PostStrike©

November 2000 WWW.IGS.NET/IPMSOTTAWA IPMS Ottawa Newsletter

The Prez Sez

Joe Podrebarac

As we enter the end of the year 2000 we have seen a continued participation and turnout of regular members, and a smattering of new. The club appears to be steady on its feet, with CAPCON plans and preparations underway, a revamped club newsletter, and a web site format ranking with the best on the air. Club input to build substantial content and a gallery for the web site is increasing, and in about a year should be a ready source of material. I hope we can build in as much Canadian content as possible for the web site. To this end, I would like to ask all members who have built, or are building, Canadian subjects, to write an article/summary of their models and co-ordinate a photo session to capture these topics. I think this will bring outsiders and clubs to our site for valuable information as well as promote Canada.

Special points of interest:

- Taming wild Mustangs...a different breed.
- Building Canadian!
- 23 little known facts.

This Issue

From the Back Seat

Editor's Note

The picture above was contributed by Graham Mansell (and yes, that is actually Graham), proving that even when your in the back, you're still flying by the seat of your pants! Graham pointed out that it would be nice to have a Canadian picture for the 'From the cockpit' column, forgetting for a moment that I'm from Texas!

I'm essentially new to modelling, and have only built four models (a couple of planes and figures) in the past two years (though this is rapidly changing). Prior to this, in the late '70s and early '80s I was very active at both the local IPMS El Paso level and as a member of IPMS USA. Model building was (and is again) fascinating, not only to experience each small victory, or learn about new subjects, but also to look at the clock after a few hours feeling absolutely rested – once again freed from daily worries.

The West Texas town of El Paso was an extremely rough city to be raised as a teenager, and model building was truly the saving grace in my teenage years, keeping me out of the serious troubles experienced by my peers; too busy thumbing through the latest magazine, or stockpiling another kit.

I recall my dear friends at IPMS El Paso, Texas – they basically took me under their collective wings, and not only guided me to create better models, but also instilled in me other important virtues.

So, to you Mr. Dick Enger (with all my respect – you were the first to show me a soldier you had been working on when I visited my dad at Ft. Bliss – taught me to say what was on my mind, too!), and Mr. John Estes (the 'glue' of IPMS El Paso! - Thanks, John, for everything.), Gustav Hebrok (Opels and 104s are forever!), Jerry Milam (my prayers are with you), Jim MacDaniel, Jim Hosbach, Gary Boggs, Joe Roper (how's the tan van?), Col. Ruck, and Bert Kinzey. God, I know that I've forgotton someone ~ and I apologize!

So, hopefully, not only to remind us of what we represent (a hobby), but who we represent (IPMS), let us also keep in mind who may be at our meetings looking up to us. It certainly made a difference in my life!

Bruce Grinstead
ipms@igs.net ~ 623-3346

Names & Numbers

JAPANESE AIRCRAFT – Part 20

By Jim MacKenzie

This month we will cover symbols used by the Navy to indicate the designing firm [the second alphabetical symbol in the short title - eg: A6M3 indicates a Mitsubishi designed aircraft].

Note: In some instances the letter or letters assigned could be used to indicate different firms. The Japanese never shy away from confusion. In the company names, '*Hikoki*' means Aeroplane and was an earlier wording than the later '*Kokuki*' which means Aircraft. The initials '*K.K.*' have a similar meaning to the Western 'Company Limited'].

"Bring a model, bring a friend."

