



PLASTIC IN PARADISE



September 2008

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The club unveils its "new look" at the Hawaii Gun Show.



"Some say that he once used paper mache to build a model, and that all of his planes are cardboard cut-outs. All we know for sure is that he is called...the Model Display StiG!"





Club News and Other Nonsense



The red and white striped structure on Ford Island is actually a water tower, not the air traffic control building, which is on the left.

The club had our first meeting at the Pacific Aviation Museum on August 23rd, and aside from some trouble with the gate guards, went reasonably well. The meeting room is positively huge – so much so that we had to shout like drill sergeants to be heard! That's okay, as it will help us develop better oratory skills.



Our new meeting place at the Pacific Air Museum.

The air conditioning and good lighting levels were also big plusses. Hopefully we will be able to continue meeting at the museum for the foreseeable future.

Everyone should make sure they submit their personal and car information to Gary Dobias, so that we have an up to date guest list for



Wow, look at all that space!



A mock-up of the planned fighter display.



Chris Lovewell's 1/48 Accurate Miniatures Grumman TBM Avenger.



John Palimo's brother Frank showed up with a scratchbuilt all-wood Tu-144 "Concordski," which was made from a broom stick!

entry onto Ford Island for future meetings.



Jay Nakasone's 1/72 Hawker Hunter.



Jay Nakasone's 1/72 Douglas F4D Skyray.



The "Pacific Air War" models on display at the Pacific Air Museum.



And the "European Air War" counterparts.

The club had a model display at the museum on the day of the meeting, with over 30 planes and a couple of tanks thrown in. The theme was WW II aircraft, which was used as a dry run for the Gun Show on the following weekend.

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The display was well received, and there were a couple of kids who really got into the models. Remember that the young ones are the future after we old farts die!



I'm a-buildin' as fast as I can!!! Brad makes an adjustment on his P-39 Airacobra, one of seven (!) models he built for the fighter display.



Burl Burlingame's 1/48 pre-war SBU Vindicator, built from the Wings Vac kit.



The F4F Wildcat on display in the museum is a dash-3 variant, with four .50 caliber guns and non-folding wings.



A highly atmospheric setting for the museum's Mitsubishi A6M2 Zero.



Bombs away! A display of Japanese bombs and torpedoes used in the December 7, 1941 Pearl Harbor attack.

The full-scale museum displays were a blast, but the real treat was a tour of the museum's F-14 Tomcat, which was housed in an adjacent hangar. A Hawaii ANG F-15 Eagle also arrived the following week, with an F-86, F-102, and F-4 to come. The jets will be part of the post-war exhibit in the Phase III facilities of the museum.



The museum's F-14 Tomcat, awaiting restoration.



A Sea King helicopter used during the Apollo recovery missions.

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A pair of Vietnam-era choppers, a UH-1 Huey and an AH-1G Cobra.



One of three Cessna O-2s undergoing restoration.

The fall Hawaii Gun Show ran from August 30-31 at the Blaisdell Exhibition Hall, where the club unveiled its Fighter Planes of WW II display. This was the first time we had a coordinated exhibit, with step displays, backboard, and information placards. The impressive lineup was made up of thirty two 1/48 scale models.

People commented that it was a huge improvement over our previous "models on a tablecloth" approach. This will set the bar for our future displays, and rest assured gentle readers, that more elaborate plans are in the works! Check out the photos of the show from page 8!

A hearty "job well done" goes out to Alan, Brad, Chris, Dean, Don, Eric, Gary, Glenn, Jay, Jerry, John, Justin, Lester, Lance, Leighton, Mark N., Pete, Tom, Val, and Weldon for all of their hard work that made the display possible!

On a sadder note, the club would like to mention Calvin Takara, who passed away this May. Our sincerest condolences go to Calvin's family.



Hit the Road Jack

Tamiya's J2M3 Raiden
In 1/48th scale
By Valentin E. Bueno

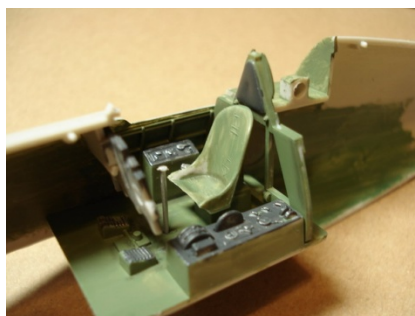
Having finished my Monogram 1/48th scale P-40B in a record time of two months, I decided to build Tamiya's 1/48th scale J2M3 Raiden (Code Named Jack). This decision was based on the availability of the kit and my ability to appropriate the required funding. In other words, I saw it on the shelf at Weller's and I had enough Cash in my pocket. This kit has a copyright date of 1973. Goodness, I was just a wee little pollywog back in '73. In 1973 Elvis played a concert at the Blaisdell and the Watergate Hotel was still just a hotel.

