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COLUMBIA, SC



NEWSFLASH

August 2021



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐

Renewal ☐

IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	\$17.00	_____	Date of Birth: _____
Adult One year	\$30.00	_____	
Two years	\$58.00	_____	
Three years	\$86.00	_____	
Canada & Mexico	\$35.00	_____	
Foreign Surface	\$38.00	_____	

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash ☐ Amount: _____
Check ☐ Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____

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

Hello Swamp Foxes, welcome to the August 2021 Newsletter.

It was great to see many of you at the July meeting, 14 joined us and a Thank you to Tom Wingate for use of his property as a meeting venue.

It is looking good for meeting back at the Library for our August meeting, August 18th, 6pm, Word of the Month is Flexibility.....

Ralph mentions Articles for the newsletter below.... If you have an article or an idea for an article, let me know, I often would find inspiration for an article in what I see others building.... if you are building something that you think may be worthy of an article, let me know... How about an article from one of our Armor builders or Car Guys.... Not my area of expertise so I would welcome some of these.

An article can be a trip to a Museum or a place of interest (Not holiday snaps) or you can cover your workbench or go for a build article, Ralph has done many of these so the way to do it is there to follow...

Check out the great builds and works in progress by our members in members models.

Stay Safe, Hang in there and **Keep on Building**

From the Front Office...

Howdy, all!

I just received some good news. As of right now (8 August 2021), we will hold the August meeting at the library. The meeting will begin at our normal time of 6 PM.

Given the surge in Delta-variant cases in SC, and the increased risk of breakthrough infections for vaccinated persons, everyone should come prepared to wear a mask. The library is still finalizing their new COVID rules, and we won't know if there are any changes until the board meets on 15 August. At this time, masks are only recommended (per the latest CDC information), but that could change between now and meeting time. I am fully aware of what Governor McMaster has said concerning masks. But I do not know if the library will recommend or require them. It is out of my hands at the moment, but the wise course of action is to be ready to don a mask when indoors.

Do the Boy Scout thing, and Be Prepared. Better to have and not need than to need and not have...

Also, the room will be set up classroom style with appropriate space between chairs--we cannot use the round-table set-up we have been using for social distancing reasons. If you have vision or hearing problems, plan accordingly.

In other news:

· I have not received any replies on the proposed project using the leftover award plaques we have on hand. Is anybody interested? I need a head count of those who want to participate no later than 16 August. For those of you who missed the proposal, we have a box of award plaques that can no longer

be used, since they are dated and themed. What I propose to do is to de-frock them (remove the metal placards) and distribute them to any member of the club who wants to participate in a group build. The idea is for each member who participates to build a model and landscape the base and have the finished product ready for the January 2022 meeting. It can be any type of model that fits the base, which is roughly 5" X 7". The landscaping must be made from raw materials—no pre-printed runway sections or pre-cast resin bases may be used. You may use resin “stuff”—boxes, artillery rounds, etc. You may also scratch build any accessories you wish. This will be a great way for you airplane guys to break into armor—a 1/48th scale armor piece should fit nicely. 1/72nd scale WWI and WWII airplanes, some motorcycles, and automobiles in the smaller scales (1/32 and 1/43) would also be good candidates. I would also bet that a smaller 1/48th scale airplane (WWI or perhaps a between-the-wars type) or 1/35th scale vehicle (Kettenkrad, Jeep, etc.) would work, too.

- Once again, officer nominations will take place in October with elections in November. Be sure to read and understand the Constitution and By-Laws before you nominate anybody.
- We need to make a decision on a show for 2022. Please think about it and we'll discuss it at the meeting. As of now, the show committee is prepared to begin planning for a show, but we need buy-in from the membership of both clubs before we proceed. This year, we will have the added burden of venue-shopping after the Armory's rental terms changes and physical plant issues we faced this past June have made that venue untenable.
- In line with the show, we're still looking for a person who is willing to step forward as the Chief Registrar for the show. We feel this will one of the big issues we faced this year. If you are interested in the job, let us know and we'll add you to the committee.
- I will make the call again for the newsletter. If you have an article or an idea for an article, let John Currie know. If you have an idea but don't think you can write the piece, we'll get you teamed up with somebody who can write it.
- I'll make the same pitch for the IPMS/USA Journal, too. They are always looking for articles.

