



PostStrike®

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IPMS Ottawa Newsletter

The Prez Sez

Joe Podrebarac

Well, another year has passed and we enter the new millennium in about a month - good one to debate - but not here. This year has seen an excellent turnout at each monthly meeting and special events such as the "Leonardo Memorial" contest in November. In the middle of the year the club stopped sniffing glue and paint sol-

vents and WWF style battles were undertaken in the name of CAPCON. Some feathers were ruffled, but on the whole the club members reaffirmed their desire for a contest in 2001 and planning is now well underway. As the year closes I look back at the last two years I have been president with pride. I have learned a lot about modelling through trying to plan monthly meeting subjects for discussion,

but when it came down to basics, I most of all enjoyed hearing what the guys had to say about the models they built and brought in. As the year closes I will pass the 'tube glue' on and take my place in the general audience and enjoy the meetings as always. Thanks for tolerating my 'bumblings' and learning curve, and yes "...isn't that yellow plane a Norseman Don?"



Special points of Interest:

- More American Horses!
- Name it - Number it, in Japanese!
- Portable Modelling.



From the Cockpit

Editor's Note

My four year old made a serious attempt at sabotaging my computer, so getting this Post-Strike to press was a challenge unto itself. Beware, parents who own 'Atomic Bomberman,' there is a meaning behind the name!

Reflecting over the past year about the newsletter, I realized how heavy we are in reference material sections, and extremely light on the 'how to' articles. Certainly, we have some great sessions at the meetings, but maybe we should focus on how to do certain types of masking for various paint schemes, or for me, where are the best resources for modelling enthusiasts - the best magazines, websites, tools, fillers, etc.

After my hiatus from model building, I wouldn't mind skipping some of the learning curves if there is a better product or technique. When I started figure painting again, I was confronted with resins, which offered a whole new level of detail - but, how do you glue the stuff together? And what's the best putty? And don't the parts splinter in a really fascinating way if you don't cut through enough material to remove the mould tab?

Merry Christmas! And let's hope there is at least one model kit under that tree!

Bruce Grinstead
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The end of the year is upon us bringing elections to this upcoming meeting - please leave your 'pregnant chads' at home - I'm sure our percentage of voters will be much higher than the Federal elections, and with any luck we will all keep our seats (in a manner of speaking). Thanks to Joe Podrebarac for two years of great service!

I've received a 'use of images' contract from Boeing, so that we may post art prints of helicopters in the reference area of the site - I will need to read through the litany of legal verities and balderdash to ensure we are not exposed.



Portable Modelling

By Bruce Grinstead



*"Bring a model,
bring a friend."*

Over the past two years I have had the misfortune of moving four times, with each house not having quite enough space to commit to a studio. After my wife purchased a couple of sewing tote boxes for her jewelry, she noticed a glint in my eye, as I looked at the potential, mobile storage space.

The height of each compartment is amazingly the same as that of a Testors paint bottle and/or Humbrol tin; plenty of room for sandpaper, metal files, and for standing up larger bottles of toxic substances, too – even enough space for a few spare parts.

Well, I finally built on a studio in the house we recently bought, but Lynn is still going to have to find a place for all those earrings! These carrying cases can be found at WalMart or at a craft store, such as Michael's.



IPMS Ottawa

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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:

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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:

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Events Calendar

December

Ad Hoc (Out of the Box), Executive Elections

Merry Christmas and Happy New!



Names & Numbers, Japanese Aircraft, #21 *By Jim MacKenzie*

The Japanese Navy used the first alphabetical symbol in the short title to indicate the role of their aircraft (i.e. A5M1 indicates a carrier borne fighter - this aircraft being the Mitsubishi Navy Type 96 Carrier Fighter 'Claude').

As often happens, aircraft are modified for roles other than the original design specifications. In these instances the Japanese Navy did not modify the initial mission symbol, which was retained and a hyphenated alphabetical symbol was added to the end of the original designation to indicate the new role, ie: J1N1-S indicates that this aircraft, originally the Nakajima Navy type 2 Land Based Fighter, has been modified to night fighter standards and is now the Nakajima Navy Type 2 Gekko - Night Fighter.