For those who have never built this kit (like me since I usually build 1/72 scale), let me give a quick review of this ancient kit. The model is molded in rather hard light gray plastic, a lot lighter in color and harder than many of Tamiya's recent releases.

The panel lines are a mix of raised and recessed lines. The fuselage has a mix of recessed and raised lines whereas the wings have all recessed lines. It looks like Tamiya gave the kit new wings between 1973 and today. Included in this kit, much to my surprise, were two pilot figures, one standing and one seated. Though not as good as current generation figures from Tamiya, they are good enough for a mall model.

Construction Commences

Construction commences with painting. The kit instructions call out for the cockpit to be painted Aotake. Considering the recent builds that I have seen of Mitsubishi Zero's, I disagreed with the directions. Opening my 1996 Famous Airplanes of the World (FAOW) #61 on the J2M3, I noticed in the color art that the cockpit interior was painted green. Just as I thought. So I got some German NATO green and DAK Dark Yellow, mixed them up and plastered it all over the inside of the airplane's fuselage, all over the cockpit parts and the pilot's seat. The wheel wells and inside of the cowling was painted with Metalizer Aluminum and later over coated with Tamiya Clear Blue. Niiiiiice Aotake if I might say so myself.



Cockpit detail is simple but adequate, given the kit's 1970-era vintage.

The instrument panel and the side consoles were painted RLM 66 Scale Black. These were then highlighted with a Berol Silver pencil. While these were drying, I taped the fuselage together and inserted the cockpit floor and rear bulkhead. This was to ensure the cockpit parts were situated centered in the cockpit opening.

After allowing these to set up hard overnight, I added the rest of the cockpit parts and closed up the fuselage. While this was curing, I glued the upper and lower wing halves together. These parts fit so much better and have no flash, unlike the similarly aged

Monogram kit. Don't you just love that Japanese high quality?

Foot in Mouth Disease

After these had set, I offered the front cowling piece to the assembled fuselage. Argh!!! Here for the first time in my modeling career, a Tamiya kit had a step between two parts



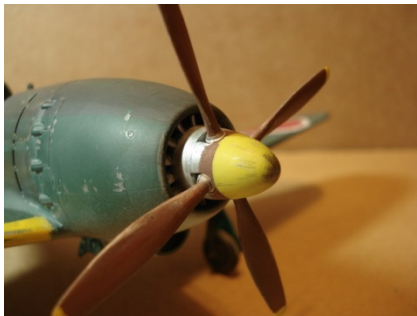
Gaah! A very un-Tamiya mismatch between the cowl front and fuselage.

Drats, it looks like I will be doing some sanding and rescribing on the cowling. Then I test fitted the wing to the fuselage. Arghghghghghgh!!!??? There was a little gap at the wing root and a larger gap on the undersides, front and back. I guess back in 1973, quality control wasn't a prime importance for any of the model manufacturers, US or Japanese!

I test fitted the wings to the fuselage many times trying to figure out how to attach the two assemblies in such a way as to minimize the gaps all around. Once this was determined (it might be different on your kit which is why I am not describing how I did it), the gaps were filled with plastic strip and coated with CA glue. The CA was allowed a few minutes to solidify before having any excess glue wiped off with a fresh cotton bud (aka Q-tip).

The non-gap seams were dealt with pretty quickly with 180, 600, and 3000 thru 12000 grit sand paper and sanding pads. The filled gaps were sanded and sanded and sanded some more

until they were as smooth as a porn star's bottom (only those who have changed their children's diapers know how smooth a baby's bottom is; I can only write from my own experiences...not that I've ever had the chance to feel a porn star's bottom).



Once the step at the cowl is dealt with, the front end certainly looks the part.

Beatings Will Continue until...

Now that all the seams have been addressed, it was time to apply some color to this bird. Perusing the FAOW #61 mentioned earlier, I was so very tempted to do the all natural metal finish in the captured American markings, but as a mall model representing what country flew what, I ended up going for the Japanese markings using the same old IJN green over IJN gray. The fun part will be when I peel the paint off of this sucker! Hahahahahahaha! IJN green paint was known for not sticking to the aircraft very well.

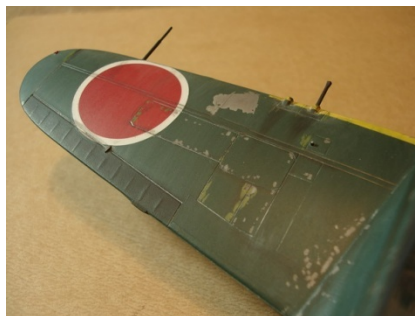


The first thing I did was to blast the entire model with Metalizer Buffing Magnesium. Why Magnesium and not Aluminum? Simple, that's all I had on hand! Then I blasted it with

Tamiya's IJN Green and IJN Gray from the rattle can.