A	Aichi Tokei Denki K.K., and Aichi Kikuki K.K. (e.g: B7A1 Grace)
	North American Aviation Inc. (e.g: KXA1 [NA-16-4R])
B	Boeing Aircraft Company.
C	Consolidated Aircraft Corp.
D	Douglas Aircraft Company. (e.g: L2D3 Tabby)
G	Hitachi Kokuki K.K.
	Grumman Aircraft Engineering Corp.
H	Hiro Kaigun Kosho.
	Hawker Aircraft Ltd.
He	Heinkel [Ernest Heinkel Flugzeugwerke A.G.]. (e.g: A7He1 Jerry [He 112B])
J	Nihon Kogato Hikoki K.K.
	Junkers Flugzeug und Motorenwerke A.G.
K	Kawanishi Kokuki K.K. (e.g: E7K1 Alf)
	Kenner Airplane & Motor Corp.
M	Mitsubishi Kikuki K.K. and Mitsubishi Jukogyo K.K. (e.g: A5M1 Claude)
N	Nakajima Hikoki K.K. (e.g: B5N1 Kate)
P	Nihon Hikoki K.K.
S	Sasebo (Dai-Nijuichi) Kaigun Kokusho.
Si	Showa Hikoki K.K.
V	Vought-Sikorsky - [United Aircraft Corp.] (e.g: A8V1 [Seversky 2PA-B3])
W	Watanabe, K.K. Watanabe Tekkosho.
	Kyushu Hikoki K.K. (e.g: K10W1 Oak)
Y	Kugisho (Yokosuka)** (e.g: B4Y1 Jean)
**	During the Pacific War period Kugisho was the acronym for Kaigun Koku-Gijutsu-Sho, [Naval Air Technical Arsenal], for aircraft designs issued from this facility. Due to its geographical location at Yokosuka and the 'Y' identifier, the term 'Yokosuka' has become widely used, however it is inaccurate when used to denote an aircraft design firm or facility. An earlier acronym of Kugisho was '*Kusho*' which predates 01 April 1939 and before 01 April 1932 it was '*Yokosho*', and that is where the 'Y' designator originated. Clear as mud ain't it? In any event, although many aircraft are listed as 'Yokosuka' in reality they are 'Kugisho' designs. - *Enough!*
Z	Mizuno Guraida Seisakusho.

Next month we'll do a listing of the Japanese Navy's mission symbols. Additions and corrections are requested. How about building a Yokosuka... er, I mean Kugisho D4Y1 Judy for CAPCON 2001...

Events Calendar

November
Ralph Leonardo Trophy Contest (1/72 planes)
December
Ad Hoc (Out of the Box), Executive Elections

IPMS Ottawa

President: Joe Podrebarac
Treasurer: Terry Jones
Public Relations: Wayne Giles
Contest Director: Mike Belcher
PostStrike Editor & WebMaster: Bruce Grinstead

IPMS Ottawa is the local chapter of ***IPMS Canada***. Meetings are held at the Science and Technology Museum, 1867 St. Laurent Blvd., on the first Wednesday of each month from 7:30pm to 9:30pm. Visitors and guests are welcome.

Club Membership Information
Dues are $15.00 per year which permits members to take part in club contests, events, and the yearly members auction.

Poststrike is the official journal of the IPMS Ottawa Chapter. Articles may be copied and re-used provided credit is given to the original author and IPMS Ottawa. Contributions are welcome from any readers of ***Poststrike***, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish submitted material and where necessary submissions will be edited. Submissions of articles, tips, items needed, or questions for ***Poststrike*** can be dropped off at a meeting or sent to:

ipms@igs.net

IPMS Canada

Club members are encouraged to become members of our national association and parent body IPMS Canada. Memberships are $24.00 Canadian per year and are available from:

IPMS Canada
PO Box 626, Station B
Ottawa, Ontario
K1P 5P7

Inquiries or submissions can be made via their Internet address:

mig@ipmscanada.com
or visit their website at:
www.ipmscanada.com

External/Internal Finishes for North American Mustangs Mks I, IA, II, III, IV

By Randy Lutz, IPMS #C4650

At the time that the first production Mustang Is were being ordered, the standard camouflage for RAF aircraft consisted of a disruptive pattern of Dark Green and Dark Earth upper surfaces with Sky undersides. National insignia were composed of Type 'B' upper wing roundels, Type 'A' lower wing roundels and Type 'A1' fuselage roundels with a 24" high, 27" wide fin flash divided equally into three, 8" sections. The paints used followed the British Air Ministry specifications, but were produced by Dupont in the United States. There were small differences between the Mustang camouflage and that of British produced aircraft, such as the lack of the 18" Sky fuselage band and the spinners being finished in Dark Earth instead of Sky, as was the norm for British aircraft.