So when you find a Japanese Navy aircraft designation with a hyphenated add-on it not only tells you what the present role of the aircraft is, but in addition it tells what the original design role of the aircraft was. Neat, eh? A list of the role symbols follows with a few examples:

A - Carrier Fighter

A6M1 / A6M8 Mitsubishi Navy Type 0 Carrier Fighter - ZEKE / ZERO
A6M2-N Nakajima Navy Type 2 Fighter Seaplane - RUFE
A8V1 Seversky Navy Type S Two-seat Fighter - DICK

B - Carrier Attack Bomber

B4Y1 Kugisho Navy Type 96 Carrier Attack Bomber - JEAN
B7A1 / B7A3 Aichi Navy Carrier Attack Bomber, Ryusei - GRACE

C - Reconnaissance Plane

C5M1 / C5M2 Mitsubishi Navy Type 98 Reconnaissance Plane - BABS
C6N1 / C6N3 Nakajima Navy Carrier Reconnaissance Plane, Saiun - MYRT

D - Carrier Bomber

D3A1 / D3A2 Aichi Navy Type 99 Carrier Bomber - VAL
D4Y1 / D4Y5 Kugisho Navy Carrier Bomber, Suisei - JUDY
D4Y1-C Kugisho Navy Type 2 Carrier Reconnaissance Plane - JUDY

E - Reconnaissance Seaplane

E9W1 Watanabe Navy Type 96 Small Reconnaissance Seaplane - DAVE
E16A1 / E16A2 Aichi Navy Reconnaissance Seaplane, Zuiun - PAUL

F - Observation Seaplane

F1M1 / F1M2 Mitsubishi Navy Type 0 Observation Seaplane - PETE

G - Attack Bomber

G4M1 / G4M3 Mitsubishi Navy Type 1 Attack Bomber - BETTY
G6M1-K Mitsubishi Navy Type 1 Attack Bomber Trainer - BETTY
G8N1 Nakajima Navy Experimental 18-Shi Attack Bomber, Renzan - RITA

H - Fling Boat

H6K1 / H6K5 Kawanishi Navy Type 97 Flying Boat - MAVIS
H6K2-L Kawanishi Navy Type 97 Transport Flying Boat - MAVIS
H8K1 / H8K4 Kawanishi Navy Type 2 Flying Boat - EMILY
H8K2-L Kawanishi Navy Transport Flying Boat, Seiku - EMILY

J - Land-based Fighter

J2M1 / J2M7 Mitsubishi Navy Interceptor Fighter, Raiden - JACK
J7W1 / J7W2 Kyushu Navy Experimental 18-Shi Interceptor Fighter, Shinden

K - Trainer

K3M1 / K3M3 Mitsubishi Navy Type 90 Crew Trainer - PINE
K5Y1 / K5Y5 Kugisho Navy Type 93 Intermediate Trainer - WILLOW

L - Transport

L2D2 / L2D5 Douglas Navy Type 0 Transport - TABBY
L4M1 Mitsubishi Navy Type 0 Transport - TOPSY

M - Special Mission

M6A1 Aichi Navy Special Attack Bomber, Seiran
M6A1-K Aichi Special Attack Training Bomber, Nanzan

N - Fighter Seaplane

N1K1 / N1K2 Kawanishi Navy Fighter Seaplane, Kyofu - REX
N1K1-J Kawanishi Navy Interceptor Fighter, Shiden - GEORGE
N1K2-J Kawanishi Navy Interceptor Fighter, Shiden KAI - GEORGE

P - Bomber

P1Y1 / P1Y6 Kugisho Navy Bomber, Ginga - FRANCES
P1Y2-S Kugisho Navy Night Fighter, Kyokko - FRANCES

Q - Patrol Plane

Q1W1 / Q1W2 Kyushu Navy Patrol Plane, Tokai - LORNA

R - Land-based Reconnaissance

R1Y1 Kugisho Navy Experimental 17-Shi Reconnaissance Plane, Seiun

S - Night Fighter

None produced as such. Other designs were modified to this requirement.