I want to thank all of you for exhibiting patience during the past 18 months. Hopefully, this is the first of our normal meetings once again. Time will tell.



ARTICLES WANTED!

Maybe you build cars.
Or jets. Or figures. Or tanks.
Maybe you slap em' together.
Maybe you count every rivet.

WE WANT TO KNOW WHAT YOU ARE BUILDING

How did you build it?
What makes this particular subject interesting?
Do you have any special tricks?

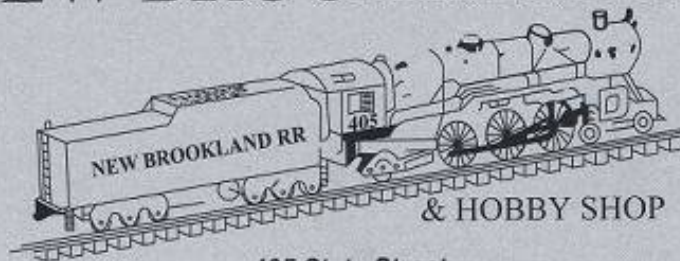
Any IPMS USA member can submit an article on any modeling related topic to the IPMS USA Journal.
The standard word count is 3000 and it should be well documented with high resolution photos.
Send inquiries to: ipms-q@ipmsusa.org

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Columbia, South Carolina 29210
803.736.0959
hobbytowncolumbiasc@gmail.com
<https://www.facebook.com/HobbyTownColumbia/>

The Firefly Toys & Games logo is displayed on a blue background with diagonal lines. The logo consists of a green circular emblem with a stylized firefly inside, and the text 'FIREFLY TOYS & GAMES' in a bold, green, sans-serif font.

HOURS

Sunday: 1 pm - 12 am
Monday: 10 am - 10 pm
Tuesday: 10 am - 10 pm
Wednesday: 10 am - 10 pm
Thursday: 10 am - 12 am
Friday: 10 am - 12 am
Saturday: 10 am - 12 am

736c St. Andrews Road, Columbia, SC 29210
Email: fireflytoysandgames@gmail.com
Phone: [8039963473](tel:8039963473)

<https://www.fireflytoysandgames.com>

SUPPORT THE LOCAL HOBBY STORES

NASA's ER-2

The National Aeronautics and Space Administration (NASA) and the Lockheed U-2 have a long relationship dating back to early 1956, when the United States Air Force (USAF) and the Central Intelligence Agency (CIA) decided to formulate a cover story for the airplane's activities—that they were assets of the National Advisory Committee for Aeronautics (NACA), NASA's predecessor, flying research missions. The cover story began to erode almost immediately, but the CIA continued to use it until 1960, when Francis Gary Powers was shot down during a clandestine CIA-backed reconnaissance mission over the Soviet Union.

That's not to say that the airplane wasn't useful as a research tool. The aircraft's flight envelope presented some unique possibilities, and NASA received two overhauled ex-CIA and USAF U-2G's (Articles 348 and 349) in 1971. Basically, they were converted back to U-2C standard, and were used in NASA's Earth Resources research program. By 1978, the two had flown more than 4,000 flight hours, and were used to assess storm damage, record water level fluctuations, and take atmospheric air samples. The U-2C's were becoming more and more important in NASA's research efforts, but were getting tired. When the USAF asked Lockheed to re-start production of an updated model, the U-2R (also known as the TR-1, for "Tactical Reconnaissance"), NASA immediately put their name on the list for one. It would become the ER-2 when it joined NASA's fleet in 1981.

