practiced on scraps of paper first to get the hang of painting those little fuzzy blobs without getting runs and streaks. 10 sheets of paper and one bottle of paint later I was about as ready as I was going to be. I did some spots in RLM75, and since they got a little dense in places, I added more spots in RLM74 to break up the monotony. The spots were painted freehand without using masks and I used a fine tip on the Aztek. It was easier than I expected, and I am happy with the way it turned out. Flushed with success I wanted



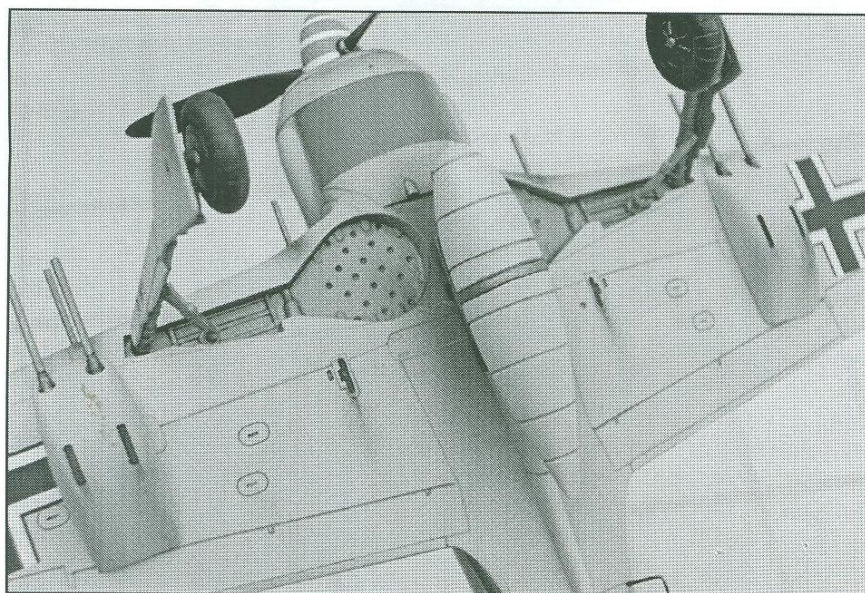
to try some weathering with the airbrush in double-action mode too. I used Tamiya Smoke (X19) for the exhaust stain, and for the blast stains around the cannon barrels. I wanted more darkening of the exhaust stain, so I did a second round of weathering with thinned black enamel. I really like the way the weathering turned out. Previously I had only weathered using dry-brushing. The airbrush adds another dimension to my weathering. As a final weathering step all panel lines were given a wash with thinned down black enamel.

I used the kit decals, which had the black eagle markings for JG2. The decals laid down nice and flat, using a little MicroSet. Before I applied the decals I airbrushed on a couple of coats of Future. I let the decals dry for a couple of days then I airbrushed Polly S Flat Clear over the entire model.

The spiral on the spinner was done by painting the spinner white, then a wedge shaped piece of Tamiya tape was wrapped around and then I sprayed red. The under cowl was also painted red at this point. The white fuselage band was also painted, since I've never had much luck getting decals to lay down and overlap nicely around curved surfaces.

I added a foot step, the pitot tube and several antennae, including the DF loop from wire.

This was a fun project, and now I have a new category in my model collection – 1/48th scale aircraft. I'm looking forward to the next one.



Andy Kellock began modeling in 1965. He joined IPMS/Australia in 1977 and joined SVSM in 2000. Andy's modeling interests include cars from the 50s, 60s and 70s as well as aircraft from the period between World War II and Vietnam.

Classic Airframes 1/48th Bf-109D

Kit # 4125

By Floyd S. Werner, Jr.

The Hobbycraft kits have been around for years. They looked nice but needed a lot of work to make them "accurate". If you wanted to build a Bf-109B/C/D they were just about the only thing in town, not anymore. This is the second release from Classic Airframes of the early Jumo powered Messerschmitts. This particular boxing can be built as a C or D model, both cowlings are provided.

The Model

Classic Airframes' Bf 109C/D kit is cast in highly polished grey styrene with 17 parts in grey colored resin. Also included are a photo-etched fret, a three piece clear canopy, and clear acetate sheet. The instructions are well printed with a separate sheet for decals and painting for four aircraft.

The instructions are easy to understand and relatively simplistic.

Not that it is a bad thing. You have to decide before you begin what parts you are going to use. There are parts that are available in plastic or photo etch or resin. The oil cooler and gear doors come to mind immediately. This is not a problem. You have to figure out which looks best or which medium you are more comfortable with.

The resin is bubble and blemish free. Wonderful work and smartly done.

The cockpit and fuselage

The cockpit is mostly resin, with the photo etch and acetate being used for the instrument panel. The seatbelts are photo etch as are the trim wheels. I assembled everything and gave the interior a preshade of RLM 66 and then over sprayed in RLM 02. A wash of Burnt Umber was all that was needed to give depth to recesses. Chipping was represented with a #2 pencil and a silver pencil. The instrument panel was painted RLM 66 instead of the 02 that was recommended in the instructions. I particularly liked that the gun sight was already attached to the instrument panel backing plate. That made the whole process more solid and easy to handle. The cockpit went together real quick. I painted the seatbelts an Apple Barrel Off white with a wash of umber. Note that the stick is the spade type and not your typical straight handle.

I glued my fuselage halves together. I then filled the joint with superglue and accelerator. I rescribed any panel lines that were sanded. While I had the superglue out I filled the filler

hatches on the right side and rescribed them in the appropriate place. This is the only fault I could find with the kit. Only a real 109 nut would even care.

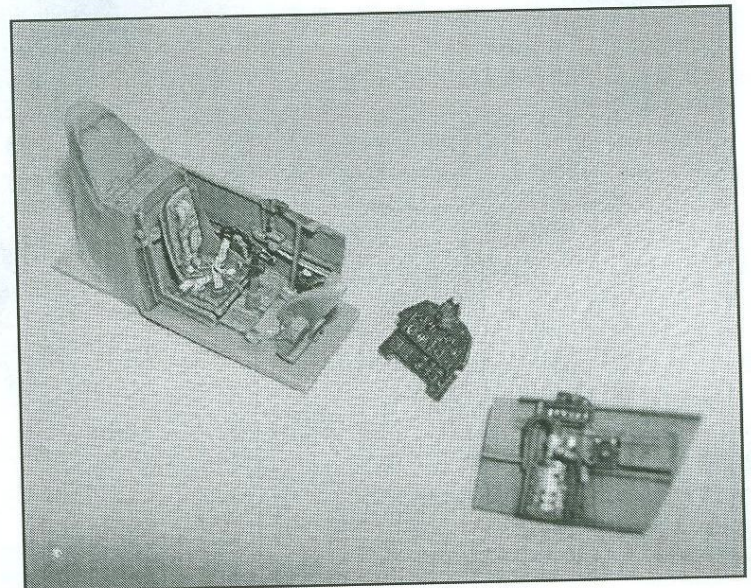
Before you offer up the cockpit to the fuselage halves, I recommend that you sand the fuselage at the back decking almost to the panel line on. The canopy will hide the step there. Now that that is done, you can dry fit the cockpit sidewalls with the floor pan. Once you are happy just tack them in place and you're off to the races. The cockpit canopy would

be added just before painting.

Engine Cowlings

You have to choose between the recessed exhausts (ala B model) or the one with the exhaust stacks protruding. As I was doing a D the one with the exhaust stacks was used. Carefully remove the part from the backing. Here is a hint: the plastic part forms a 90 degree angle in the corner. Take a new hobby knife and make sure it is square. This will aid

the fit of the cowling. Now you can test fit and test fit some more to get a relatively seamless fit. Make sure it is straight in thrust line. Once you have the top cowling on the rest of the parts attach to it. I elected to just use the resin front as molded on the cooler instead of the photo etch part. While I was in the area I also fitted the stiffening strips and the drain line which exits out of the bottom of the lower front cowling. This whole



process was done quickly. A testament on the quality of the model.

The wing and tail

Before you attach the tail I recommend that you drill out the pitch adjustment hole which is just in front of where the horizontals attach. The tail planes are separate which is really nice. All you have to do is round the front off and they fit great. Don't forget to offset the stick. I did. The rudder is the same way. I did not have any issues with the support struts. You may want to tack them in place with white glue until the horizontal tail sets up and then remove them for painting.