Mustang IV – Hasegawa's 1/32 P-51D

By Randy Lutz, IPMS #C4650



The Verlinden Cockpit Update Set and a number of other accessories were added to Hasegawa's 1/32 scale Hasegawa P-51D Mustang to produce "The Edmonton Special" - a Mustang IV flown by Pilot Officer A.J. Mallandaine of 442 Squadron, RCAF, based at Hundson, England during May 1945.

Background

It is not a commonly known fact that 442 Squadron RCAF flew one of the last operational missions of the Second World War. It was on May 9, 1945, the day after VE day. To add an even more unique flavour to the mission, it was to provide top cover during the liberation of the Channel Islands - the only British territories to be occupied by the Germans in World War II.

The Channel Islands fell under German occupation in 1940 and were bypassed during the Normandy Invasion. 442 Squadron had been notified on May 7, 1945 of the German surrender, and had celebrated almost to excess. May 8th was spent relaxing in preparation for the mission scheduled for the following day. On the 9th, 442 squadron provided an escort for the naval force that had been enroute to liberate the Islands since the previous day.

Rumours had been circulating that the German Commandant was going to blow the destroyers out of the water and it was 442 Squadron's job to ensure the landings were unopposed. A total of 14 Mustang Mk IV's set out from RAF Station Hunsdon, Hertfordshire, with three aircraft returning due to mechanical difficulties. The Squadron, led by Wing Commander J.A.S. Storar encountered no opposition and the entire mission could be described as uneventful. The Mustang IV built for this review was flown by Pilot Officer John Mallandaine and is depicted as it was on May 9, 1945. The name "Edmonton Special" was applied in recognition of Mallandaine's birthplace, and John has since stated "I never thought my artistic endeavor would ever become so well known". Some controversy exists over the colours applied to the anti-glare panel. Some sources say yellow, while others state black. Based on my photographs, I do not see how it could possibly be black. I will leave it up to other modelers and historians to decide how it was painted. Regardless of the colour, it seems appropriate to model the aircraft that participated in one of the final operational missions of the European theatre in World War II.

The Model

The kit used in this article is the Hasegawa 1/32nd scale P-51D Mustang. I originally intended to produce a natural metal Mustang, but this was an old model that I had picked up at a swap meet and had been banged around. As a result, a lot of the parts were scratched and scuffed. It would have proved a formidable task to arrive at an acceptable surface for silver paint. Luckily, Arrow Graphics released a new sheet of decals that had enough visual impact for a camouflaged Mustang. With a scheme in mind, all that remained was to try and locate photographs of this subject. As in most cases, I like to bounce ideas off my modelling colleagues and hope that they can provide some much-needed information. This model was no exception, as a friend, Steve Sauve provided numerous large photos of 442 squadron Mustangs, including three nice shots of the "Edmonton Special". With a model and reference, I was now ready to proceed.

Although the 1/32 scale Hasegawa Mustang is good, it does not hold a candle to the latest P-51D's released by Tamiya or Hasegawa in 1/48th scale. Keeping this in mind, I decided that if this model was to compete on equal ground with these newer releases it would need some help. So I elected to utilize the Verlinden Mustang cockpit update set, some Xtrapart dropped flaps cast in resin and True Details bulged wheels.

Construction

First up was the cockpit area. In case you are not familiar with the Verlinden set, it contains one comprehensive sheet of photo-etched copper parts, an assortment of resin pieces and some wire. Everything in it is for the cockpit, unlike their Me-109E update set that covers other additional sections of the aircraft. Following the Verlinden instructions, all moulded in detail was removed from the insides of the fuselage and the instrument panel coaming was cut back to accommodate the new photo-etched part. Some of the photo-etched parts were super-glued to the fuselage and it was then given a coat of Testors Model Master Interior Green FS34151.

