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September 2020

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Applications should be printed and mailed to: IPMS/USA, P.O. Box 1411 Riverview, FL 33568-1411

Hello Swamp Foxes, Welcome to the September 2020 Newsletter.

I hope everyone is keeping well and in good health, Hopefully still building, my bench is as busy as ever, just the humidity is holding back using my airbrush, hopefully things will change for the better over the next week or so

Looks like most of you are busy at your benches and pushing out some great builds

Keep on Building

From the Front Office…

Howdy, all!

This month's meeting is scheduled. The 4-1-1:

Topic: IPMS Mid-Carolina September 2020 meeting Time: Sep 16, 2020 06:00 PM Eastern Time (US and Canada) Join Zoom Meeting https://us02web.zoom.us/j/86473457532?pwd=ZXpweUFwSEJ6bG13cVpFanBUcDFjZz09 Meeting ID: 864 7345 7532 Passcode: 918624

New Business: Do we want to try and host a show next year?

When we cancelled with the armory, we had them pencil us in for our traditional June dates in 2021. We're checking with the armory to see what they are going to be able to do for 2021, and if they are good to start opening up for events by then, we'll stay there.

However, if they believe they will not be able to rent the space out next year, we have to start venue shopping in the next few weeks. So, if there is enough interest in hosting a show next June, we'll start looking into our options. Please e-mail me with your thoughts. It is important that you let me know, since we are getting far less than what we could consider a quorum during the Zoom meetings.

I hope to see all of you on Zoom.

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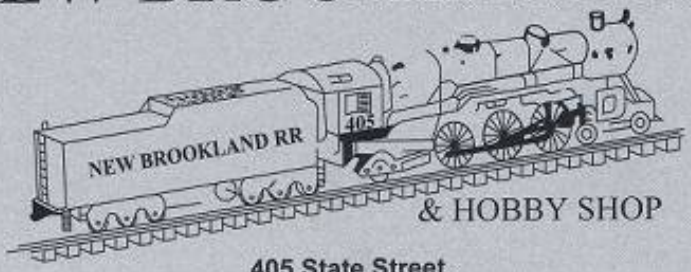

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The IAI Nesher

The Israeli Defense Force Air Force had employed the Dassault Mirage IIICJ to good effect during their 1967 war with the surrounding nations. Due to wartime losses and attrition, the Israelis needed to add aircraft to their inventory not only to fill the gaps caused by the lost airplanes, but to also upgrade their fleet. The Mirage III was a great air-to-air interceptor, but couldn't do much in the way of ground attack. Also, its short range made keeping an airborne combat air patrol aloft a challenge.

Enter the Mirage 5.

In the mid-1960's, the IDF/AF began working with Dassault to develop a new fighter suitable for their needs. The IDF decided that the Cyrano radar in the Mirage III was good, but not needed. Also, the IDF asked for more fuel to increase the aircraft's endurance. So, Dassault started with a Mirage IIIE (a strike version of the Mirage III with additional avionics and fuel in an extended fuselage behind the cockpit), relocated the avionics behind the pilot to a new extended nose, and deleted the radar. The new aircraft was called the Mirage 5, and the IDF placed an order for 50 of them in 1966.

In 1967, the French government, in a bit of a snit (de Gaulle wasn't happy that the Israelis started what we call the Six Day War over his objections), enacted an arms embargo against all arms destined for Israel—including the new Mirage 5's, which were built and ready for delivery in 1968.

At the same time, the French began selling arms to the various Arab forces in the region. Never one to play favorites, DeGaulle believed all money coming into the country was "good" money.

Here's where the story gets cloudy, depending on whom you listen to or what you believe.

The common tale among "those in the know" (and the story Israel tells to this day) is that the Israelis tried several times to "reallocate" the airplanes (the Israeli government asked for them to be repositioned to Corsica so they could continue to train with the airplanes), but the French saw the ploy and took action to stop the effort. Eventually, the French kept the airplanes, called them Mirage 5F's, and integrated them into their *Armée de l'Air* (AdA). They were said to have kept the Israeli money, to boot. Because of this, Israel resorted to industrial espionage, obtained the plans for the airplane, and set up shop with Israel Aircraft Industries (IAI) to build the airplanes. The rest, as they say, is history…or is it?

As Paul Harvey would say, here's "the rest of the story"…

The real story isn't quite so wrapped up in intrigue. The French actually refunded the money Israel paid for the Mirage 5's in 1972. The airplanes were indeed kept and introduced into French service.

But that's where the truth in the original story ends.

In 1968, Rockwell International (probably at the request of the U.S. State Department) approached Dassault with an order for Mirage 5's for Israel. The French agreed, but to

camouflage the effort, the airplane components were built by subcontractors (Aerospatiale made fuselages, Reims-Cessna built the wings, and SABCA, a Belgian subsidiary of Dassault, built the ATAR 9C engines), crated, and shipped to Israel in crates aboard USAF C-141's. The crates were delivered to IAI, and the airplanes were reassembled by Rockwell technicians masquerading as IAI employees. Israeli avionics were fitted.

How do we know this? Gene Salvay, a Rockwell engineer, was there. He was there assisting the Israelis in fitting the General Electric J79 engine into the Mirage airframe, and became one of the lead engineers to assist in the development of the IAI Kfir.

Some point to the oft-shown photo from Nesher 01 in the IDF/AF Museum that shows "Mirage 5J" and names of the subcontractors on the various components "clearly only apply to that one single example, and that the others were entirely IAI products." But all of Israel's Neshers were later sold to Argentina, and the parts all had French part numbers and data plates—why would IAI spoof these or use Dassault part numbers on parts supposedly made in Israel?

As an aside, if you're a fan of the Mirage III/V/IAI Kfir/Atlas Cheetah series, a lot of Kfir and Cheetah components were likewise built in France.