This was the standard colour scheme for RAF aircraft up to August 1941, as it was determined that the Dark Green/ Dark Earth/Sky colour scheme was suitable for aircraft assuming a defensive role over the patchy green terrain of England. However, with the RAF now taking on a more offensive role, which took the fighters over the English Channel, RAF fighter pilots were placed in a disadvantaged position. The existing Dark Green/Dark Earth colours tended to look predominately brown from a distance and the Sky under surface colour, which was originally designed for combat at altitudes up to10,000 feet looked too bright and offered too much reflectance at higher altitudes. After several tests, new camouflage orders were promulgated in August which specified that the upper surfaces should be finished in a disruptive pattern of Dark Green and Ocean Grey, with Medium Sea Grey undersides. The Sky spinner and fuselage band were to remain unchanged and the individual code letters were to be painted Sky. This camouflage directive was adhered to for aircraft of British manufacture, but it did not filter down in time to allow for Lend Lease aircraft to follow suit. In light of this delay, Mustangs were still being delivered in Dark Green/Dark Earth/Sky colours as late as July 1942 and could be seen operating next to freshly repainted Mustangs in Dark Green/Ocean Grey/ Medium Sea Grey.

With the introduction of the new painting specifications, there was a resulting shortage of Ocean Grey. To remedy this shortage, a set of supplementary instructions were issued specifying that until sufficient quantities of Ocean Grey were available, depots were to use a shade of grey, obtained by mixing 7 parts Medium Sea Grey and 1 part Night (black). This new mixed shade, was naturally enough, called 'Mixed Grey'. While not possessing the bluish cast normally associated with Ocean Grey, it did afford an acceptable measure of camouflage properties for the area of operations at the time. This Mixed Grey was closer to Dark Sea Grey in colour than Ocean Grey.

During May, 1942 a revision to the national insignia was specified. This new style of marking consisted of Type 'C1' fuselage roundels composed of 12" red, 16" white, 32" blue and 36" yellow concentric rings. The under wing roundels were designated as Type 'C' and were of the same dimensions as the 'C1' minus the yellow outer ring. The external dimensions of the fin flash did not change, however the proportions of the three sections did, resulting in an 11" red, 2" white and 11" blue fin flash. The upper wing roundel did not change from the Type 'B'. Therefore, between August 1941 and May 1942 , it was not uncommon to see aircraft sporting the new camouflage colours of Dark Green/Ocean Grey/Medium Sea Grey with the earlier Type 'A' roundels.

As the plan form of the Mustang bore a striking resemblance to the Messerschmitt 109E, and it became an all too common practice to have Allied anti-aircraft gunners open fire on Mustangs, a new recognition feature was instituted. A 12" wide, yellow, chord-wise band was painted around the wings. This yellow band was positioned so that the outer edge of the band was in line with the outer edge of landing flaps. Operational experience showed that the yellow chord-wise bands were more of a recognition feature for German pilots, than allied anti-aircraft crews and on December 2, 1942 orders were issued for their removal. Another quick recognition feature was introduced in July 1942, which was the adoption of the yellow leading edge to the wing. This was a 6" wide strip which started just inboard of the wing tips and ran full span of the wing. The application of the leading edge yellow varied by squadron with some, such as No. 2 and No. 26 applying full span strips, while other squadrons adopted a more conservative approach and applied the band from only the outboard wing gun to the wing tip.

In late 1943, the RAF took delivery of its first Mustang IIIs, which coincided with a new set of identification markings introduced by the 8th and 9th U.S. Air Forces on their P-51B/C Mustangs. These new American markings consisted of a 12" white band, positioned 18" down from the top of the vertical fin, a 15" white band on each tail plane, positioned in 33" from the tips, a 15" white band was applied 15" outboard of the wing root and finally the front 12" of the spinner was also painted white. As the RAF was acting as escorts on the daylight bombing raids along with American aircraft, it was deemed necessary for the Mustang IIIs to carry the same white recognition bands as their American counterparts. The only difference was that the RAF Mustangs had the

American Mustangs *(cont.)*

By Randy Lutz, IPMS #C4650

entire spinner and the first 12" of the nose finished in white. By March of 1944, the white fin and tail plane stripes were thought to be unnecessary and were removed from most aircraft.