This model was something of a departure from my normal building practices as I decided that it would be weathered from the out-



Mustang IV (cont.) *By Randy Lutz, IPMS #C4650*

set. If the outside was weathered, logic would dictate that the interior should receive equal time. This is where my good friend Sid Arnold came to my rescue. He taught me the secrets to the "black art" of washes, dry brushing and pasteling. Sid is a master and under his guidance, I could see the model come to life. It is now my duty to pass these secrets along to you. After the interior was painted Interior Green, it was given a coat of Testors Acrylic Clear Flat. The reason acrylic was chosen is to provide a dissimilar finish that will be impervious to the wash that will follow.

The wash consists of the base colour, in this case Interior Green, some black oil paint. I used Windsor and Newton Ivory Black with just enough turpentine to thin this mixture. Some people may omit the Green, but it will produce a wash composed entirely of black that will create too much contrast with the green areas. Washes are intended to produce shadows, and shadows are merely the base colour in the absence of direct light. When applying the wash, dab the brush in cracks and crevices and allow the capillary action to draw the liquid. Do not attempt to paint the wash in place, it will not work! Sometimes you may find it necessary to repeat the wash until you have the desired depth. The good thing about applying the wash over an acrylic flat is that it eliminates the excessive staining that results if a wash is applied directly on flat paint.



Let the wash dry for at least 24 hours before attempting the dry brushing. When dry brushing, I again used the Interior Green, but it was lightened with Windsor and Newton Titanium White oil paint. Some readers may prefer to dry brush with a generic light grey as many modellers do, but I can tell you that the results are far superior using a lightened version of the base colour. You may be wondering why it was lightened with oil paints instead of white enamel. The oil paint does not allow the mixture to dry as quickly, giving you much more time to work with the paint and preventing the brush from drying out. Work the dry brushing over areas that have been washed and it will tone down the dark washed look, gently blending all areas together. Let this dry overnight before moving on to any further washes or dry brushing in alternate colours. The wash and dry brushing routine was applied to various cockpit components, each time respecting the base colour.

The instrument panel and various boxes were airbrushed using Testors Model Master Black Chrome. This was followed by dry brushing, starting with a dark grey and finishing with a light grey. This process imparts a greater depth to the finish and is more realistic than a one colour dry brushing.

The floor area was first brush painted with Testors Flat Tan, streaked with a darker brown and then given a dark brownish green wash. When almost dry, a brush slightly dampened with turpentine was used to remove any excess wash. A dust boot was made for the base of the control column using a small piece of facial tissue soaked in a mixture of white glue and water. It can be shaped and when dry, painted as per normal.

Verlinden supplies metal seat belts but I elected to replace them with thin strips of masking tape painted a pale linen shade. The buckles were airbrushed with Testors Metalizer Steel and the assemblies fastened to the seat. In retrospect, I feel the Verlinden buckles are oversize, and would be best replaced with Eduard or Model Technologies buckles. Note that the seat is finished in Chromate Green and not Interior Green. This is clearly shown in the Mustang in Color by Squadron Publications. The gun sight was painted Black Chrome and the two small circular lenses were picked out using Kristal Kleer. Verlinden supplies a nice sunshade for the gun sight that really finishes off this piece. All the cockpit components except the seat, radio gear and headrest were glued in place. These items were left out, as they are higher than the cockpit sill and would interfere with masking later on.

Prior to joining the fuselage halves, the tail wheel well and inside face of the doors were airbrushed with Testors Chromate Yellow. This is the paint in the small square jars and sprays beautifully. A dark wash was applied to the inside face of the doors and then dry brushed with a lighter shade. The tail wheel strut was finished in Metalizer Steel and given a dark wash. Testors' Rubber was used for the tail wheel after it had been flattened on the bottom.