The truth is out there…

In 1/48th scale, the Mirage 5 was previously represented by kits from ESCI, later re-boxed by Italeri. Typical ESCI kits, they weren't too bad for their day. The type got a big boost when Kinetic Models produced their Mirage IIIE/Mirage 5 kit (Kinetic kit 48052). Wingman Models, a German group, helped the cause when they bought bagged shots of the Kinetic plastic, added Isra Cast resin, Isra Decals markings, photoetch, and Master Brass parts and sold it as a limited run, full meal deal Super Kit (WMK48013). It is this last kit we'll discuss…

First, I will say this—if you have not developed your basic modeling skills, this kit might be difficult to build. This is certainly not a Tamiya quality model kit, but it is nicely molded and the shapes are pretty much spot-on. It is certainly a kit that needs you to employ those Model Building 101 skills that I cover in my seminar of the same name. You will spend a lot of time sanding, fitting, filing, fitting, fettling, and fitting before you even open the glue bottle. Trust me. Just trust me…

The kit is full of options. You can build the Nesher or the Argentinian Dagger/Finger/Mara from the kit—there are resin noses for the Nesher and Dagger/Finger, and the plastic nose is good for the Mara (Argentinean Mirage 5 acquired from Peru). There is a neat resin cockpit, instrument panel, choice of ejection seats (Martin-Baker Mk. 4 or Mk. 6), and a bit of underwing things (missile rails, Rafael Shafrir 2 missiles), and decals galore—you can pretty do any Nesher you fancy, as the sheet gives you numbers in several styles and the two styles of orange/black ID triangles applied to the Nesher if your airplane carried them. Oddly, the kit provides two resin 1300 liter underwing ferry tanks, but does not provide the supersonic 500 liter underwing tanks and the 800 liter centerline tank that the Nesher usually sported. Never fear—if you find you really need them, Wingman offers resin wing tanks in their "FixIT!" line (WMF48014).

I started by test fitting the wings. No surprise, there was a nice step where the halves came

together. The bottom of the wing is inset into the top, and this step will be a royal bear to remove after assembly—maintaining the proper shape and contour will not be easy.

You will need to sand the inside of both upper and lower wing halves as well as some of the inner structure to make them fit flush. There will be a seam to fill on the underside of the wing no matter what you do; just do your best to get everything lined up flush across the outer surface. I installed the speed brakes in the closed position—not many photos show them open on the ground without a hydraulic mule and someone in the cockpit, although a Mirage fixer has said they do tend to droop. No matter, I glued mine in the closed position. You will have to fit, sand, and fit again—this will be the main lesson from this kit. The wells are beveled, as are the brake panels—but the bevels are different angles! The brake panels tend to stand proud of the surface if you don't do some of that test fit-sand-fit again stuff. However, take a close look at what's happening—the bevel on the brake panels themselves are what holds the part proud of the wing, so rather than sanding the edges of the brakes, increase the angle of the bevel on their underside. The former will cause them to be too small, the latter will do a Goldilocks on them—they'll be "Just Right"…

Likewise, the large aft center section panel needs to be fit and can be added, along with the proper inserts on either side of it. Hold off on adding the trailing edge control surfaces until the wing is installed on the model.

Begin the fuselage by cleaning up all the inlet trunk parts. Kinetic give you inlet trunks all the way back to the engine compressor facing—90% of this is invisible, but you will want to hit the trunks with white paint. Test fit, sand, and test fit until the inlet assembly fits into the fuselage, but don't secure it at this time.

Now, turn your attention to making sure the fuselage halves fit together. You got it—fit, sand, fit again, repeat until it fits.

Next up: the cockpit. Remove the parts from the pour stubs. Be careful—the cockpit tub floor is thin; you don't want to break through! I did, but the small area will be hidden under the seat. Likewise, clean up the nose gear well. The well will be attached to the underside of the tub, just so you know…and it will need to be fit and sanded in order to properly fit inside the fuselage halves.

As you can see, I indeed cut a hole in the cockpit floor while removing the cockpit from the pour block…

You will need to remove the molded-in plastic glareshield. I used a combination of saws, files, and a rotary tool. Try not to remove too much. Test fit the windscreen to help guide you on the amount you need to remove. The windscreen will tend to hide some gaps around the edges, but you still want to be careful and not remove too much plastic.

As you assemble the cockpit tub to the nose gear well, test fit the lot into the fuselage. I found that the waste side of each could take some sanding to make it fit. I tacked the tub and well together with a single drop of CA while I did the test fit. Make sure you fit the lower nose panel at this time, too—if the cockpit is marginally too wide, it can throw the nose off! Once you are satisfied that it all goes together, secure the tub/well to one half of the fuselage with CA or epoxy.

Assemble the tailpipe. You can install it at this point. This is probably the simplest assembly in the kit-a resin tube and a plastic flame holder. Leave the exhaust nozzle off until the model is finished.

Okay, now the fun begins. Position the inlet trunk in one fuselage half. Now, you'll need to do some sleight of hand to get the other fuselage half into position—it isn't difficult, but pay attention to where the inlets line up on the outside of the fuselage. Test fit, adjust, and test fit again until the lot comes together without having to force the issue—I found I had to trim a little bit from the tabs on the inlet trunk assembly at the top as well as trim and sand the sides of the tub/well assembly to get the fuselage to close. I tacked the fuselage halves with CA and, once I was satisfied with how they were positioned, applied Tamiya Extra Thin to the seam—this "double whammy" locks the fuselage halves in the proper alignment with the CA and welds the seam with the liquid cement. I added the top fuselage insert at this time after carefully fitting it in place—the fit was less than exact, so get the fit as close as you can and expect to do some sanding/filling/scribing later. The same goes with the dorsal fin extension, by the way…