On June 4, 1944 a new set of marking directives were initiated. These being the application of the black and white invasion bands. The specifications stated that the bands were to be 18" in width and should start 18" inboard of the wing national insignia and 18" forward of the leading edge of the tail plane. In an ideal world, the fuselage invasion stripes would meet the Sky fuselage band, but in many cases the invasions stripes actually overlapped the Sky band as it was not initially applied in the correct position or proportions. These bands were to be full wrap-around except in the case of Mustang Is and IIs which were operating at low levels. In these cases the bands were to be omitted from the upper surface of the main wing. By September, 1944 it was found that the full invasion stripes were negating the camouflage value of the aircraft and the upper surfaces were ordered to be repainted in the appropriate Grey and Green paints.

In August 1944, Mustang IIIs involved in Operation Diver, which was the interception of V-1 Flying Bombs, were instructed to remove the yellow leading edge strips in an effort to improve airflow over the wings. Any Mustangs which returned to their initial defensive roles after Operation Diver had the yellow leading edge strips reapplied, but in most cases only from the outboard wing gun to the wing tip.

On January 3, 1945 two further marking changes occurred. The first was the removal of the 18" Sky fuselage band and removal of individual spinner coloring. The second change involved the national insignia. The Type 'B' upper wing roundel was to be replaced with a Type 'C' roundel of 32" and the fuselage roundel was to be a 36" Type 'C1".

The final change occurred on March 8, 1945 wherein all RAF Mustangs were to be removed of their camouflage paint.

Throughout the series, the finishing of these aircraft complied with DTD360, U.S. A.A.F. Spec. 98-24112/3/3A and Instructions included in the relevant Erection and Maintenance Manuals for each variant. In order to reduce costs and production time, camouflage paints and materials of near specification to the DTD equivalents were recommended to be used by the authorities.

Army-Naval Aeronautical Bulletin specification numbers are quoted together with those from Federal Standards FS595 which gives the equivalent match for the original ANA colour codes which it replaced.
Note that colour designation or name is NOT always that of equivalent R.A.F./M.A.P. Colours nor was it mandatory that the U.S. Designation match that of the DTD360 titles.

"By March of 1944, the white fin and tail plane stripes were thought to be unnecessary and were removed from most aircraft."

British Designation	American Equivalent Specified	ANA Spec. Ref.	Dupont Paint Ref.	Federal Standards FS 595 Ref.
Dark Green	Dark Olive Drab 41	613	71_003	34087[1]
Dark Earth	Dark Earth	617	71_009	30118
Sky	Sky[2]	610	71_021	34424
Ocean Grey	Sea Grey[3]	603		36118
Sea Grey	Light Grey	602		36440
Medium Roundel Red	Dull Red	618	71_007	30109
Roundel Blue	Insignia Blue	605	71_012	35044
White	Insignia White	601	71_001	37875
Yellow	Identification Yellow	614	71_010	33538

American Mustangs *(cont.)*

By Randy Lutz, IPMS #C4650

NOTES:

[1]British Dark Green is virtually exact matched to Olive Drab ANA613/FS34087.

[2]U.S. Designation for Sky was also referred to as Sky (Blue), Sky (Grey) and plain Sky-all matched British Sky Type 'S' colour.