The wing is beautiful with a built in dihedral stiffener. The biggest issue with the wings is the wheel wells which are separate resin pieces. You would think just cut the casting block off with a razor saw and sand a little bit. Not so fast. I ended up ruining my first set this way. The part is not flat. Grabbing a back up kit, I then used a #11 X-acto blade and scraped away the pour block. It was real easy. Once that was done, it was time for test fitting in the wing. Still too high. I couldn't do anything more to the wheel well so I broke out the Dremel and sanded the wing so that the wheel well would fit. Again remember this is a limited run kit, test fit, test fit and test fit again. Once I was happy it was just a matter of gluing and filling as usual.

The wings are done yet. The Bf-109 has leading edge slats and flaps that need to be added. The slats will not fit as given. You will need to drill a hole where indicated and then the slats will fit into the slots. Easy enough to do. The flaps are really a non-issue. Some light sanding with them and the ailerons and we were ready to join them to the fuselage.

The front of the wing is cleverly designed to be a part of the fuselage. Test fit numerous times to make sure the front, back and wing root is correct. Once happy just glue in place. If you do it correctly you will not need any filler on the backside. I didn't of course so I had to fill, sand and rescribe a little. Add the oil cooler and the cooler door and it was time to wash the model.

Paint

I like to use Dawn dish detergent but any grease cutting detergent will do. Wash it with a toothbrush and warm water and air dry it.

Preshading was done with Gloss Black. While I had it loaded I painted the exhaust panels as necessary. I would

flat them later in the weathering process. The gloss black would be a primer for the Alclad Airframe Aluminum prop blades. Once the black had dried I sprayed the white parts with Tamiya Flat White.

That was all the easy part. There are a couple of pictures of Molders standing by 6079. What can't be agreed on is what colors are used. The Jagdwaffe series of books says that the top color should be a medium green over 65. I disagreed with that interpretation. If the tone of the skin is any indication the upper surface color would be less dark and because of this I determined the color to be RLM 63 on the top side with 65 on the bottom. The other source of contention is the color of the spinner. It is decidedly lighter than the black of the exhaust panels. According to "Condor Legion" it should have been red in keeping with the Staffel color. Made sense to me and would add a splash of color as well.

After the black and white dried they were masked off and the bottom was sprayed with Tamiya Light Blue which is a ringer for RLM 65. Once happy with the results it was time to paint the RLM 63 (looks like 02 actually) over the upper surface. FYI, at that stage of the war RLM 02 was an interior anti-corrosive paint and RLM 63 was used for external applications. The colors were so close that 02 was used and 63 was dropped eventually. An application of Alclad gloss made the surface ready for decals.

Decals- Cutting Edge CED48264

I had three different set of decals for Molders airplane. The Cutting Edge set (CED48264), an Aeromaster sheet (48-459 Spanish Civil War Part 2), and an Aviation Usk one. The Cutting Edge decals had the proper red pants on the Mickey Mouse and the Aeromaster sheet had the pants black. I think I detect a slight color variation on the one photo so the red pants



would do. While the Cutting Edge was based on the Jagdwaffe interpretation as far as colors go the decals themselves were beautiful and the ones I decided to use. They fit perfectly and are in perfect register. They reacted well with Solvaset. Other than fuel and oil markings I could not make out any stencils on the photos I had so my aircraft got only minimal. Once they had dried a coat of Model Master Acrylic Flat was added.

Weathering

The weathering was started with a wash of burnt umber artist oil with turpenoid. I followed that up with some silver chipping but it was very difficult to see. The next step of the weathering process was the oil streaks and exhaust streaks. The oil streaks were done with the umber carefully placed and then a wide brush streaking them in the direction of airflow. The exhausts were done with some Tamiya Flat Black and Dark Earth thinned a lot. Once happy with that I added some Tamiya Desert Yellow to the wheels and the area aft of them to simulate mud splatter. Very thin Tamiya Buff was streaked over the top surface of the model to blend it with the ground and tone down the decals. I took a look at the model and it just struck me as needing something else. I thinned down some RLM 02 with Flat White and dappled it on the wings and fuselage spine. Now I was happy with the paint scheme. A thin coat of flat sealed everything in place.

Final assembly

Adding the landing gear made everything look correct. I chose to use the plastic gear doors. Not for any particular reason just didn't want to deal with the photo etch parts. The tail wheel was added and even though my aircraft is a D it had a torque knee on the tail strut and this was added from the photo etch fret.

Luckily, my aircraft did not have an antenna mast so the only fiddly bits to add were the mass weights and the pitot

tube.

Conclusions

This is my second Classic Airframes kit. It was easy to build. Was it a Tamiya kit? No but it does represent the best kit available from a limited run manufacturer. Time to put the Hobbycraft kits on the market or to the troops. If you are looking for a kit to learn resin and/or photo etch this is THE kit. Like any limited run the key is test fitting and test fitting again. While this kit doesn't fall together it took less time than most models I've built.

Kudos to Classic for the choice of subject, but also for the quality of the whole package, great plastic, resin, clear parts, and decals. I plan on building at least three more and have even more than that. Bring on the B model. A word of caution: as these are limited run kits get them while they last. The Bf-109A is sold out already. Job well done Classic.

Highly recommended.

Thanks to Classic Airframes for the review copy.

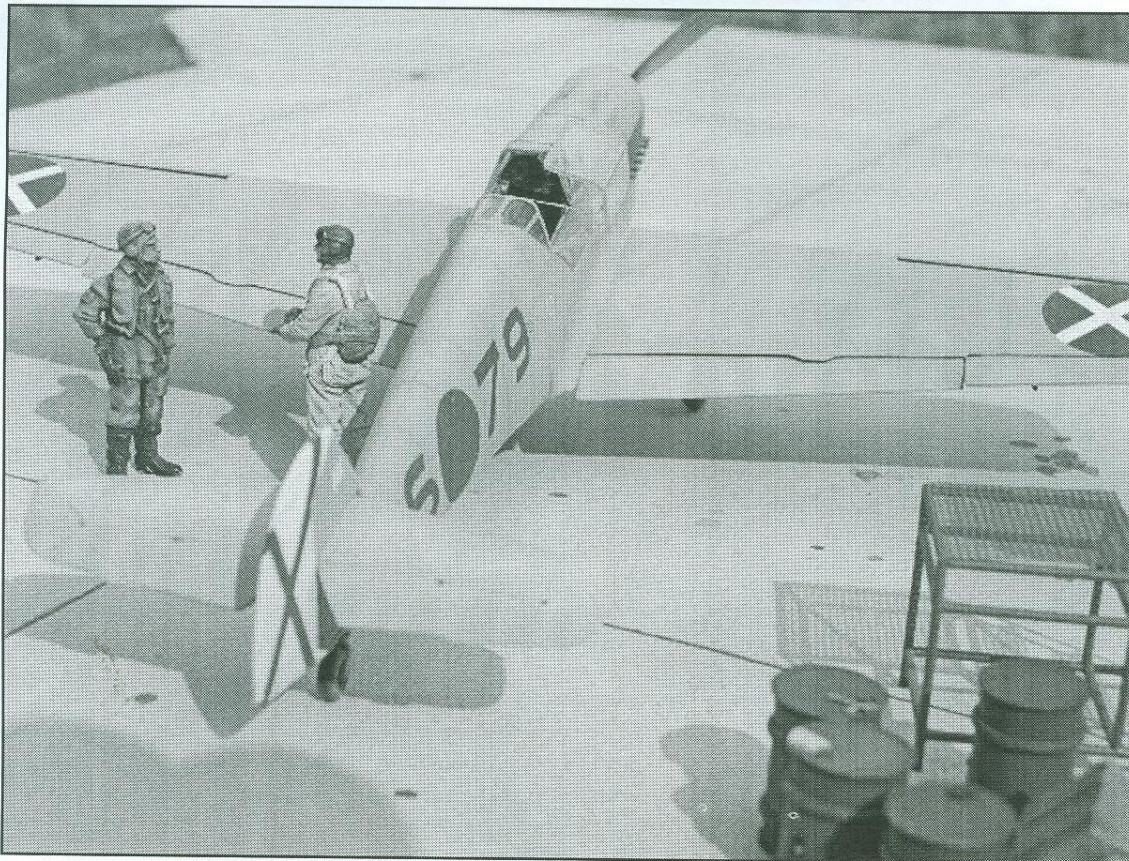
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Condor-The Luftwaffe in Spain-1936-1939, Patrick Laureau, Hikoki Publications, 2000, ISBN 1-9021109-10-4

The Legion Condor, Karl Ries and Hans Ring, Schiffer Publishing, 1992, ISBN 0-88740-339-5



Floyd S. Werner, Jr. has been modeling since he was seven years old. His interests are 1/48th WWII aircraft, especially Luftwaffe ones. He has been published in Fine Scale Modeler, Aviation in Miniature, on Hyperscale and numerous other internet sites. Floyd is also the model builder for Master Class Model Building Video series of instructional DVDs. He is still married to his wife of 25 years and has three grown daughters.