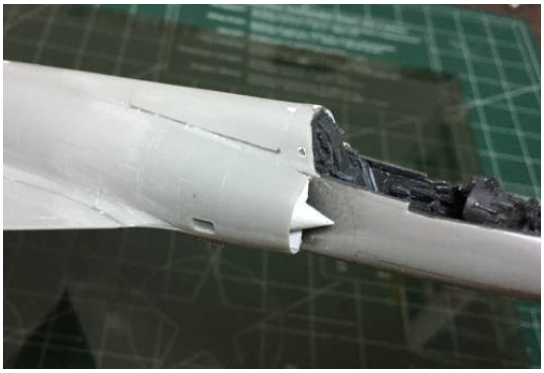
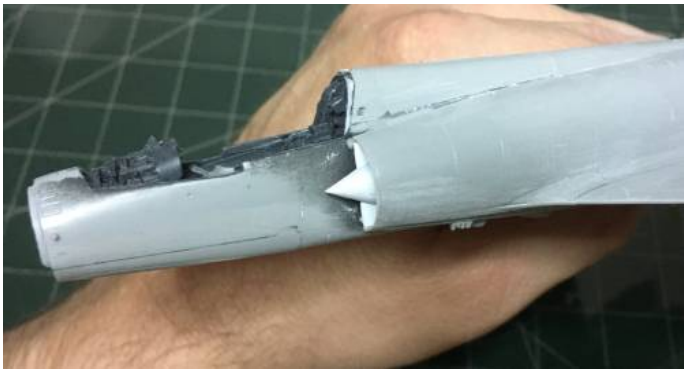
You can address the fuselage seams now or wait until the wing is installed. I decided to wait and tackle all the seams at the same time. With that established, offer up the wing to the fuselage and check the fit. I had to install a couple of spreaders in the fuselage to make the wing root seam tight—I chopped lengths off of the kit sprue and cut them to length so they

were a push-fit into the fuselage and spread them just a slight bit. Test fit the wing again, and if the fit is tight, reduce the length of the spreaders until it is a sliding fit—not too tight, not too loose…you know, just another Goldilocks situation.

I had to open up one of the slots on the fuselage wing root face that is supposed to interlock with the tabs molded on the root end of the upper wing. You will also find out that you'll need to be thorough in removing the parting lines from the aft section of the lower wing that meets up with the aft fuselage. You know the drill by now—test fit, adjust fit, repeat as necessary. Once the wing fits, time for cement—I used a few small tacks of CA, then applied Tamiya Extra Thin along the rest of the seams and allowed it to dry overnight.

The upper inlet parts are next. Test the fit and trim as needed. Then offer them up, one at a time, and cement only the aft end. Let the cement dry completely, then cement the top edge and let that dry. The final step is to maneuver the inlet into place where it meets the wing, then cement and let dry. Done in this manner, you shouldn't have too many fit issues. I did find where the upper half meets the lower half wasn't as precise as it could be, but we'll take care of that when we fill and sand the seams. I also had some gaps between the upper inlets and the splitter on the trunks; I simply filled these with white glue after everything was assembled.

Once all the cement is dry, let's look after the seams and gaps. The fuselage seam isn't too bad—if you did your fitting correctly, the only thing you should need are a few swipes with sandpaper. The insert on the upper fuselage aft of the cockpit, however, will need some filler. I used to use all varieties of putty, but these days I use CA almost exclusively. I have a length of .015" brass wire shoved into the eraser end of a pencil, and I use this to apply small amounts of thin or medium CA to any gaps and seams. Work small areas at a time. Apply the CA, let it cure, then sand. If the defect is small, I use thin CA; any more than about 1mm gets medium CA. The ONLY time I use an accelerator is when I have a wide gap that opens into a hollow space—the accelerator arrests the travel of the first application of CA so that you won't wind up filling the hollow space behind the gap. Otherwise, I let the CA cure naturally. The important thing to remember about using CA is to sand it as soon as it is hard enough to sand. Don't layer on tons of CA and let it sit overnight—CA gets harder as it cures, and becomes a real bear to sand. Speaking of sanding, I am not prissy—I started with 220 grit sanding film (3M makes some dandy sanding films and sponges) and worked the bulk of the filler down. Then I switched to 400 grit Tri-M-Ite wet/dry sandpaper (wet) and removed the 220 grit scratches. I then used 600 grit wet/dry to further smooth and remove the heavy scratches. The final polishing was done with a Scotchbrite pad (Squadron markets them as "Finishing Pads" if you can't find gray Scotchbrite pads at Lowe's or The Home Depot). Examine the surface for scratches—if there are any deep scratches; repeat the 400/600/Scotchbrite processes until the surface is smooth. It you really want to go off the deep end, you can polish the plastic to a mirror shine with a nail buffer—but since we're using paint (as opposed to an NMF), all you really need is a smooth surface without heavy scratches.

Note the gaps that were filled with CA. Also note the aggressive sanding—with gaps like this, start with 320 grit!

Now, I can tell you this—you WILL lose some of the panel line detailing. You can handle it one of three ways:

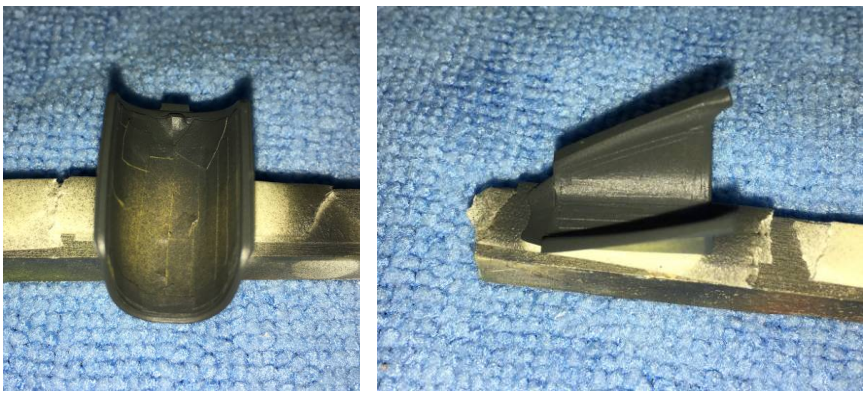
1. Ignore it. Under a coat of paint, it isn't that noticeable.
2. Restore it with a scribing tool—I use a sewing needle chucked into a knife handle and my JLC razor saw. It isn't too difficult, just work slowly and carefully. One tip is to flow some Extra Thin into the restored lines to "soften" them—this helps to blend your work into what Kinetic molded.
3. After the paint and decals are on, draw them on with a pencil.