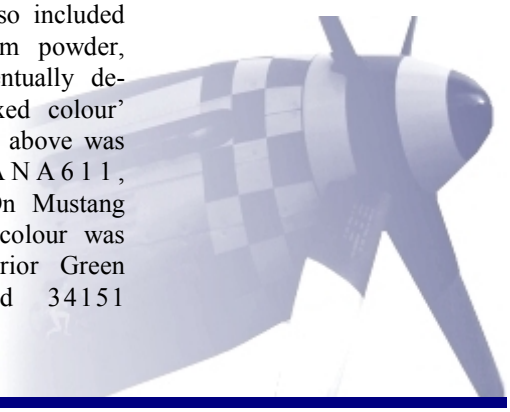
[3]Sea Grey: 603. The exact match for ANA603/FS36118 is British Extra Dark Sea Grey. Mustang I, IA, II's were delivered in ANA603 from mid-1942, also some Mustang III's in this same American shade. This was too dark compared to Ocean Grey and thus most of the Mustangs were eventually repainted with Ocean Grey in the U.K., however, a few earlier variants did see service throughout in Olive Drab and ANA603 Sea Grey but not many. Ocean Grey is close to FS595/36176 but slightly lighter more bluish.

All Mustangs supplied to the British had wheel wells in Aluminium or Aluminium lacquer or dopes. The rear face of the wheel well was also the main spar of the aircraft and this was finished in Zinc Chromate Yellow protective anti-corrosive material, bright yellow in colour FS595/33481. Undercarriage legs and the insides of undercarriage doors for the Mustang Mk IV were left in natural metal. The external airframe was finished in Aluminum, which consisted of Aluminum Paste AN-TT-A-461 mixed with one unthinned gallon of Clear Lacquer AN-TT-L-51. This produced a high sheen silver surface colour. The components manufactured from Corrosion Resistant Metals were unpainted and this appeared as a dull or 'natural' metal finish. The anti-glare finish specified for the top of the engine cowling forward of the pilot's seat was Dark Olive Drab 41, ANA613. The cockpit anti-glare applied to the scuttle directly over the instrument panel should have been painted with ANA612, as per specification, but in practice the upper cowling ANA613 colour was usually carried back over the scuttle, thus giving an uninterrupted paint line. The pilot's seat/seat covers were Medium Green 42 Dull Dark Green FS595/34092, almost identical to ANA612. The floor of the cockpit was dull metal or wooden covered slats with the latter painted ANA612. Walls and bulkheads of the cockpit, up to and including Mustang III's were Yellow-Green. This colour was achieved by mixing 1 gallon Zinc Chromate (Yellow) Primer, 1 gallon Touloune Substitute and 1 gallon of Black Enamel or paste. Originally the spec. also included 4oz. of Aluminum powder, but this was eventually deleted. The 'Mixed colour' resulting from the above was close to ANA611, FS595/34151. On Mustang IV's this mixed colour was replaced by Interior Green which matched 34151 ANA611.

Paraphrased from the Markings and Camouflage Series by Ducimus

Look for... "Hasegawa's 1/32 scale Hasegawa P-51D Mustang" – "The Edmonton Special" – a Mustang IV article by Randy Lutz in the next PostStrike.

Look for... "Building Tamiya's new 1/48 North American Mustang Mk III" by Randy Lutz in the January, 2001 issue of PostStrike.



Building Canadian Aircraft- The CP-140 Aurora

Kit Review by Graham Mansell

The only injection kit around is the 72nd Hasegawa version, which represents the P-3C Orion, and the Update II version (second release) has the parts for the Aurora wingtips but you must do the filling in the sonobouy tube area. There were 12 sono tubes removed to put in the vertical camera system, and a camera flash unit so if you want to add this you are on your own, come on Hasegawa please do some better research!

"There were twelve sono tubes removed to put in the vertical camera system..."

The Aurora sono tube area requires the filling of the 12 central forward tubes, so starting at the rotating beacon count two tube rows either side and three rows to the rear of the aircraft. The camera was above a set of doors at the first row of tubes, but the flash unit with orange tinted glass was ahead of this and had four flash compartments (bulbs) inside. You must also move the rotating beacon back to about the second row of sono tubes and there was a blade antenna behind it. More modifications to this piece include removing the bump at the rear of the kit part, Auroras did not have this and the ovalling of the tubes. All the sono tubes were at an angle to the rear of the a/c from the floor, therefore the round openings in the kit are inaccurate, hence the new term ovalling??!! In the aft row of eight tubes the right hand one (right in the sense of sitting in the cockpit or anywhere in the plane looking forward) needs to be doubled in size, and ovalled. We had three tubes we could load in flight they were the ones in front of this one, it was the general purpose tube and could only be loaded if the a/c was de-pressurized, i.e. below 10,000 feet in altitude. It was used for items that would not fit in the sono tubes like flares, SUS charges (very small depth bombs), the odd lunch and certain Navigators pipes and tobacco! Sorry inside joke.