Book Review: Curtiss SB2C Helldiver

By Eric McClure

It's interesting what makes someone have favorite things. My two favorite aircraft are the P-38 Lighting and the Curtiss SB2C Helldiver. Both are due to buying the Monogram kits of these aircraft when I was a youngster. Found memories at looking at the different versions of the P-38 kit would build and the working parts on the Helldiver kit. When I saw this book review on one of the modeling websites (Cybermodeler Online www.cybermodeler.com) I picked it up.

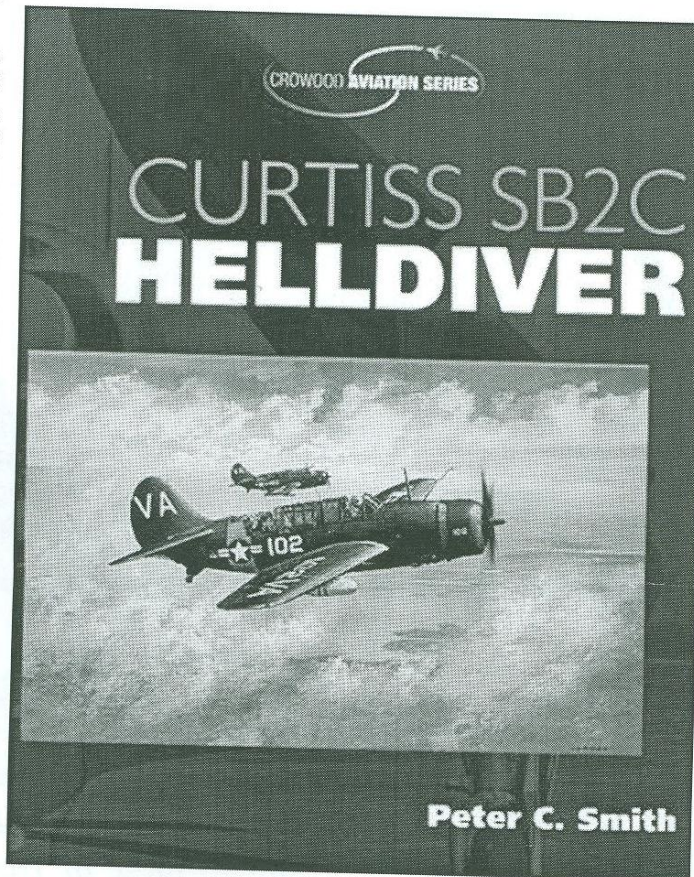
The book is 224 pages with photos on most pages. A lot of the photos are official Curtiss photos but there are plenty of in action photos (a lot which I haven't seen before) as well. The author starts with the reason for the development of the Helldiver. I found it interesting the reason for the Helldiver looks like is does is because the Navy limited the size of the aircraft to fit 2 aircraft on the elevators of the new aircraft carriers being built. The Navy's idea is being for faster turn around of aircraft during operations, which the author states was never actually done. After Curtiss had won the contract to build the Helldiver the government enacted the National Defense Program, which required Curtiss to build a new factory. As Curtiss continued building the prototype of the Helldiver, they also had to build a new factory and train people to build the aircraft when it went into production. If this wasn't enough the Navy, Army, the Royal Navy and Australia were either ordering aircraft or increasing orders. And nothing had even flown yet.

The book does a good job of describing the problems that Curtiss faced. There is one chapter devoted to the British

experience and why the Helldiver never went into full service. Another is on the Australian experience with the Helldiver. The bulk of the book covers each campaign the Helldiver was involve in with the US Navy and Marine squadrons. The finale chapters cover post-war use of the Helldiver, other nations that use the Helldiver, Helldivers operation with the French in Indo-China (Viet Nam) and the Survivors.

All the chapters have a good mix of personal accounts and history. The photos in the book are well reproduce. While the US use was interesting I found the foreign use to also be very interesting. I thought the rivalry between the US Air Force and Navy was bad. When the Italian Navy delivered the first two Helldivers the Italian Air Force arrested the pilot's and took possession of the aircraft. There is also a photo of a Greek Helldiver in camouflage but cannot tell what the colors are.

One point I wished the author had done a better job with is the problems with the turret Curtiss developed for the radio operator. There are no photos of it, nor is any real good description given. I cannot figure out if this was an actual turret or some type of hydraulic assisted gun used by the radio operator. If you have any interest in US Navy aircraft during WW 2 this is a very good book to have in your library.



Curtiss SB2C Helldiver (soft cover)
By Peter C. Smith
ISBN 186126710X

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"Take out anything that fires"

By Chris Bucholtz

On December 26, 1944, while the 101st Airborne Division was pinned down at Bastogne, a group of pilots from disparate groups met at A-82, an airfield near Etain, France to discuss a special mission. They included the crew of a C-47 and two glider pilots. The surrounded paratroopers were in dire need of additional medical supplies and personnel, and the mission would call for a single C-47 to tow a CG-4 loaded with supplies and nine medics.

Initially, the plan called for four already-airborne P-61 Black Widows of the 425th Night Fighter Squadron to escort the glider and tow plane to Bastogne. A Lt. Colonel Halfinger, who had been flying L-4s into the area, found this idea ridiculous. "Hell, you'll never see them and they'll never see you." Turning, he pointed at some men nearby and told them he wanted "four planes to escort these guys in - you can use those on alert." The alert planes were a section from the 377th Fighter Squadron, among them the acting group commander, Maj. Berry Chandler, Lt. Bob Campbell and Lt. Chuck Mann. Halfinger told them to weave back and forth in front of the 130-mph glider/tow tandem and "take out anything that fires."

The crews of the C-47 "Eightball Charlie" - pilot Captain Raymond H. Ottomann, copilot Lt. Allen L. Kortkamp, navigator Lt. Robert S. Mauck, crew chief Sgt. Joseph D. Rich and radio operator Robert E. Markham - and the pilots of the glider - Lt. C. W. Corwin and copilot F/O Benjamin Constantino - took off and headed for Bastogne. The P-47s took off afterward; the Thunderbolts were fast enough that Mann even snapped a photo of the C-47 and GC-4 as they lifted off and still had time to catch up with them. As they droned across the snow-covered landscape at 400 feet, "It was quite comforting to see those four Thunderbolts weaving

around in front of us," Ottomann wrote. "About halfway between the IP and Bastogne, we saw gunners swinging their guns onto us and expected a hosing of machine-gun fire, but they were apparently nervous about our escort and held their fire."

Keeping the railroad that paralleled the route to Bastogne off their right wing, Ottoman soon spotted Bastogne ahead to the right, then spotted the perimeter panels marking the location of friendly forces. When the C-47 was nearly abreast of

the town, Ottomann called to Markham to give the glider the green light to cut off. Corwin cut his glider loose and the C-47 went into a steep climbing turn.