With the wing installed and all the seams addressed and panel detail replaced, you can assemble the control surfaces. Take care here—the holes are larger than the pins on the hinge fairings, so they tend to float a bit both on the wing and on the control surface. I tried to get everything assembled with a consistent gap, but had to resort to adding a few .015" shims to several of the surfaces to eliminate a "gap-toothed" look and maintain somewhat even gaps between them.
Note that the trailing edge doesn't need to be precisely aligned, i.e., the control surfaces don't need to describe a straight line—the flaperons and elevons moved independently of each other, and could deflect either direction. You have the option to depict them in the lowered position, but 99% of the photos I looked at of Mirages and Neshers on the ground showed them in the neutral position, so that's how I built the model.

The resin nose needs to be test fit carefully—resin can shrink unevenly while curing, so make sure it fits before you commit the glue. I found that mine fit best if I left it to sit high on top and flush around the rest of the perimeter. I later sanded the top to match the fuselage contour.

The nose in place and the junction sanded smooth

Mask the canopy and windscreen inside and out. Paint the frames black (I used Valleo Panzer Gray Surface Primer in the cockpit—it is a nice scale black). Trust me on this—you should always paint the inside and out of the cockpit glazing if you intend to pose it open—it looks more realistic.



The inner canopy and windscreen frames painted. It just looks better…

The time to attach the windscreen has arrived. As you might suspect, test fitting is a must. I found that I needed to add a .010" shim under the sides to get it to sit relatively flush up front. Remove the masking from the inside of the windscreen (I left it on during the test fitting to keep from damaging it), then use CA to attach the windscreen along the sides. Sand the sides flush, then work your way to the front. I had to add some filler—another reason to paint the frames first, otherwise the filler shows through the clear parts, a colorful reminder to be more careful next time. For this, I used Perfect Plastic Putty, primarily because I could apply it and smooth it with a wet finger. I got it roughly shaped, let it dry, and then gave it a light sanding to do the final shaping.

After that, it was all downhill. I made one last check to make sure all of the items were in position—I left off the clear lenses, antennas, pitot, exhaust, and ordnance, but all the rest of

the doo-dads were installed at this point. A wipe down with a lint-free paper towel moistened with Isopropyl Alcohol, and the model was ready for paint.

I've been playing around with the "black basing" technique lately. Accordingly, the model was primed using Vallejo's Panzer Grey Surface Primer. I allowed this to sit for a few days to fully and completely cure (24 hours is usually sufficient). Then I applied the camouflage using the appropriate Vallejo Model Air colors. I carefully applied the colors so they were more concentrated in the centers of individual panels and less so on panel lines and structural landmarks—by doing so, the black "peeks through" and creates a shadow effect. If the shadow looks too harsh, simply apply another thin—the key to this technique is to build color in thin layers—coat of paint. As a final step, I will thin the paint into a tint and then mist an even coat over the whole area to "homogenize" the finish. I repeated this process with each color. After all four colors were applied; I gave the model a close inspection to see if I needed to make any corrections. I had to touch a few things up, and then left the paint to cure.

The fuselage, primed and ready for color.

With the paint fully cured, it was time for decals. Now, there is a small (but very vocal) faction of modelers who insist that you do not require a clear coat under decals. And while this is indeed true, if you plan on doing any sort of weathering you really should use a clear coat. I use Future, or whatever they're calling the product named Future these days (at last count, it is going by "Pledge Revive It Multisurface Floor Finish")-- although I am led to understand the Alclad Aqua Gloss is a great product, too.

The key to using Future as a gloss is to apply it and allow it to fully cure—this takes anywhere between 24 and 36 hours. Once it is fully cured, you can apply your decals. The first thing to pay attention to is the water you use—if you know, or even suspect, that your water has a high mineral content, simply use distilled water.

With modern decals, the easiest way to proceed is to apply one decal, no setting solutions or solvents, and let It sit, face-up, for an hour to see how it behaves. Modern decal adhesives do a good job of pulling the film down into panel lines, but sometimes you will need to employ a solvent—I start with Solvaset, diluted a bit with distilled water. If that won't do it, I'll reduce the amount of water until I'm using it full-strength—usually, that isn't necessary with modern decals, but older decals might require repeated applications of full-strength Solvaset. I divide my decals into four sessions—top, bottom, left, and right, and I will support the model so the decals in question can sit face-up while they do their thing—let gravity help when you can, right?

Another important, yet often overlooked, aspect of decals is this: after they've dried overnight, you need to gently remove the residual adhesive from the surface of the model. If you don't, you run the risk of having brown spots appear after a few years. Using a lint-free towel (a microfiber towel is good) and some warm distilled water, carefully clean the model—look at the model after you dampen it, the spots of decal residue will appear as spots on a washed dish. Gentle scrubbing will remove it. Allow the model to dry…

Decals on, residue removed, and clear coat applied, ready for weathering.

Now, if you are not going to do any additional "weathering", apply a clear satin or flat coat. If, however, you're planning on a panel line wash, apply a coat of clear gloss over the decals. You can use a satin finish; however, understand that the washing process will stain the paint. A glossy surface limits the staining and gives you a bit more control.