The ER-2 was even more useful than the U-2C, since the aircraft offered more space for sensors and related systems that could be changed quickly depending on the mission. Eventually, NASA would receive another pair of airplanes. One, a former USAF TR-1, was assigned to NASA temporarily, and the other was a NASA asset. Eventually, the TR-1 was re-assigned, a second ER-2 was acquired, and the ER-2's were retrofitted with the F118 engine of the U-2S model in service with the USAF. These two airplanes continue to gather data around the globe for various programs.

The Kit



Photo 1: The kit box art is attractive

Special Hobby released a 1/72 scale TR-1A kit in 2001, and then re-issued it in 2006 as a U-2S/ER-2. The kit is a typical Special Hobby release from the early 2000's—the limited-run injection molded plastic parts have petite recessed panel lines, and the cockpit and other

details are a mix of plastic and resin. The canopy is vacuum-formed, with nicely delineated edges so you don't cut too much. Decals are by Propagteam, and feature two U-2S airplanes with the 9th Reconnaissance Wing at Beale AFB and one ER-2 assigned to NASA's Dryden Flight Research Center.

Because it is a limited run kit, you will be exercising those basic model building skills. The parts need to be carefully cleaned up, and test fitting is a must. Some parts might require you to add scratchbuilt locator pins and tabs from wire or Evergreen sheet. But with a little work, you will be rewarded with a very nice model.

This was another long-time dweller on what some modelers call the "Shelf of Doom". It was bought at the IPMS National Convention in 2008 to be built as part of a NACA/NASA display for the Edwards AFB museum that was later cancelled. Probably a good thing, because that was the beginning of my employment where I would work 16 hours a day, six days a week, and had little desire to build models when I finally got home. Once my time opened up again in 2016, though, I made a pledge that the in-progress models on the bench had to be completed.

As that is the case, I have few photos of the construction of the model. I can tell you this, though—if you take your time, clean up the parts, and fit and adjust until everything fits, you will have very little trouble with this model. If you are impatient, you will not have a warm fuzzy with this project...

One thing you will need to do is to make notes on the instruction sheet, since there are a lot of optional parts. Also, there are some plastic parts that were geared towards the TR-1A—nose, inlets—that get replaced with resin items. The inlets are simple substitutions, but the nose (if building the U-2S) requires you to cut off the molded nose and replace it with the resin item. Measure twice, cut once. The ER-2 requires no surgery.

The resin items were freed from their casting blocks with razor saws—I used a Zona saw and a #13 blade in a #1 knife handle to get the job done. A quick rub-down and truing up on a sanding block, a wash down with Isopropyl Alcohol, and they were ready for paint/primer.

The cockpit was painted FS36321 Dark Gull Gray (I used the Acryl version), and the consoles and instrument panels were painted flat black. I grazed over the surface details with a white Prismacolor pencil, sealed it with a light overspray of clear flat, and then placed a drop of Future into the instrument bezels to simulate a lens. The seat was painted and set aside for later.

The cockpit tub and the landing gear bays were added, and the fuselage was zipped up. After all the fitting and fine-tuning, there wasn't a whole lot of seam work to do. The few places that needed filling were given a few drops of thin CA, allowed to dry, and then sanded smooth.

The wings went together easily, but I made a boo-boo that I might tell you about later. First, though, I was concerned that the attachment to the fuselage was a simple butt-joint, and with such long and relatively heavy wings (especially after the sensor "Superpods" were installed) I was worried that the butt joint wouldn't last long. So, I made a hole in the wing root face of the fuselage on both sides and slid a section of square brass rod through it. I marked the exit

points on both sides, removed the brass, and taped up each wing to the fuselage and transferred the marks. A hole was made in the wing roots of each wing, the brass was reinserted through the fuselage, and the wings were test fit to make sure they lined up correctly. Once I was satisfied all was well, I slid the wings off to make the airplane a bit easier to maneuver around the workbench.



Photo 2: The wing spar. I have already re-scribed the fuselage panel lines at the joint. They have been brushed with Extra Thin and will be buffed once dry.