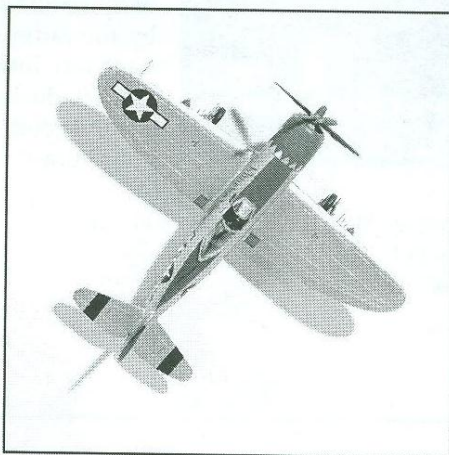
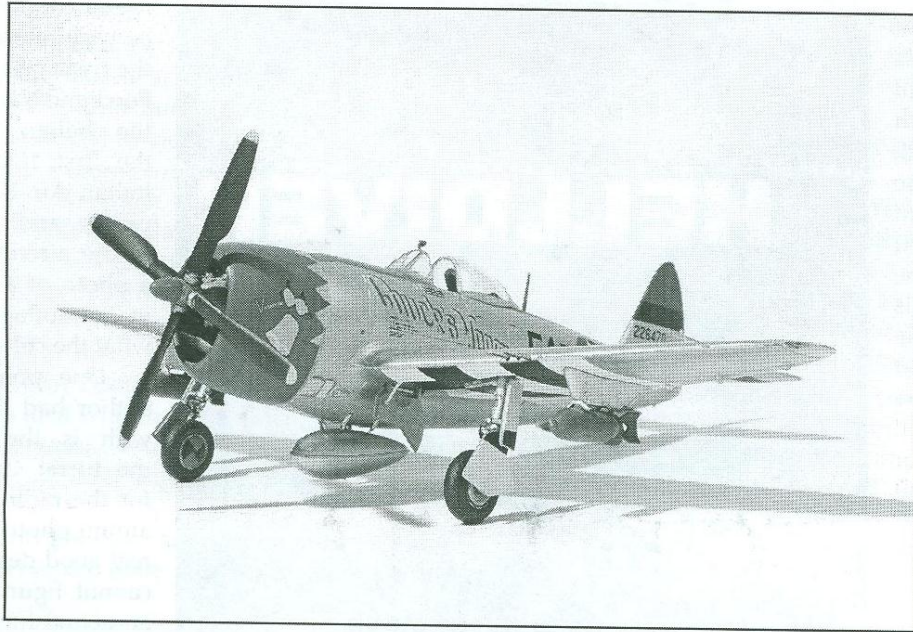
The glider landed inside the perimeter, and the medics and supplies helped save the lives of countless GIs at Bastogne.

Chuck Mann went on to fly many more missions, downing a Bf 109 on March 13 and an Fw 190D-9 on March 17. During the latter mission, before he downed the Dora, he was wounded in the ankle by flak, and by the time he was released from the hospital the war had ended! Before his air-to-air victories, he took part in some

of the 9th Air Force's most intense and costly air-to-ground missions.

Much later, Chuck co-founded the 362nd Fighter Group Association and, in 1990, the 9th Air Force Association. He and his wife Fern volunteered as judges at international aerobatic competitions. Chuck passed away in early 1998.

About six years ago, Eagle Strike Decals put out a decal sheet of 362nd Fighter Group aircraft, and one of the subjects was Chuck's plane. Having spoken briefly to Chuck about the group's markings in preparation for the 1998 Nationals decal sheet, which featured 379th Fighter Squadron P-47s with nose art painted by George Rarey, those marking were tremendously appealing, and they became more appealing when Tamiya put out its 1:72 P-47 Thunderbolt. The Tamiya kit is really a spectacular model; detail is tremendous, the fit is superb and the options provided are very useful. The only thing it could use is a tail fillet for the P-47D-30 and later bubbletop models,



"It was quite comforting to see those four Thunderbolts weaving around in front of us,"

but hopefully Tamiya will shrink its P-47M and take care of that niche.

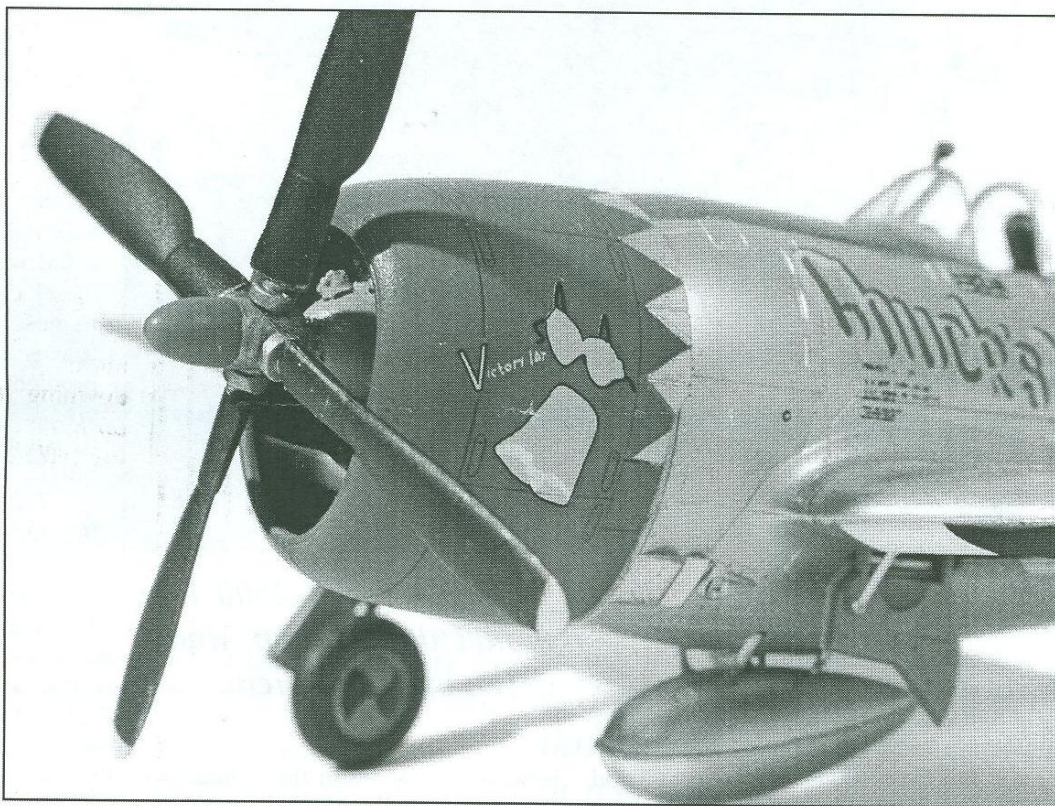
At first, I considered cracking open a partially-built Hasegawa P-47D to pilfer the resin cockpit. I'd botched the tail fillet on that plane, so it would hardly be a loss. But when I examined the Tamiya kit cockpit, I abandoned any idea of using a resin cockpit. The kit's floor and sidewalls are all as

good or better than available resin parts, and the seat is good but for the exclusion of seat belts (Tamiya provides these as decals). I treated the parts as I would resin parts, airbrushing them with Testors Model Master aircraft interior black and then following that with a spray of the basic interior color directed from above. This leaves a "shadow" in the undercuts and recesses and enhances the depth of the detail. For my base color, I needed a shade similar to Republic's late-period dull dark

green; a bottle of Aeromaster Imperial Japanese Army green was almost a perfect match to my color photos. Once the paint was dry, I mixed up a slightly lighter mix of IJA green and drybrushed the interior parts, catching the corners and upper edges of the structures. Next, I picked out the various control boxes in black, dark gray and silver, using my reference photos to guide me. "P-47D Walkaround" and "P-47 Thunderbolt in Detail and Scale" were my main references for the interior. Once these were dry, I drybrushed them with steel to again suggest weathering.