The fuselage was assembled using liquid cement, and it was now time to tackle one of the features that makes this Mustang different - louvered cowl vent panels. On almost all P-51D's, North American utilized perforated panels. However for some reason, many of Mustangs supplied to Commonwealth squadrons had louvered vent panels. The first step was to sand off the kit panels



Mustang IV (cont.)

By Randy Lutz, IPMS #C4650

and open up the area. Next, I used a photo-etched vent panel from Eduard sheet No. 32-010 as a template to create replacement panels from thin styrene. With the outline defined, a chisel edged X-acto blade was hammered into the panels in four parallel lines. The design of the blade's beveled edge allows one side of each cut to be more recessed than its opposite side. This aids in creating the shape of the louvres. A simple prying motion with the blade while it is in the cuts will finalize the shape. The panels were cut out of the styrene, the edges sanded to reduce the thickness, and they were glued in place.

As I have stated previously, this was an old model and as a result the engine was missing, but I was fortunate that the exhaust manifolds were still there. They were drilled out and superglued in place. As there was no engine to support them, and to ensure that they would not be pushed inside the nose at a later date, a cross brace was inserted between the two manifolds. The top of the engine cowl and windscreen were glued in place, and the cockpit was masked over to protect the insides.

Prior to fastening the wings, the landing flaps were removed using an OLFA plastic cutter. The wing fillets were thinned to a more scale appearance and then the top surfaces of the wings were glued to the fuselage. From time to time I use this method when attaching the wings as I find it produces a better wing to fuselage joint. It does not work with all models but will work quite well with this kit. Once the tops had set, the bottom of the wing was glued in place and any seams were smoothed over. I prepared the Xtra-

parts dropped flaps and much to my concern, found they are about 1/8" too short in span. While I cannot factually state why, I believe it is because they took measurements from the top of the model only. However, the flaps on a Mustang go under the wing root fillet. If measurements had been taken from the bottom they would have been the correct size. Consequently, I had to add extra plastic to the ends to compensate for the large gap. The flaps were not added at this time, merely modified so they would fit properly. The tail planes were fastened, and all joints smoothed over using Tamiya putty.



tion to produce a more realistic oleo strut. The True Details wheels were first painted Metalizer Steel. This area was then masked off, and the wheels were sprayed with Testors Rubber followed by a dry brushing with a dark grey and then dry brushed with lightened rubber. The wheels were not fastened to the struts until one of the final steps, as I wanted to ensure they rested on the flat spots.

While the putty was curing, the landing gear was cleaned up. One of the first steps was to drill out the torque links and thin them down a little. Some tie down rings were added and then the landing gear was painted in Steel and given a black wash. Aluminum foil was applied to the shock portion

The radiator inlet lacked any visual interest, so I added an inlet screen from the Eduard detail set on the P-51D. This same sheet also provided the radiator screen visible when looking into the rear of the radiator outlet. They are hard to see, but I know they are there.

I was proceeding with the model and at this time I still had not decided how I was going to model the Aeroproducts propeller. I looked through my spares and could not come up with anything. I am not aware of any after market accessories which deal with this area, and the kit blades do not readily lend themselves to modification. Finally I called Revell/Monogram models asking if I could buy the necessary parts from the newly re-issued Phantom Mustang. I was open and above board, explaining that I did not have the Phantom Mustang, but merely wished to purchase the parts. I must have found a sympathetic ear in Debbie Hunter at Monogram, as she understood what it means to modellers to have the correct parts and assured me the parts would be forthcoming. A few weeks later I had the correct propeller blades along with the spinner assembly. Thanks Debbie, you are a lifesaver! All the new blades needed was a minor reshaping and they were ready for paint.