*405 Squadron Crest

The fine folks from Hasegawa, in the Update II kit, did the new overall grey scheme with the lo-vis markings, unfortunately they got the marking colours reversed and you put dark on dark, and vice versa, for the extremely lo-vis look.

You will need to use several of Arrow Graphic's sets to duplicate this or the OOP decal sheet for the Aurora from Trident. The stripes from the P-3C kit to do the original Aurora markings is close to accurate and looks OK but needs to be replaced, as well as having the Base Greenwood crest and 407's Trident done, to make a complete Aurora – are you listening Howard & Dave? There is in 48th a vac-form but from what I have heard it is the very basic shape with no details, i.e. wings and fuse, and you provide the rest!

Supply Depot Breakdown:

1) 72nd - Hasegawa (Eduard?)
2) Arrow Graphics R.T.
3) Hasegawa, Aircom (for the early version, the fuselage stripe is incorrect but usable)
4) Trident – Canada's Air force Today

May your Xacto cut straight and your paint dry smooth, have fun modelling!

***Note:** Tail shows the 405 Squadron crest as this was a special scheme, normally the Greenwood base crest appears here. Also, note the double HF radio antenna fit.

23 Little Known Facts of WWII

Compiled By Jim MacKenzie

These 'facts' were taken off the internet and true or not? - I don't know. It does make interesting reading and if anyone has any further information on any of the 'facts' how about letting us know?

1. The first German serviceman killed in the war was killed by the Japanese (China, 1937), the first American serviceman killed was killed by the Russians (Finland 1940), the highest ranking American killed was LtGen. Lesley McNair, killed by the US Army Air Corps. So much for allies.

2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded in combat and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress)

3. At the time of Pearl Harbor the top US Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45th. Infantry division was the Swastika, and Hitler's private train was named "Amerika". All three were soon changed for PR purposes.

4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions your chance of being killed was 71%.

5. Not that bombers were helpless. A B-17 carried 4 tons of bombs and1.5 tons of machine gun ammo. The US 8th Air Force shot down 6,098 fighter planes, 1 for every 12,700 shots fired.

6. Germany's power grid was much more vulnerable than realized. One estimate is that if just 1% of the bombs dropped on German industry had instead been dropped on power plants German industry would have collapsed.

7. Generally speaking there was no such thing as an average fighter pilot. You were either an ace or a target. For instance Japanese ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

8. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. The tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet the tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

9. When allied armies reached the Rhine the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).

10. German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.

11. A number of aircrew men died of farts. (ascending to 20,000 ft. in a decompressed aircraft causes intestinal gas to expand 300%).

12. The Russians destroyed over 500 German aircraft by ramming them in mid-air (they also sometimes cleared minefields by marching over them). "It takes a brave man not to be a hero in the Red Army" - Joseph Stalin.

14. The German Air Force had 22 infantry divisions, 2 armor divisions, and 11 paratroop divisions. None of them were capable of airborne operations. The German Army had paratroops that WERE capable of airborne operations. Go figure.

15. When the US Army landed in North Africa, among the equipment brought ashore was 3 complete Coca-Cola bottling plants.

16. Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until the US Army captured them.

17. A malfunctioning toilet sank German submarine U-120.

18. The Graf Spee never sank. The scuttling attempt failed and the British bought ship as scrap. On board was Germany's newest radar system.

19. One of Japan's methods of destroying tanks was to bury a very large artillery shell with only the nose exposed. When a tank came near enough a soldier would whack the shell with a hammer. "Lack of weapons is no excuse for defeat." - LtGen. Mutaguchi.

20. Following massive naval bombardment 35,000 Canadian and US troops stormed ashore at Kiska. 21 troops were killed in the firefight. It would have been worse if there had been Japanese on the island.