The kit cockpit is very good, but I can never leave well enough alone. I had an Aires set for the Hasegawa P-47D handy, and it suited my needs perfectly. I was building this bubbletop and a razorback concurrently, and the set has photoetched brass control panels, gunsights and gunsight mounts particular to the razorback and the bubbletop, thus serving two models

I abandoned any idea of using a resin cockpit. The kit's floor and sidewalls are all as good or better than available resin parts,



with one set. It also has a very nice resin seat with photoetched belts, which I chose to use on this model. I airbrushed the seat a lighter color of the basic interior green, then drybrushed the seat to suggest that a pilot had been shifting around in it over the course of several missions. The belts were painted and added next, with care taken to make sure they all stayed affixed to the seat and avoided an "anti-gravity" appearance. The proper panel was airbrushed black, then drybrushed with Testors ghost gray. The acetate instruments were cut out, but before I applied the usual white paint to their backs I used very fine Rapidograph red and blue pens to pick out colored areas on the various dials from the back of the acetate, again taking care to verify details in my references. After the white was applied, these marks stood out dramatically. The acetate instruments were given a coat of Future, which served as glue when the brass instrument panel was placed on top of them. The instrument panel was installed into the fuselage, along with

the other cockpit parts, and I folded up the Aires gunsight mount specific to the bubbletop. It fits somewhat imprecisely into the slot at the top of the panel. The gunsight was painted black, with burnt sienna for the chin guard facing the pilot, and added to the top of its mount; then, a piece of acetate

I can never leave well enough alone.

from an old SuperScale decal envelope was sliced to shape and placed on the gunsight with a drop of white glue to provide a

reflector.

At this point, all the parts were packed up and taken on the road – to Austin, Texas, to be exact. I brought the model (and a bubbletop in similar condition) to a trade show, thinking it would provide many hours of fun. Actually, the models provided about 90 minutes of fun in Texas; they went together so well I ran out of basic construction to perform on them! The fuselage halves were joined with superglue, trapping the cockpit inside; next came the horizontal tailplanes. I used the corner of a molding in the room as a visual gauge to ensure the horizontals were on straight. Next, I assembled the upper

and lower wing halves and, using the tails as a gauge, added them to the model. The wing roots and fuselage halves needed a little sanding, but the fit was truly superb and I suspect and remedial work I did was to correct my own mistakes.

I had a few areas on the belly and upper wing roots to re-scribe. I did this with Dymo label tape, which I used as a guide, and a Squadron scribing tool. I used a soft touch; the panel lines in the kit are quite petite and I didn't want to introduce any inconsistency during re-scribing.

One "good news, bad news" feature of the kit is the way the wing guns are presented. Tamiya gives you a plug that inserts into the wing leading edge, which allows the guns to be presented perpendicular to the ground, the first time this feature has been portrayed accurately. However, it gives two of the barrels in the plug plus two open holes, and the plugs' fit is indifferent. In fixing the fit, the guns tend to get sanded down, resulting in flat spots and damage to the detail. I saved two guns on one wing, but had to drill out the other guns and replaced them with metal tubing; in retrospect, I'd drill out all the guns before adding the plug on a future Thunderbolt.

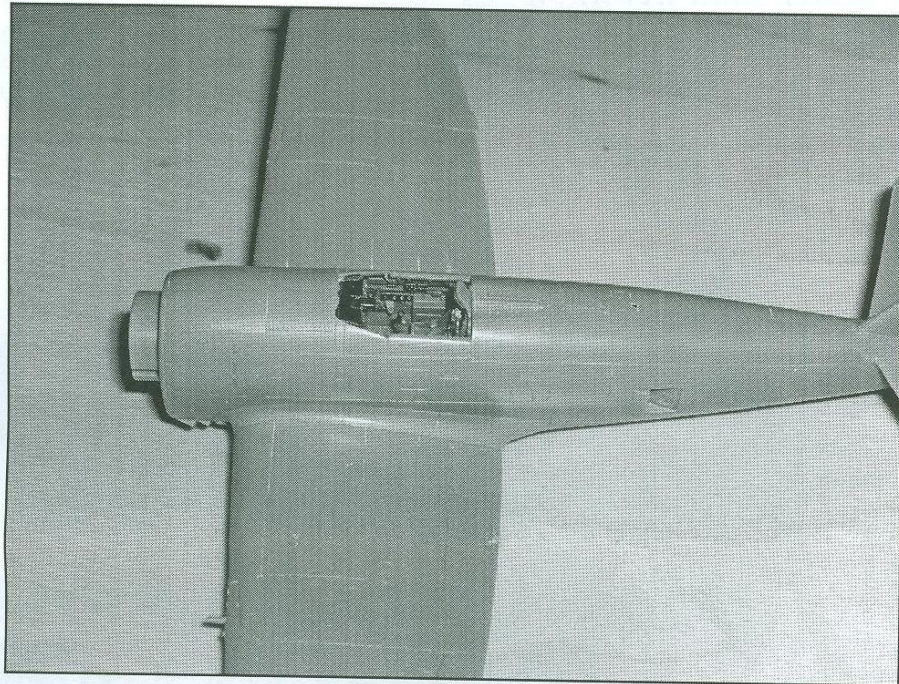
This was also a good time to modify and add the wingtip light lenses. I painted the back sides of the lenses with Testors chrome silver, then drilled a hole with a No. 80 bit into the back of each. A little red or green was swabbed into the holes, creating the illusion of a colored bulb. Making sure to put the red lens on the left wingtip and the green lens on the right wingtip, I CA-glued them in place, then added some CA as a filler and faired them in. The lights, and the entire wing, for that matter, were polished out with Novus automotive polish.

The kit gives you a nice set of braces for the centerline mount, but the mounting for any centerline store involves a large, unrealistic tab. A big slot in the belly accepts the tabs on the flat belly tank and pressed paper tanks in the kit. I installed the braces into their slots first, then added a strip of styrene to the slot and cut it down, then carefully sanded it back to eliminate its slot. The results were reasonably good, but since there would be a tank stuck right below it I was not terribly concerned about making it perfect.

Another area that demanded attention was the turbosupercharger exhaust, or more specifically the trough just above and behind it. The seam here was all but impossible to reach, so I cut a piece of .005 styrene sheet to size and glued it into place, disguising the problem.

Next came the cowling and engine. I airbrushed the

interior of the cowling using Testors square-bottle yellow zinc chromate, which I also sprayed into the wheel wells. I measured out where the inner scoops would go inside the cowling and masked off the lower third to correspond to the scoops, then shot medium gray over the scoops and the interior of the cowling. Once it was dry, the cowling was stuffed with tissue to prepare it for external painting. The scheme I wanted to use had a red cowling, with natural metal triangles left on the cowl flaps. After I masked the cowl flaps to protect the area where the natural metal triangles would be, I airbrushed the cowling using Model Master insignia red. This was gloss-coated with water-based Varathane, then the nose art decal, "Victory First," was applied. I flat-coated the cowling, then removed



The Aires R-2800 is a model on its own, and I enjoy building them.

the original masking and carefully re-masked the cowling for the application of the natural metal. Essentially, I reversed the masking and painted Model Master non-buffing aluminum over the cowl flaps. When the masking was removed, I had a flat red and shiny metal cowling with its nose art in place! It was a potentially problematic part of the model, but it went without a hitch.

The engine in the kit is nice, but I just like building after-market engines. This plane received an Aires R-2800; this is the seventh Aires R-2800 I've put in a model. By now, the process is easy: paint the cylinders on the resin sprue; make the pushrods from stretched black plastic to eliminate the need to paint; put on the ignition harness before the magnetos, distributor and fuel pump or else it won't fit. The Aires R-2800 is a model on its own, and I enjoy building them. I had to grind away a little of the P-47's fuselage engine mount to make it fit, but fit it did, even after I put the scoop into the cowling. The fully assembled and painted engine/cowling subassembly was set aside for later.

The gunsight assembly always seems a little vulnerable until the windscreen is in place. The kit's windscreen fit was a little fiddly and I had to use some filler around the sides, but it fit very well at the front. I sanded down the filler, then polished the area with sanding sticks and Novus polish. Parafilm M was used to mask the windscreen, and I also masked the sliding canopy while I was at it. A small piece of tape was attached across the open back of the windscreen and moist tissue was inserted into the cockpit. I also masked the wingtip lights.

When I paint natural-metal schemes, I like to add the colored areas first. This has three purposes. First, it ensures that the colors will be flat when the masking is removed, eliminating the need to try to mask and dull-coat the colors later. Second, it's usually easiest to mask the smaller areas of paint early than to mask larger areas later. Finally, colors sometimes provide nifty "handles" by which to hold the natural-metal plane. For that reason, I first painted the invasion stripes on the plane's lower wings, masking out an appropriate area and spraying white, then carefully measuring and masking off the white stripes and spraying the black stripes using aircraft interior black. The tail got an insignia red tip, then masked it and the tail ID stripes and sprayed them aircraft interior black. When the top of the fin was masked, it became a handy "handle" I could use without fear of damaging the paint. Finally, I masked the spine of the aircraft and airbrushed the anti-glare panel from the edged of the



cowling back to the base of the tail, carefully avoiding the windscreen. I removed all the masking protecting what would be the natural-metal areas – any flat paint would make the "metal" appear grainy – and re-masked over the color areas as precisely as I could.