I added an oil wash. I will be the first to tell you that I'm not 100% happy with it, and this is partially due to the colors I used. My tones leaned towards the red end of the color wheel, and it is a touch too red for my liking. Now, I left well enough alone, but if you find yourself in a similar predicament, the fix is to overlay the original wash with one more to your liking. Oils are very forgiving that way—sure, whatever you add will mix with what is already down, but

you can always mix oils to accommodate the colors already on the model. You don't need to rush; they will stay workable for at least six hours, probably longer if you use odorless turpentine. If, on the other hand, you use something like Naphtha, they will dry quicker. I've never used anything bu odorless thinners, so I have never had to worry about it.
Once the wash does dry, you can apply a clear flat or semi-gloss finish. Unmask the clear bits, and proceed with final assembly…

Oil wash applied. Ready for final clear matte or sating and final assembly.

The details were added—the landing gear was installed along with the doors. The exhaust nozzle was painted in various shades of black and Vallejo Metal Color paints to depict the typical scorched metal colors found on these items. It was added to the model.

The various antennas were painted and added. The Angle of Attack sensor, one of those turned brass goodies, was installed. I used the tip of a new #11 blade to locate the hole, and then drilled the hole with a #76 drill. A small dab of Canopy Glue secured the AOA sensor in place. The pitot probe was also installed at this time in the same manner. I used Vallejo Metal Color to paint the probes after they were installed.

The resin missiles and pylon adapters were painted and installed. Nothing difficult about this step, although you might want to add some brass wire pins to obtain a more secure bond. I did not, but hindsight may call my bluff on that one…

Last to go on were the seat and the canopy. I painted the seat following the color photos included in the instruction sheet, added the photoetch details, and detail painted the lot. The canopy was cleaned up, the interior frame painted with Vallejo Panzer Gray primer, and the photoetch mirrors were added with Canopy Glue. I added a rod to the hinge tab of the

canopy as a positive means of attachment, and the canopy was installed.

Once everything was added to the model, I made a final inspection and touched up any paint glitches and shiny glue spots.

I have yet to fashion a base for the model. I know what I want to do, and I am still planning what the final display will be. Eventually, I want this to be part of an “Israeli Deltas” display, featuring two Mirage III Shahaks (1967 bare metal and 1973 camouflage), the Nesher, and three Kfirs—a C1, C2, and C7. Six airplanes—you figure out what the base *might* look like…

But the model itself is complete. It took some work, but the modeling skills required are all basics—parts clean-up, test fitting, alignment, and careful construction.

Ralph Nardone

Members Builds and Works in Progress during Self Isolation

David Koopman – Tamiya – 1/700 scale DKM Scharnhorst, David has stopped work on this due to fit and alignment issues.

Hub Plott – ICM – 1/48 scale O-2A Skymaster. Decals from Draw Decals.

Hub Plott – Aeropoxy – 1/48 scale Bristol 138a high altitude research aircraft

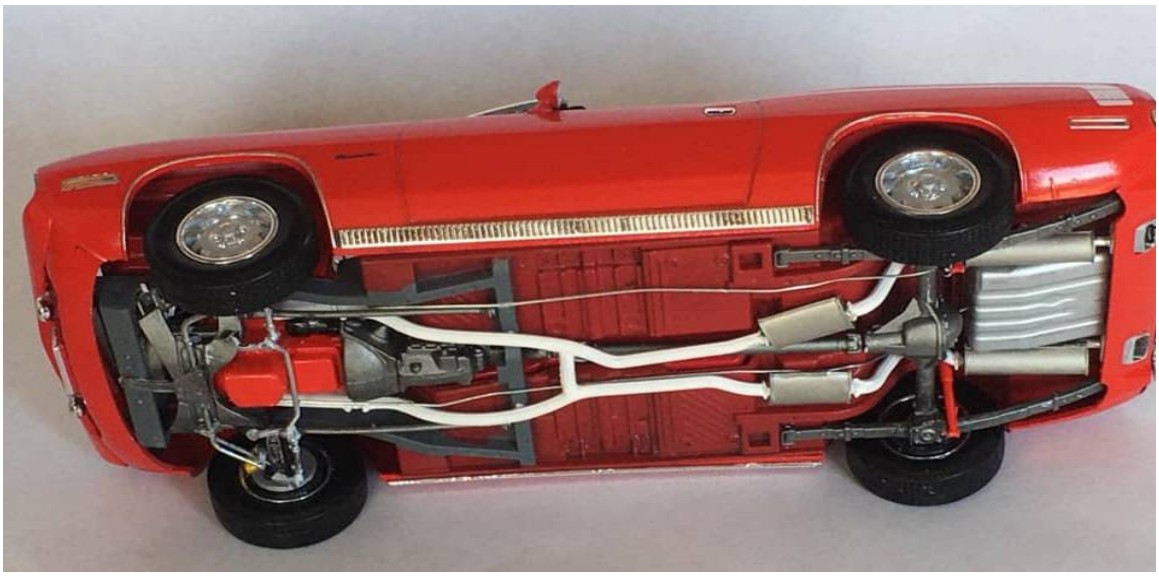
Norm Foote – Revell – 1/600 scale SS United States.

Norm Foote – Renwal Blueprint – 1/32 scale Lacrosse Missile (In Progress).

Jim Hamilton – Kibri – 1/87 (HO scale) Wassrturm Ottergen (Water Tower) (In Progress).

Ben Zabriskie – Here is Ben's long term project, USS Constitution (In Progress).