21. The MISS ME was an unarmed Piper Cub. While spotting for US artillery her pilot saw a similar German plane doing the same thing. He dove on the German plane and he and his co-pilot fired their pistols damaging the German plane enough that it had to make a forced landing. Whereupon they landed and took the Germans prisoner. I don't know where they put them since the MISS ME only had 2 seats.

22. During the Japanese attack on Hong Kong British officers objected to Canadian infantrymen taking up positions in the officer's mess. No enlisted men allowed, you know.

23. Nuclear physicist Niels Bohr was rescued in the nick of time from German occupied Denmark. While Danish resistance fighters provided covering fire he ran out the back door of his home stopping momentarily to grab a beer bottle full of precious "Heavy Water". He finally reached England still clutching the bottle. Which contained beer. I suppose some German drank the Heavy Water.

PostStrike
IPMS Ottawa Newsletter

72 Victoria St.
Arnprior, Ontario
Canada K7S 1T3

Phone: 613-623-3346
Fax: 613-623-3346
Email: ipms@igs.net

Send To:

WE'RE ON THE WEB!
WWW.IGS.NET/IPMSOTTAWA

Building a Bit of History – A MiG-15 and 17

By Joe Podrebarac

Kovozaody Prostejov - a.k.a KP models from the former Czechoslovak republic have produced a variety of kits difficult to find otherwise until lately in 1/72 scale. The little red boxes made of recycled paper, before recycling was popularized , contain injection molded parts that are crude by today's standard. KP kit number 7 is the MiG-17 circa 1974 and number 13 depicts the MiG-15 UTI.

The older kit of the two, the MiG-17 has instruction completely in English. The technical details and history are comprehensive. The Mig-17PF was an all metal single seat mid engine plane with retractable tricycle undercarriage. The all weather version was powered by a VK-1F centrifugal flow turbojet with radial compressor, single state turbines rated at 2,700 kp and 3,380 kp with after burn. The wing had a -3 degree dihedral with the leading edge sweep of 55 degrees inboard to 45 degree outboard. In addition to the 1,410 litres of kerosene held internally, two 4,001 auxiliary drop tanks. In addition to the standard radio navigation and radar instruments of the day, armament consists of three 23mm, NR-23 cannons in the fuselage nose with 400 rounds per cannon.

The graphical instruction sheet is clear and shows the component placement, including the 4g weight required in the nose. The 42 piece kit is molded in white (except for the canopy and stand which are clear) and has fairly delicate raised panel lines and rivets. Assembly is quite straight forward, except for seam work which requires much effort to not obliterate panel lines. The pitot tubes on the wings snap off on the first go - why bother saving these arm sized (at scale) whips anyhow. The interior is fairly basic, but build out-of-the box

will require careful panting and addition of masking tape seat belts. The fuselage halves match well after you eliminate the pins but the wing negative dihedral is tricky. One tends to want to over emphasize the 'droop' but when scaled it's only about 1/16 inch or so at the wing tips. The nose ring is too large and needed major shaping to match the fuselage. The plastic is reasonable (i.e. not soft), but the canopy has small fracture lines and scrapes that may warrant a vacuformed replacement. Having selected the natural metal finished version, extra care is required.

The MiG 15 UTI was a two seat training version of the fighter with the second seat for the instructor. As a result the main fuel tank was reduced and the armament to one 12.7mm machine gun. The swept angle of the wings was 35 degrees and a negative dihedral of 2 degrees. On each upper wing were two aerodynamic fences and the aft portion of the fuselage was detachable for easy maintenance of the engine. The MiG-15 UTI was powered by RD-45FA turbojet engine with 22.26 kN of thrust.

Though the MiG-15 kit is newer (circa 1978), the instructions are written in Czech, English and German and the graphics are reduced to two 3D exploded views and one head-on view of the completed plan to show the negative dihedral. The kit's 37 pieces are molded in white with similar characteristics found on the MiG-17. Planned for a natural finish will require torturous finishing work.

Decals for both kits are badly yellowed and the condition is questionable. The kits are awaiting painting and the search of decals is on and the completion should show up in the near future.