The natural metal came from Testors metallizers, starting with buffable aluminum, which was applied over the entire model. Next, I picked out individual panels using Post-it notes to mask along panel lines. I have an old Alclad (by Lumonz) guide that includes diagrams of many planes broken down by what shade each panel line should be painted. I used this as a casual guide, but mixed my own shades using buffable and non-buffing metallizers and small amounts of yellow, blue and gray paints to achieve some variance. The turbosupercharger waste gate was finished in titanium to suggest its darker color; this rounded component was masked with some Parafilm M.

Once the metal finish had been completed, it was time for the decals. I used the main markings from the Eagle Strike sheet, but the data markings and national insignia were taken from the Revell kit's sheet and various SuperScale sheets. All the decals were trimmed as close to the design as possible to minimize "ghosting" of the carrier film (not silvering, exactly, but a phenomenon caused by the reflection of light off the natural metal paint on to the carrier that makes it visible

regardless of how well the decals have been applied). This included the serials on the side of the fuselage, the side art and the national insignia; smaller decals were trimmed as close as was realistic. Applying the massive "Chuck's Wagon" decal was real fun; at two inches long, this marking was 12 feet long in real life and it made for a truly gaudy P-47!

While the paint may have been showy, the conditions the 362nd FG worked under were anything but. That made it perfectly fine to apply Testors metallizer sealer over the metal finish and decals before removing the masked off areas;

it did reduce the shine, but it gave the model a realistically oxidized feeling. Too many times, a highly polished finish in a small scale looks more like a hood ornament than a real airplane!

The masking came off at this point and revealed no major problems with the demarcations between metal and other colors. That allowed me to work on the landing gear. The struts had a little flash to clean up, but they were very nicely detailed. Even better, the kit provides locating points that lock the struts into exactly the place they should be. I painted

Applying the massive "Chuck's Wagon" decal was real fun; at two inches long, this marking was 12 feet long in real life and it made for a truly gaudy P-47!

the struts with a mix of gray and metallizer aluminum, and I replaced the oleo scissors with photoetched replacements. Each strut received a brake line made from fine lead wire and a tiny data plate decal before they were added to the model.

The wheels come without center hubs; this allows the modeler to use either the plated wheels or the open hubs. This plane used the former, and the hubs fit well into the wheel. I painted the wheels early in the process; before adding them to the model, I applied the red-and-black pinwheel decals from the Eagle Strike sheet and gave them a liberal dose of Solvaset. The decals went into place with no troubles.

Next up were the gear doors. They suffered from minor ejection pin marks, which were easily remedied with some filler

and sanding on the wheel covers. The strut doors, however, had the marks nestled within the raised structure of the inner door. I cut pieces of .005 styrene to fit the rectangles formed by the interior structure and CA glued them over the ejector pin marks. Next, I airbrushed the insides of them zinc chromate yellow, then masked the outer doors and painted them to match the invasion stripes. The inner doors were painted natural metal on the outer sides. The fit of the gear doors to the struts and wheel wells was fantastic, with attachment points that precisely seat the doors. I added a run of cable in each wheel well to cover the slight seam left inside the wells by the wing-fuselage joint.

The tail wheel doors have mounting tabs that slide inside the well, while the wheel and strut are presented as a single piece. The fit here is reasonably good if you take care and don't rush assembly. The wing pylons were assembled and then I drilled fine holes in each of the four bomb cradles on each pylon to accommodate small lengths of wire which would represent the anti-sway braces. Only once these pins were in place were the pylons superglued to the wings.

The engine and cowling were tacked into place with small amounts of CA; and this went very smoothly. The propeller was a different story. The kit gives you the Hamilton Standard hydromatic propeller and the Curtiss Electric symmetrical propeller, but "Chuck's Wagon" was propelled by the Curtiss Electric asymmetrical paddleblade. I pilfered one from a Revell

kit. The painting was tricky, since my plane had a red spinner. I painted the spinner red first, then masked it and sprayed the yellow prop tips. These were masked and the blades were painted black, then the blades were masked and the rest of the hub was painted non-buffing aluminum. When all the masking was unwrapped, the prop looked good enough to stick on the engine's prop shaft!

I also swiped a 75-gallon teardrop-style tank from the Revell kit; these are the best in 1:72 in that there is one fine attachment point and you can keep the lateral keel more or less intact during assembly! This went on the centerline, while bombs from the Tamiya kit were assembled, shorn of their mounting tabs, painted and cemented to the pylons. I used a colored pencil to apply the yellow stripe around the nose and added small arming fuse propellers from bits of scrap photoetched parts framing.

The final addition was the sliding canopy and a rear-view mirror of the proper style. Tamiya provides a selection of rear-view mirrors, a thoughtful touch! I painted the mirror itself chrome silver and the support red to match my photos.

Chris Bucholtz has been building models since 1973 and has been a member of SVSM since 1986. His interests include 1:72 scale aircraft of all types, but specifically World War II and subjects whose pilots or crew he has met.



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Modeling the Minicraft Boeing B-314A

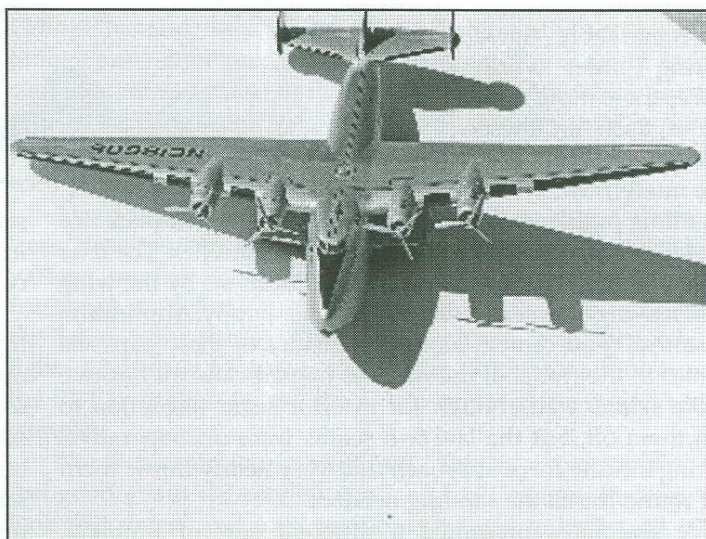
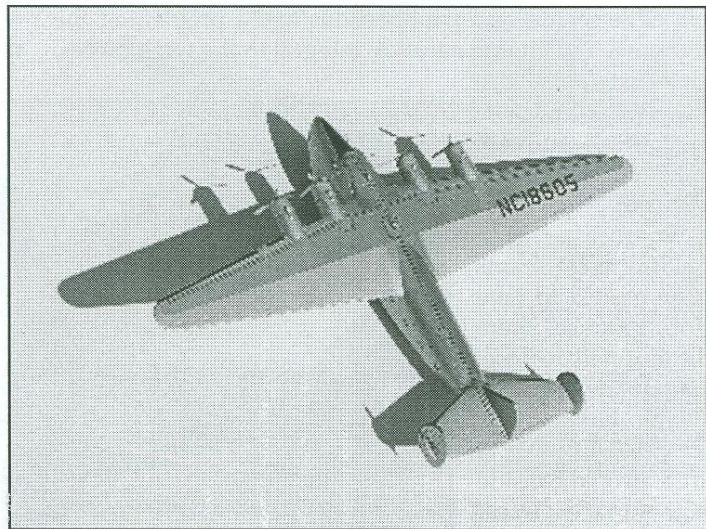
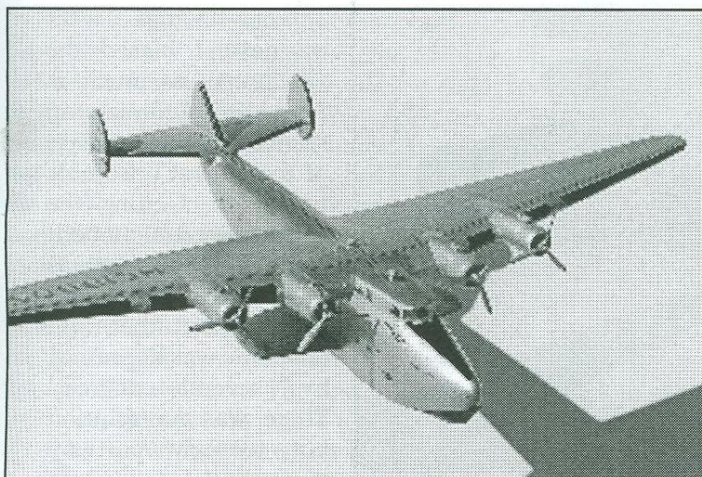
By Mark Schynert