And that's when trouble reared it's ugly head. I estimated where the Superpods went on the wing and cemented them in place. I left the glue to dry, and the next evening I test fit the wings to the fuselage again, only to find that the Superpods exhibited the finest example of pigeon toes that I had even seen—the pods, rather than being parallel to the fuselage centerline, had their noses pointing inboard by about 10 degrees. What would you do in such a case?

Here's where patience and perseverance enters the game. Rather than toss a rather expensive kit against the wall or in the garbage, I pulled out my knife and saw and removed the pods from the wings. A little bit of filler (Apoxie Sculpt) to fix some of the damage was warranted, and then the pods were reattached at the proper angle. Some more Apoxie Sculpt was needed to fill some gaps and re-contour the leading edge transition. I applied a worm of putty, and then worked in into the joint with a wet finger. Once the putty cured, a light sanding fine-tuned the fit and we were back in business.



Photo 3: Improve, Adapt, Overcome! It ain't pretty, and there are still issues, but it is acceptable to me!

Before I joined the fuselage halves, I tack glued the horizontal stabs in place and back-drilled for some wire pins added later. These positively locate the stabs and add some strength to the joint. The wings were permanently installed at this time, too.

Once the major portions of the model were assembled, I attended to any construction flaws. Several gaps and fit issues were corrected. I used CA for gaps and Apoxie Sculpt for any larger issues. Any panel lines that were damaged were re-scribed using a sewing needle and Dymo plastic label tape as a guide.

The last item to be added was the dorsal radome and pylon. I used some plastic rod to make locator pins, then carefully drilled holes in the fuselage to match. Being a large resin item, I used some 5-minute epoxy to attach the dome.

The seat was installed, followed by the glareshield, which I had painted when the set was done. A quick inspection to make sure I didn't leave anything out and the cockpit was ready for the canopy. I carefully cut the canopy out from the backing sheet, sanded the edges, and fitted it in place. Once the paint had dried, some Formula 560 Canopy Glue secured the canopy to the model. Any small gaps were filled with more Canopy Glue, and then the canopy was masked. A coat of black over the canopy (to simulate interior color of the frames and sun screen) was applied using Vallejo NATO Black.

The smaller items were addressed—the gear doors, wing “pogo” tip protection struts, wheels, and various antennas were removed from their respective sprues or pour blocks and prepared for paint. The aft landing gear doors were quite thick, so I replaced them with scratchbuilt replacements made from .015” Evergreen sheet.

Since the NASA ER-2's were mostly white, I started with an overall coat of Vallejo White

Surface Primer over the whole model. Once dry, the tops were masked and Vallejo Gray Surface Primer was sprayed on the bottom of the fuselage. Since the gear bays were gray, I simply let the underside color paint the wells, too. I applied some of the gray paint to the insides of the landing gear doors.



Photo 4: Primer applied



Photo 5: The bottom



Photo 6: The top

The masking was removed, and the model was sprayed with several coats of Future, thinned 50-50 with Isopropyl Alcohol. Unfortunately, the large radome caused some issues with fuzzy paint—airflow becomes turbulent in these areas, and the paint partially dries before it hits the surface. When it does this, the surface becomes grainy, and that is only magnified by any subsequent coats of paint. Another hurdle, another solution...

What I did was to apply even more Future, in thin coats, and allowed them to cure for a few days. I then did what car guys call “cut and buff”—I sanded the rough areas with worn 600-grit sandpaper to remove the graininess, and then worked through my set of Micro-Mesh pads up to 4000 grit. If I burned through the paint, I touched it up and applied one more coat of Future. Once again, we’re back in business...

Most of the decals went down with no problem. The stripes, though, took some measuring, planning, and patience—especially around the nose. Making a 2D stripe conform to a 3D, tightly radiused nose took some doing. The stripe was cut into short lengths, and these were carefully patched together to get the stripe to smoothly run around the tip of the nose. Solvaset helped things conform, and I’m fairly happy with the end result.