The paint was then buffed a bit with 3000 and 4000 grit sanding pads. The kit decals were applied directly to the buffed paint and drowned in Solvaset. This snuggled the decals down very well and only two out of ten decals silvered, and only slightly. Another application of Solvaset sorted all that out.

After the decals had a chance to dry overnight, I sanded the decals down a bit with 600 grit to get through to the paint layer underneath. Actual worn down markings!



Wear and tear was simulated with actual chipping of the top layer of paint, exposing the metallic undercoat.

I used a #15 scalpel to chip the paint off of the model. I used the round edge to make the larger chips and the tip to do the scratches. I also used some Dymo tape to pull up the largest chips.

The model was given a clear flat coat in preparation for further weathering. I used a moistened cotton swab and those Tamiya weathering sets (you know the ones that look like women's makeup kits) and added some post shading to the panel lines. A heavier application was used to depict the exhaust staining. I used a brown color first, followed by white and topped off with soot. The soot was also added to the wings to simulate gun gas staining on the wings. Some post shading was also added over the decals to make sure the decals looked weathered.

A white filter was applied using the non-toxic version of turpentine and white oil paint. This was applied with a soft 1/4" wide Tamiya brush in the direction of the airflow. This helped break up the monotony of the single upper color paint scheme and unify the look of the bright decals with the rest of the aircraft.

The yellow on the leading edge of the wings and on the spinner were hand painted and sanded down with the rest of the paint. This allowed some of the underlying green to peek through. On the spinner, I covered the worn areas with silver paint and pencil to represent chipped off paint. The rest of the spinner was painted according to the instruction (red brown and silver) and likewise weathered.

A few more paint chips were popped off and scratches added along with more chips and scratches using the Berol silver pencil.

...the Model is Done

All the leftover bits and pieces such as the landing gear doors, wheels, guns, pitot tube, canopy and so forth were added to the model and painted, and much to my surprise, another 1/48th scale model was finished on my desk.



Almost there! Weathering is complete and only the canopy and a few other pieces remain to be attached.

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I had always wanted to build Hasegawa's 1/72 scale Raiden. I have the kit unbuilt in my stash, but building this ancient Tamiya kit has satiated that urge. I will probably give this model away as it doesn't fit in with the rest of my collection, but at least I know now what weathering methods I can use on the 1/72 scale kit!





Der Red Komet!

DML's Messerschmitt Me-163B
In Review

By Neal "Sci-Fi" Izumi

Kit Data:

Scale:	1/48
Stock No.:	5551
Materials:	Polystyrene, Photo-Etched brass, Decals
MSRP:	\$38.95

DML's Komet has been around for a number of years, and its ancestry can be traced back to the Trimaster kit from the 1990's. DML has dispensed with the white metal and steel wire/tubing of the original kit and provides replacement parts in plastic. The new seat and tail wheel are not as detailed as their original metal counterparts, but are easier to clean up.

Overall, the kit is well detailed; the wings even have the characteristic wash-out twist. Parts and decals are provided for the all-red Komet as well as four operational aircraft.

For this boxing, DML has thrown in the rocket engine and service crew from their Ba-349 Natter kit. The photo-etched fret has been

redesigned to accommodate the engine framing.

An unexpected bonus is the inclusion of a duplicate sprue which contains the fuselage parts. For those who wish to display the aircraft in a state of maintenance, the tail section can be sawed off from the rest of the fuselage without fear of losing material on either side of the cut. If an intact aircraft is modeled, a fairly complete fuselage section, sans wings and clear parts, can also be built to represent a disassembled airframe.

I found one big and a couple of little faults with the kit. The emergency canopy release lever is missing, which should be immediately ahead of the normal release handle on the cockpit sill. The cockpit tub lacks the fuel lines that run from the sidewall tanks to the rear bulkhead.



The take-off trolley (actually it is not much more than an axle with wheels) needs one locator pin removed to fit onto the skid. The mounting flanges are provided on the sprues, but cannot be used because they don't align with the release mechanism on the skid.

The rear fuselage halves require some gentle bending to match the forward fuselage contours, especially at the lower right corner. It is not a big deal, but it will save on filling and sanding later on.

The biggest problem with the kit is that the landing skid struts cause the back end of the skid to set at an incorrect attitude. I had to remove the locating pins from the middle and rear struts, and glued them wherever they landed in the skid well. The photo-etched skid

well is a tight fit into the lower fuselage, and getting the skid assembly in place was a real bugger.