Although I had probably 'helped' my dad build a dozen models (I recall a Stutz Bearcat, an Aurora P-38, a hot rod, the aircraft carrier Shangri La, and some airliners), my first serious foray into modeling occurred at about 12. I went into this brand new hobby shop, called San Antonio Hobbies, and bought an Airfix 1/72 Avro Anson kit. I was certainly influenced by the action art, which showed the Anson blazing away with both its fixed forward-firing 303 machine gun, and its turret gun of the same calibre. From that point on there has been a special place in my heart for Airfix, and for the notion of constant-scale building, particularly in 1/72. It's also ironic that as I began to write this, San Antonio was in the process of going out of business.

Even today, there are some of those Airfix kits from the sixties that are still viable build alternatives, if you don't mind providing an interior, and maybe some decent decals. The Spitfire I and V are still among the best on the market as

historic as the first production user of the Wright R-2600 radial engines that later powered TBFs and B-25s, among others.

Interior work consisted of attaching lots of tiny windows to the inside of the hull, using Alene's Jewel-It gem-to-fabric glue. I was going to have to use lots of tiny dabs of liquid masking agent on these windows, but I thought using the kit pieces would be less of a hassle than alternative window treatments. Nothing was going to be visible through the tiny windscreen, which I did not mount yet, so I dispensed entirely with cockpit work. In less than an hour, I was ready to close the hull. This was simple enough, with a good positive fit, but



regards shape, and nothing will ever supersede the Airfix F-80 in terms of shape accuracy. Whoa, you say, there's a wild claim, but as I have a 1/72 wind-tunnel model ex-Ames of the P-80 that the Airfix kit matches exactly for shape, I consider the notion adequately proven.

Whatever does this have to do with a recent Minicraft kit of a flying boat in 1/144 scale? Well, if it's the Boeing 314A Clipper, a heck of a lot. Open up that brand new box, and you see brand-new decals for a Pan Am machine, as well as a pretty decently-molded set of gray plastic parts. But behold: stamped clearly on the inside of a wing section is "Airfix © 1964." Though I never bought this Airfix kit (after all, it wasn't compatible with my constant-scale collection), I had acquired a number of parts and a decal sheet from the kit when a friend gave up models for girls. The Pan Am decals from this 1970 acquisition found their way onto my Sikorsky S-43 two years ago.

I'd been looking for the Minicraft re-release for a while, and finally found it (at San Antonio, no less). I'm evidently a little less hung up on the constant-scale thing now, and I really wanted to build the Boeing. It was probably the most successful of the commercial four-engined boats, and also is

left a significant dorsal seam, as well as severe seams along the planing bottom of the hull. The usual seam-filling regime applied (gap-filing superglue, microballoons to accelerate and improve sandability, sand, polish to high sheen), but this approach wiped out the fine raised detail on the top of the hull. This demonstrated the worst problem of this kit—the incompatibility of raised panel lines and really bad seams. Fortunately, in this scale, most of the raised detail would not have been visible anyway, so I didn't lose much by sanding it off. However, one place where the raised detail was valuable was on the wings, where it simulated the upper surface

corrugation very nicely. More on that issue below. Anyway, I suppressed the seams, and on dry fit, got a positive and tight fit of the windscreen. I removed it for the moment. There were also a few mold sinks on the hull halves. The worst two were on the top just aft of the wings. Smaller defects occurred on both sides of the extreme nose, and where the central fin met the tail plane fillets. I eradicated these, and went on to the next task, the flying surfaces.

Apart from the usual wings and tail planes, the B-314A also had a triple tail, developed after the original prototype with a single fin and rudder proved to be unstable. Further, it achieved stability on the water (and significant additional lift) by using aerodynamic sponsons instead of wingtip floats. The pieces for the sponsons, tail planes and wings went together without any trouble, though in all cases there were substantial leading edge seams, and the sponsons had a problem at the tip edges too. The engine nacelles, integral to the wing pieces, also had lateral seams.

Finally the endplate fins/rudders suffered from each having four ejector pin markings on their inside faces. The leading edge seams were the easiest to take care of, because there was little detail to lose. The endplate ejector pins were bothersome, because it meant losing all the detail on the inside endplate surfaces. In all cases, the trailing edges were remarkably tight, requiring little work. Nor was there more than a bit of flash on these pieces (or anywhere else on the model).

The worst seam-filling problems related to mounting of the endplate fins to the tail planes, and correcting gaps in the nacelles. The later were split at the 9 o'clock and 3 o'clock locations by the wing halves, leaving side seams that were rather gappy. Application of Testor's liquid cement along the insides of these gaps via the holes in the fronts of the nacelles helped close all but two of these seams well enough for exterior seam resolution to polish them off, but the last two seams were uncooperative, requiring a brute force approach that very nearly threw them out of round for all the sanding needed.

The endplates presented a different sort of problem. Although the actual fit of the endplates was positive, the attachment edge resulted in deep v-shaped seams as well as leading edge pucker. This was especially bad on the top. Again, this resulted in loss of detail, so I just sanded all the detail off the tail planes forward of the elevators.

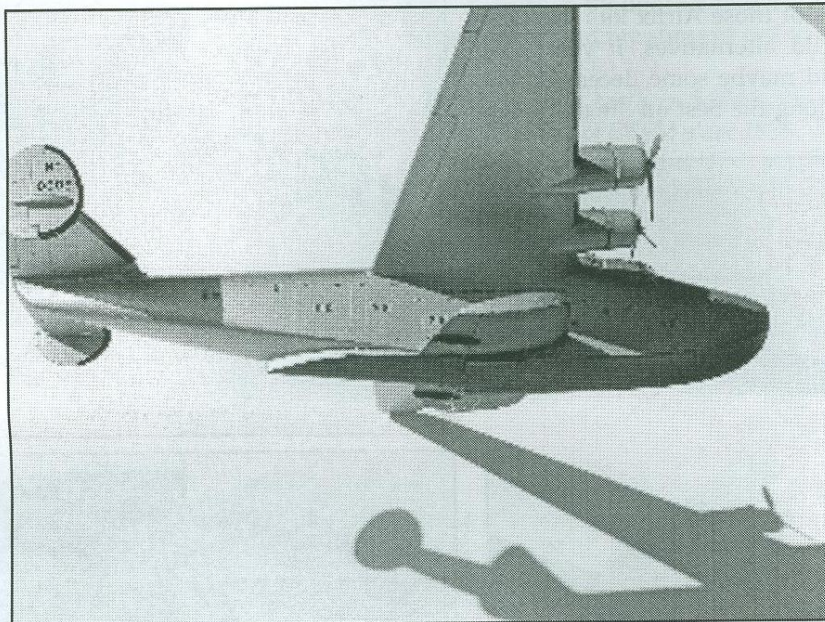
The first assemblies I mounted to the hull were the sponsons. Here, I dealt with the gaps by applying superglue through very narrow-tipped applicators, letting it dry, checking the seam with a probe, then applying again as needed until the seam was filled. I was almost able to avoid any sanding at all, though a little bit proved necessary as the superglue slightly

pooled in a couple of areas.

The attachment of the tail planes was much less positive. There were larger gaps, and the slots were a bit loose as well, making accurate union very difficult. I thus had to deal not only with seams, but also slight differences in the elevation of the tail planes relative to the root fillets. If there had been any raised detail left at this point, the filling and sanding would have wiped it out.