781 990

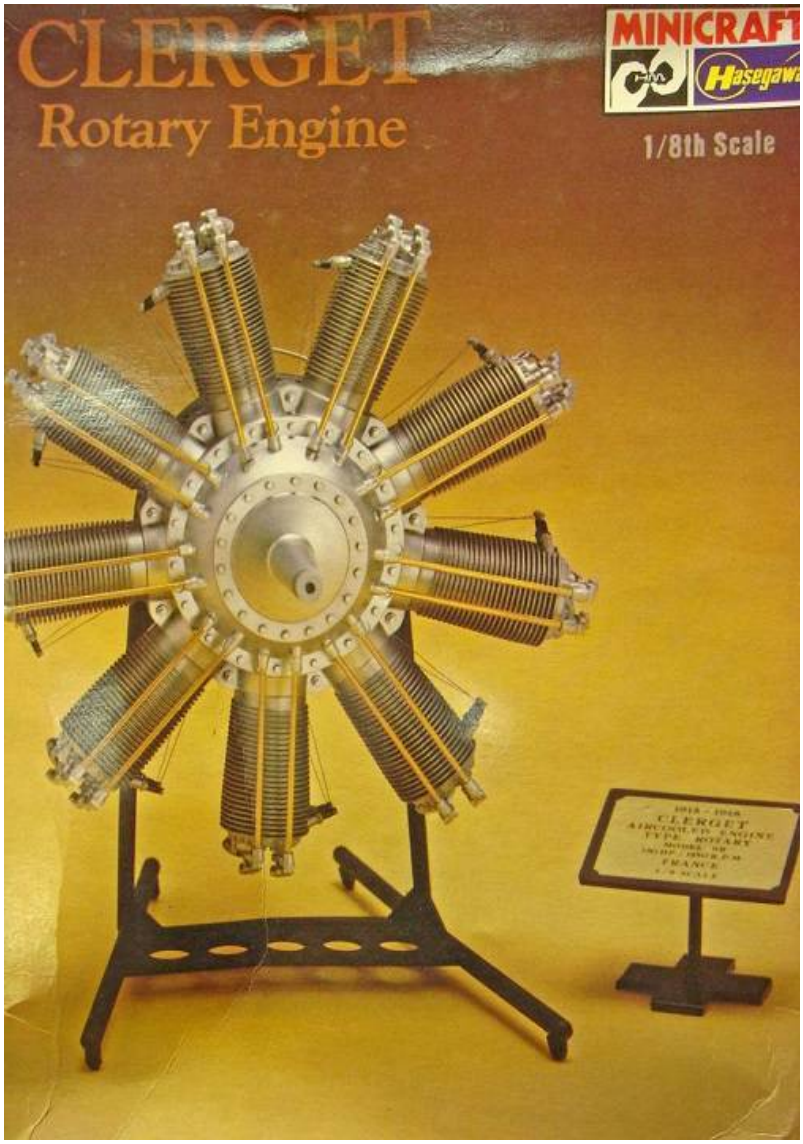


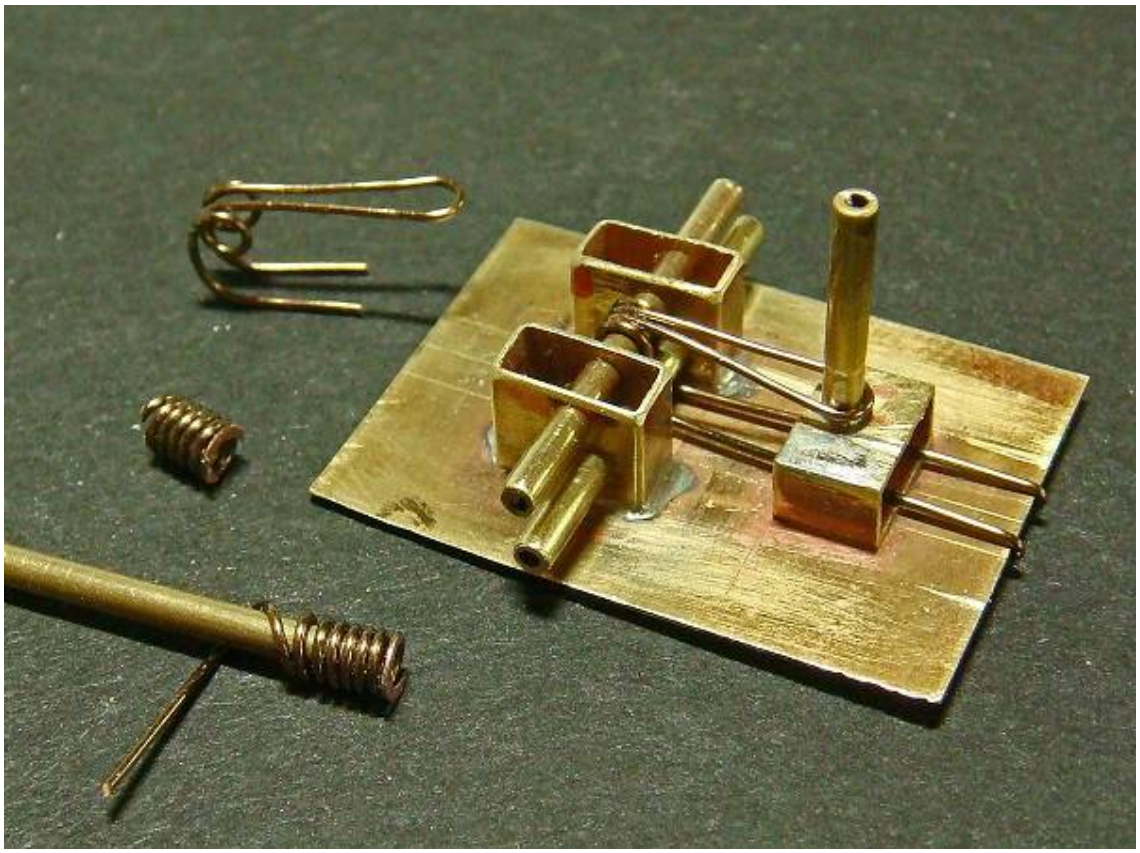
Mike Martucci – Revell – 1/25 scale 70 Plymouth Hemi Cuda