Painting and Weathering

The first painting steps involved the Sky fuselage band and the Identification Yellow anti-glare panel and leading edge to the wings. As usual, Xtracolor is my paint of choice, with X7 RAF Sky BS210 and X106 Insignia Yellow, FS13538 being used respectively. Once these areas were dry, they were masked off and the underside was finished in X3 Medium Sea Grey BS637. This was followed by the upper surface camouflage pattern applied freehand using X6 Ocean Grey, followed by X1 Dark Green BS641. All airbrushing was accomplished with a Paasche "V" dual action, set at 30 psi., with the paints thinned with lacquer thinner. Once all



Mustang IV (cont.) *By Randy Lutz, IPMS #C4650*

the basic camouflage was completed the rear main spar in the wheel wells was painted Testors Chromate Yellow, masked over and then the remainder of the wheel well finished in Testors Non-Buffing Aluminum Metalizer. A darkened wash and subsequent dry brushing followed this. All masking was removed and the model inspected for any necessary touch-ups. Luckily, none were needed, which is not always the case. Arrow Graphics decal sheet number G-9-32 was used for the markings. If you are not familiar with Arrow Graphics, they offer an extensive line of RCAF markings, mostly post war, but recently have expanded to include numerous World War II subjects. The good thing about their products is that they are usually offered in all scales if a model is available. To ensure perfect registration of the roundels, they are printed as separate colours, leaving it up to the builder to align the circles. The first to be applied were the yellow backgrounds to the fuselage type "C1" roundels. Once this position was determined, the yellow background to the squadron codes could be applied, followed by the remaining overlays. The decals respond well to Solvaset if not applied too heavily. Using multi-part decals slows down the process, but I feel the final results far outweigh the extra time required. Overall, these decals rank as some of the finest I have used. They snuggled into, and hugged every contour of the model. If they could cook dinner I would marry them! It is interesting to note that the upper wing roundel is of the 40" "C" type, as opposed to the more common "B" style. The white ring was introduced in early January 1945 under an order from the 2nd Tactical Air Force. Once the decals had dried, it was time to try something new, namely duplicating the chipped paint look. For this step I remembered that Jamie Leggo had once told me to mix silver paint with Raw Umber oil paint. It changes the tonal value slightly while eliminating the garish look of bright silver. This mixture was discreetly applied to wing roots, the leading edge of the wings and around some of the cowl panels. Stop when you think you do not have enough, as in all probability it is the right amount, or almost to too much.

Once it had dried the entire model was oversprayed with Floquil Flat Finish. While this was setting, I airbrushed the drop tanks with a slightly darkened mix of Medium Sea Grey. The tanks were then given a dark grey wash around the filler caps and retaining straps. A coat of Floquil Flat followed all this. No chipping was applied to the drop tanks as the units selected are the 110 gallon compressed paper type.

Pastelling was next, which was something new for me. Fortunately, Sid was available for guidance, as well as providing the pastels. For the underside, a slightly darker shade of grey was applied to all panel lines, while the upper surface panels were accented with a very dark grey. The topsides were then pasteled using lighter shades of grey and green to simulate fading and streaking as a result of airflow. The yellow areas benefited from shades of brown in any recesses and white for highlights. The tires were pasteled with a desert tan colour to simulate dust and the drop tanks were finished with three shades of grey working from lightest to darkest. Overall, the application of the pastels encompassed over 5 hours and numerous bottles of beer while finishing in the wee hours of the morning.

Finishing Touches

The drop tanks were installed, with the fuel lines fabricated from black telephone wire which had portions of the insulation stripped away. Fortunately, I had extra (?) telephone wire in all my wall outlets. The bare parts of the wire were sprayed with silver and installed using super glue. Final detailing consisted of the antenna wire which passes through a hole drilled in the sliding section of the canopy. Humbrol enamels were used for the navigation lights, while the underwing formation lights were made by spraying Testors Turn Signal Amber, and Gunze Sangyo Transparent red and green over small disks of decal film and applied in the conventional manner. A regular HB pencil was sharpened and rubbed on selected high points in the cockpit to show areas of wear.

Conclusion

As a footnote to this article, I had the opportunity to meet John Mallandaine last summer while he was attending a fighter pilot's convention in Ottawa, Ontario, at which time I gave him the finished model. I was in the process of disposing of all my 1/32 models and I thought that he would appreciate the Mustang more than anyone else would.





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