Before mounting the wings, I decided to work on the engines. Each engine consists of two banks of cylinders, with some decent detail, considering the scale, but I was momentarily dismayed to realize the back set of cylinders was missing for one engine. Those old spares came to the rescue now, for I was able to find the exact piece in the spares collection, molded in white plastic instead of gray. A quick inventory of the remaining parts showed that a supplementary intake was also missing, but this too was replaced by the same piece in white plastic. The engines went together nicely. I painted them black, following up later with an aluminum wash to highlight the detail.

The wings went on next. I biased the attachment as much as I could to minimize top seams, at the expense of the almost unseeable underside. Getting the correct dihedral on both sides was easy, but as I checked alignment, I realized that the right tail plane was depressed by several degrees. There was no solution but to saw partway through the tail plane



seam, put superglue in the saw cut, then bend it up to bring it into alignment. This seam had to be eradicated then, before I could address the wing seams.

I was determined not to lose the wing detailing, so I ran tape along the wing root where it joined the top of the hull. I applied superglue with the fine-tip applicator and sanded the seams out with the tape in place. This wasn't perfect, because some of the superglue glued the edge of the tape to the hull, but I was able to use a knife blade, aimed towards the hull, to scrape the tape off cleanly. I then re-taped and repeated the process. This almost totally resolved the seam. I re-taped once more, using red glazing putty instead, since there were only small imperfections. Sanding this out was easier, as the tape came off cleanly.

Visualizing how best to set up the airframe for paint, I decided to mount the carburetor intakes now. These were the tiniest pieces in the kit; sanding off the gate edges at the backs was an interesting exercise. Amazingly enough, I did not drop any of them, and got them securely in place on top of the nacelles, overhanging the edge. On the left wing, two supplementary intakes were now superimposed over the carb intakes. This was the only situation where I found the

mounting holes to be too small; all four had to be drilled out before these intakes would go in place. However, once that was done, they fit fine. Next, I cleaned up the one-piece cowlings and inserted them, unglued, onto the nacelle fronts. In this way I hoped to not only metalize the cowlings along with everything else, but also keep the gluing surfaces clean for the eventual more permanent attachment. This done, I attached the clear astrodome to the top of the hull with Future, and did the same with the windscreen. I also attached the D/F bullet above the cockpit. Once it was in place, I sanded down the mold line that ran from front to back.

I applied many small dabs of liquid mask to the windows, which meant I was ready to apply the paint of choice, in this case SNJ aluminum. The only major paint color besides the SNJ was black for the hull and sponson planing surfaces.

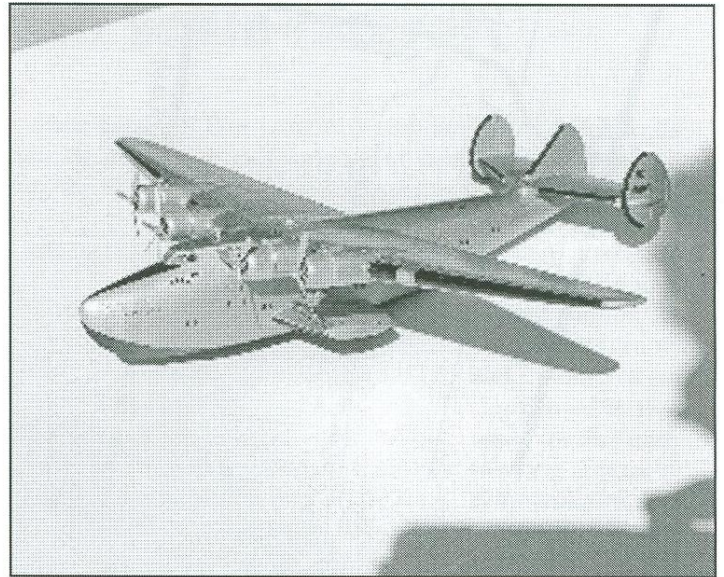
I applied the SNJ first. The first couple of coats revealed some remaining flaws that I had to eliminate before going further. Then I had a lot of trouble with the second bottle of SNJ I had; it apparently had curdled due to age and I couldn't really resuscitate it. Then I couldn't find another bottle of the stuff locally, as the product has been pretty much discontinued outside the Sacramento area. I set the kit aside for months.

Eventually, I did score another bottle of SNJ in Sacramento. I completed the natural metal finish, which still showed some flaws, but by now it was clear that this model was not destined to grace any contest table. Nevertheless, it would be good enough to display at home, so the focus was to finish it while not obsessing over flaws. With the metal finish on, I masked the model to paint the planing surfaces with black; I used Polly Scale NATO Tri-color black. I removed the liquid mask at this time, and moved on to the decals.

The de-icer boots on this aircraft are represented by thirteen decals—three for each wing leading edge, one for the central fin, two for each outboard fin, and two for the horizontal stabilizers. The decals are much too thick to serve this need, at least with regard to the tail surfaces, where I found I had to use white glue to get them to sit down at all over the leading edges of the flying surfaces. The usual decal solvents had very little effect on them. Even now, there are some spots where the decals have lifted. Further, for the endplate fins, the two half-boots did not fill the gap at the extreme leading edge, requiring touch-up with paint. The wings were a little

better, but still required glue to stay down. The process was a bit messy, but since the glue was water soluble, it cleaned up without a problem. Despite the work it would entail, I think all of these areas have to be masked and painted, rather than use the de-icer decals.

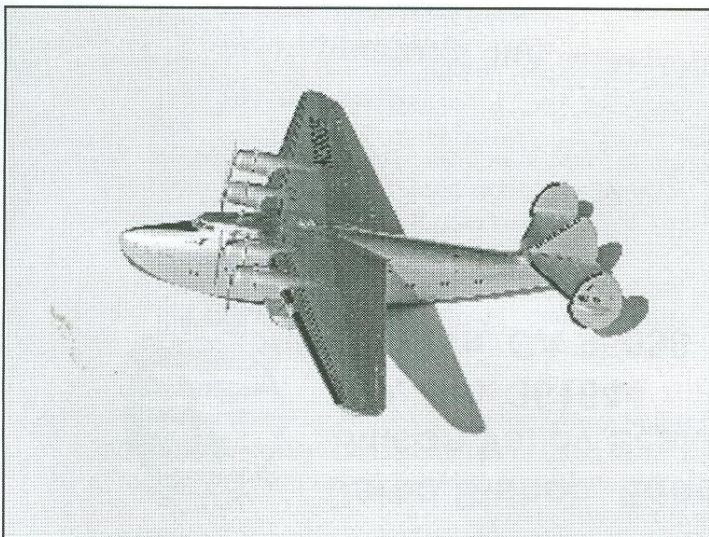
The other major decal issue related to the upper wing, which features a large expanse of international orange. Here the thickness of the decals was an advantage, as the two very large swatches of material required quite a lot of handling, but the material was durable enough to withstand the positioning. There were also four small pieces to patch in over the top



of each nacelle. A couple of these left slight gaps with the larger swatches, but a touch-up with Testors International Orange worked well. Again, things were hardly perfect; the orange parts were just slightly translucent. For a really first-class job, one ought to underlay the decal with white paint, though masking would be a bit of work, since it would require photocopying the decals to create templates for masking, and then careful cutting and positioning of the templates.

The decals also included a variety of long thin walkway lines; these proved to be very easy to get on the model. The various smaller bits were likewise easy on the tired and frustrated modeler. I also added silver decal strips to define the windscreen panels. There are a couple of leading edge lights I built up by using white glue. With the addition of the RDF bulb topside and the four propellers, the model was complete.

Not a masterpiece, I'm afraid. This is a case where I feel good about the model, warts and all, because it doesn't look bad unless and until you know where to look, and it's a reasonable representation of the real thing from the usual viewing distance. It's almost enough to convince me to have a go at that Airfix Avro Anson kit.



Mark Schynert has been building models on and off since 1959 and has been a member of SVSM since 1998. His interests include 1:72 scale aircraft between the years 1936 and 1948 with an emphasis on fighter prototypes and flying boats.



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**7:00 p.m.,
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September 15th**
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