The painting guide has some inaccuracies in the cockpit area; photo references of the knobs and levers will come in handy. Although not mentioned in the instructions, there is a circular clear glass insulator where the radio mast attaches to the fuselage. I punched out a circle of masking tape to cover this area during painting.

The kit was finished entirely with Testors Model Master enamel paints. The Insignia Red I used failed to cover the British Crimson basecoat, so I ended up with a very red-brown Komet.

The decals had minimal carrier film, but were stiff and responded very slowly to Mr. Mark Softer. The decal sheet is short one pair of white T-Stoff markings and lack swastikas. Both were sourced from my dwindling supply of spare decals.

Despite the kit's shortcomings, the end result is unmistakably a Komet, and it is still the best kit available of this tiny rocket fighter.





The rogue's gallery of IPMS Hawaii.



Fighter Planes of WW II Display at the 2008 Hawaii Gun Show

Photos by Lance Masunaga.



ATTEN-SHUN!!! Jerry Stanfield secures the display area.



The "Forked Tailed Devil." Gary Dobias' Lockheed P-38 Lightning.



Brad Sekigawa's Bell P-39 Airacobra.



An apple a day does not keep the models away, as young Charlie Dunlap found out!



John Palimo's North American P-51D Mustang.



Justin Hirano's Northrop P-61B Black Widow.



Val Bueno's "Flying Tigers" P-40B Warhawk.



The "Jug." Eric Oliver's Republic P-47D Thunderbolt.



Jerry Stanfield's Grumman F4F4 Wildcat.



US airpower! USAAF and USN aircraft dominate the right side of the display.



Next to the US aircraft are the British and the Russians.



Brad Sekigawa's Hawker Hurricane Mk.IIc.



"Whistling Death." "The Ensign Eliminator." Jay Nakasone's Vought F4U1 Corsair.



Weldon Dunlap's Lavochkin La-5FN.



"Tally ho!" Dean Ichiyama's Battle of Britain Supermarine Spitfire Mk.I.



The "Ace Maker" Brad Sekigawa's Grumman F6F3 Hellcat.



Glenn Boss' Lavochkin La-7.



Tom Teliczan's Supermarine Spitfire Mk.V Trop.



"For the CCCP!" Neal Izumi's Polikarpov I-16 Mosca (Fly).



Pete Bega's Brewster Buffalo.



"Kick the tyres and light the fires!" Val Bueno's Gloster Meteor F.I.



The Luftwaffe dominates on the left!



Brad thinks to himself "we could have done the Akagi!"



The Imperial Japanese forces.



Chris Lovewell's Messerschmitt Bf-109G.



Brad Sekigawa's Focke-Wulf Fw-190D "Lang Nasen Dora."



The world's first operational jet fighter. Val Bueno's Messerschmitt Me-262A Sturmvogel.



Don Wong's Messerschmitt Bf-110C Zerstorer.



The world's only operational rocket fighter. Neal Izumi's Messerschmitt Me-163B Komet.



Leighton Kato's Nakajima Ki-27 (Nate).



Brad Sekigawa's Focke-Wulf Fw-190A "Wurger" (Butcher Bird).



Val Bueno's Heinkel He-162A Volksjager (People's Fighter).



Pete Bega's Nakajima Ki-43 Hayabusa (Oscar).



The Axis is ready to strike!



Brad tells an onlooker "...and this display contains absolutely NO sci-fi!"



En-jin hatsudo! Shutsugeki da!!!



Don Wong's Kawasaki Ki-45 Toryu (Nick).



Brad Sekigawa's Mitsubishi A6M2 Zero.



An array of Axis airpower!



Brad Sekigawa's Kawasaki Ki-61 Hien (Tony).



Val Bueno's Mitsubishi J2M3 Raiden (Jack).



Justin's P-61B Black Widow dwarfs the other fighters in the display.



Brad Sekigawa's Nakajima Ki-84 Hayate (Frank).



Brad Sekigawa's Kawanishi N1K2 Shiden-Kai (George).



Late again! Neal puts finishing touches on his Me163B Komet.

Calendar

Meeting Schedule: We meet at **5:00** pm on the last Saturday of each month in the Education Room of the Pacific Aviation Museum on Ford Island, unless noted otherwise.

The newly added workshops at Kalakaua Middle School take place from 10:00 am to 2:00 pm.

2008:

25 October: Tool time

29 November: Back in the USSR: Glorious modeling from the Evil Empire! (Note new date!)

13 December: Workshop at Kalakaua Middle School.

(???) December: President's Choice.



Pearl Harbor, December 7, 1941.

By the IPMS Hawaii Battleship Row Amateur Film Production.