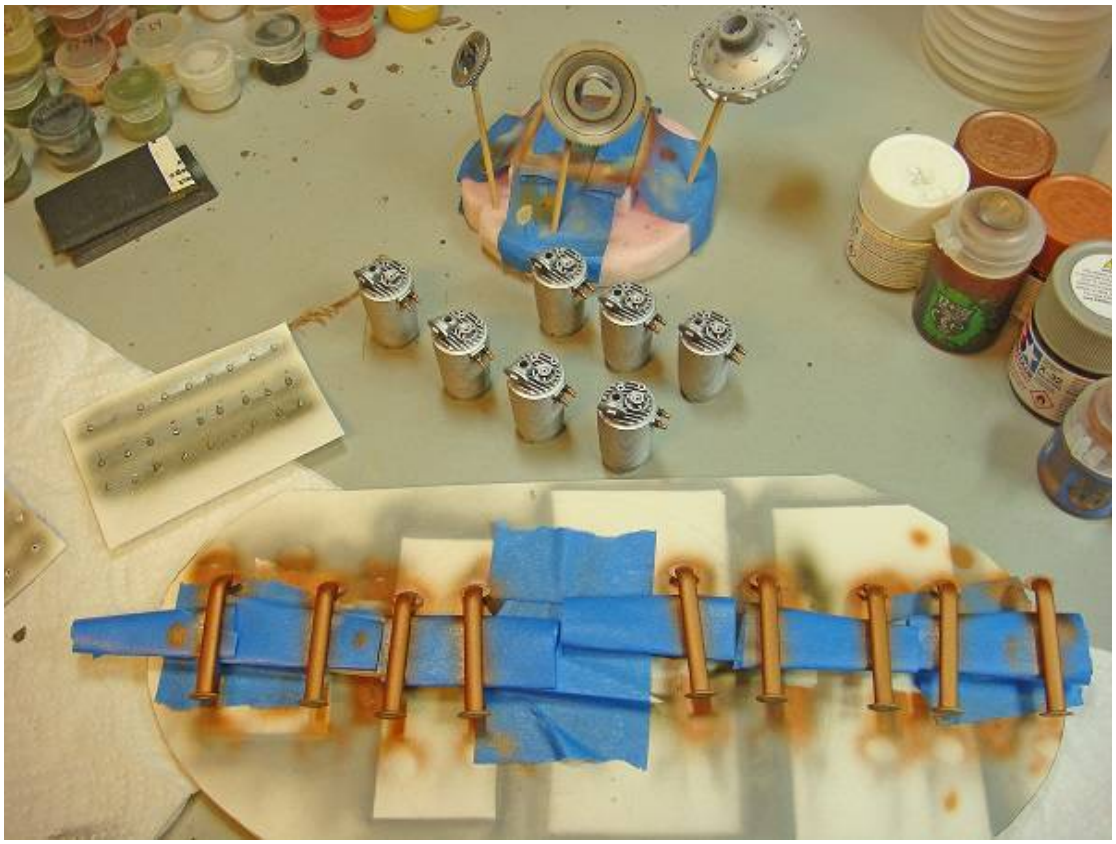

SOUTH CAROLINA
AF 92 911

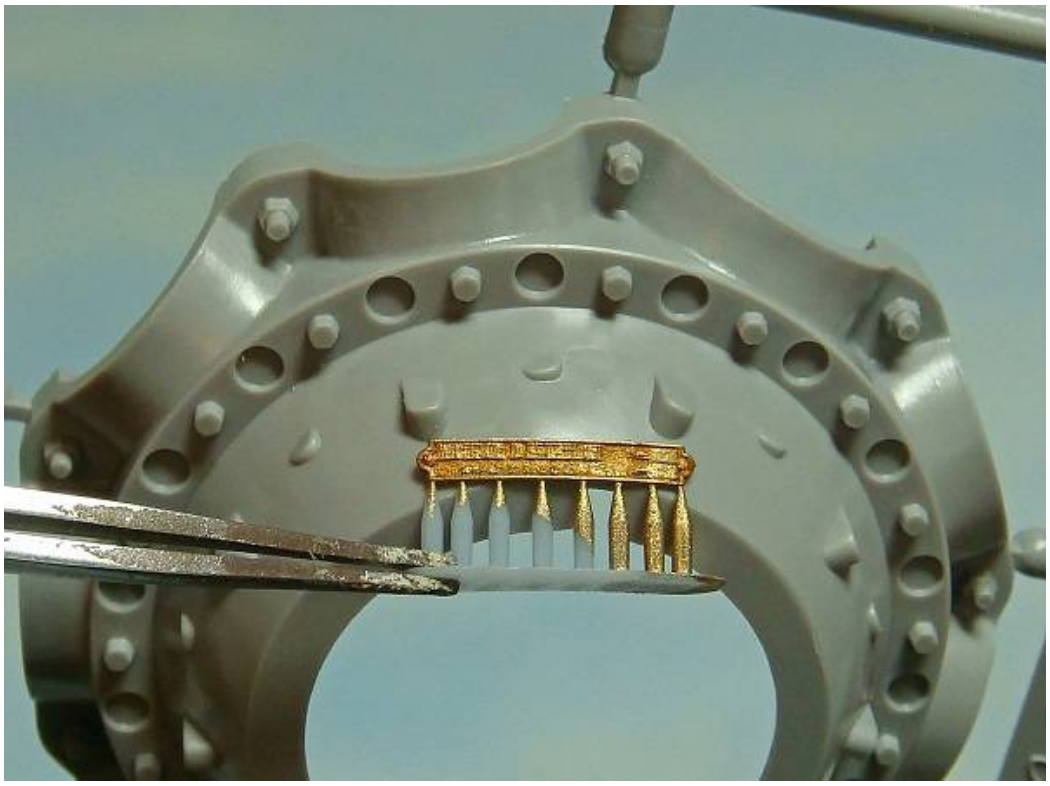

SOUTH CAROLINA
AF 92 911

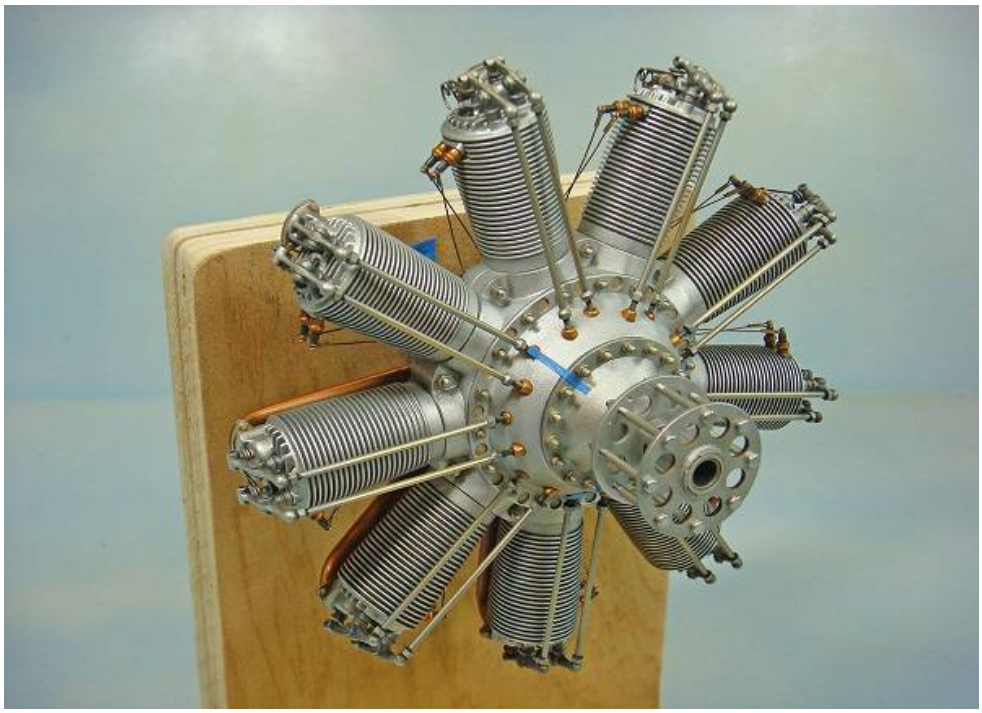
Zachary Chapman – Hasegawa – 1/48 scale F-16C with Speedhinter decals and Valejo Model Air paints.


CLERGET
Rotary Engine
MINICRAFT
Hasegawa
1/8th Scale



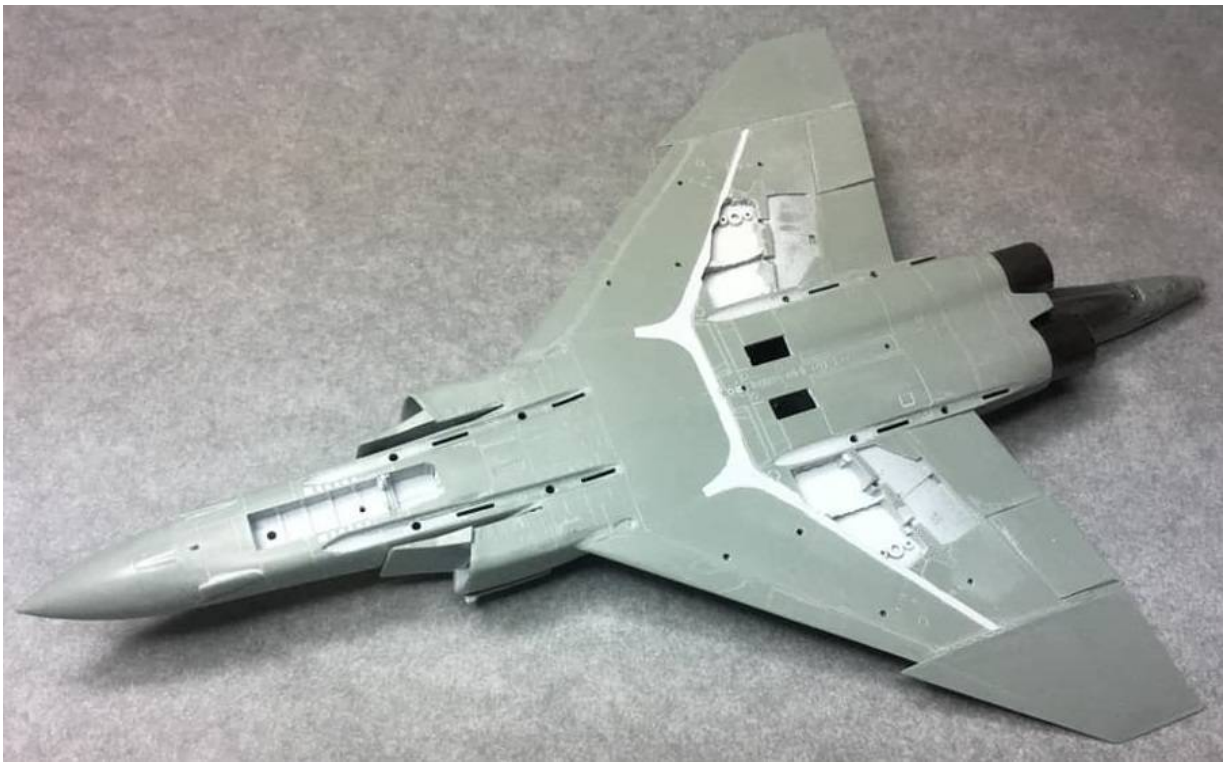






Mike Roof – Hasegawa Minicraft – 1/8 scale Clerget Rotary Engine, Much Modified (Very Much) (In Progress).

Rick Broome – MPC – 1/24 scale Dukes of Hazard General Lee (In Progress).



Ralph Nardone – Academy – 1/72 scale F-4J Phantom (In Progress).

John Currie – Tamiya – 1/35 scale IDF M51 Sherman (In Progress)

John Currie – Tamiya – 1/35 scale Syrian Panzer IV J with Echelon decals (In Progress).

SHAW AFB 1/1 Scale

This Fighting Fifty Fifth bird was captured by Tim Darrah on September 2nd and 3rd 2020

Well thats all folks

John