Photo 7: Getting that stripe to go around the nose was fun!



Photo 8: Decals on, final assembly in progress

After the decals dried, I wiped the model down with a damp microfiber cloth to remove the adhesive residue. If you don't do this, the residual decal goo may eventually turn brown. On a dark camouflage, it isn't a big deal, but on a white or light colored base, it sticks out like a sore thumb! A coat of Future was applied to seal the decals and was allowed to cure overnight. The next day, I carefully masked the anti-glare panel and painted it with Vallejo NATO Black with no clear overcoat.

The forward landing gear went in with no troubles. The aft gear, however, became a problem when the resin strut broke. I tried to repair it, but eventually replaced it with a piece of

aluminum tubing. The landing gear doors were installed after the wheels were placed on their axles.

If you're building the U-2S, you have quite a job ahead of you in placing all the antennas on the airframe. Fortunately, the ER-2 isn't the flying antenna farm that the U-2S is, but make sure you get the antennas in the right place. I used Canopy Glue to attach them.

The final parts to go on are the pogos. Since they aren't long enough to keep the airplane level, just attach them in the socket on the wing underside and let the airplane lean onto one pogo.

Now, here is where things get fun. I whipped up a base from a "basswood canvas" and some mat board, and had a bit of a time getting the model positioned and attached to the base. Because there is so little gluing area on the wheels, I eventually wound up extending the aft strut so that it would plug in to a hole drilled in the base. It still gets wobbly, and I have had to re-attach the pogos at least once. Were I to do this again, I would find a way to make a more secure and positive attachment to the base—it might include extending the main gear, too, and pinning the model to the base at both struts. Of course, that would also require some reinforcement on the inside of the gear bays...



Photo 9: Finis

Ralph Nardone

The Ultimate Hood?

Why HMS Hood? For twenty plus years HMS Hood was the largest warship in the world and was the pride of the Royal Navy. Designed as a battle cruiser, she was refitted after World War I. Lessons learnt after the loss of three British battle cruisers during the battle of Jutland, armour was upgraded, this meant that her displacement increased and top speeds were reduced.

Battle Cruiser or Fast Battleship ? Hoods armour was now equal to the Queen Elizabeth class except for the deck armour which would prove catastrophic in May of 1941 when she met the Bismarck.

So what is available???? Airfix released a 1/600 scale kit of HMS Hood in 1960... this I remember building at around the age of 9, all the great movies would be on as I sat building at the dinner table.

Lindberg released a 1/400 scale Hood in 1964 and in 1978 Heller used the molds to release it.

1976 saw the first 1/700 scale kit of the Hood by Tamiya.

Italeri released a 1/720 kit of Hood in 1978, Revell and Zvezda have used the molds over the years.

1996 finally saw big scale Hoods announced, White Ensign Models and ISW released Resin kits in 1/350 scale in 1997..... a couple of years after WEM and ISW released their Hoods, ICM said they would be producing a Hood in 1/350 in plastic.... This killed the sales of the resin kits... nothing ever materialised from ICM.

Finally in 2006 an injection molded 1/350 scale Hood arrived from Trumpeter in her 1941 configuration.

2007/2008 saw Trumpeter release kits of HMS Hood in 1/700 scale in 1941 and 1931 configurations, since then Pit Road and I Love Kit have used the molds.

2021 sees Flyhawk Model release HMS Hood 1941 in 1/700 scale and it is bringing in rave reviews in the small ship world or the Divine scale.....

The Flyhawk HMS Hood comes in two versions.....

FH1160 Standard release

FH1160S Deluxe release

So what is in the box.....

FH1160

FLYHAWK®

FH 1160

1/700 SCALE

HMS Hood 1941

英國皇家海軍胡德號戰列巡洋艦1941

1941.5.24 — 2021.5.24



What's past is prologue

凡是過往，皆為序章

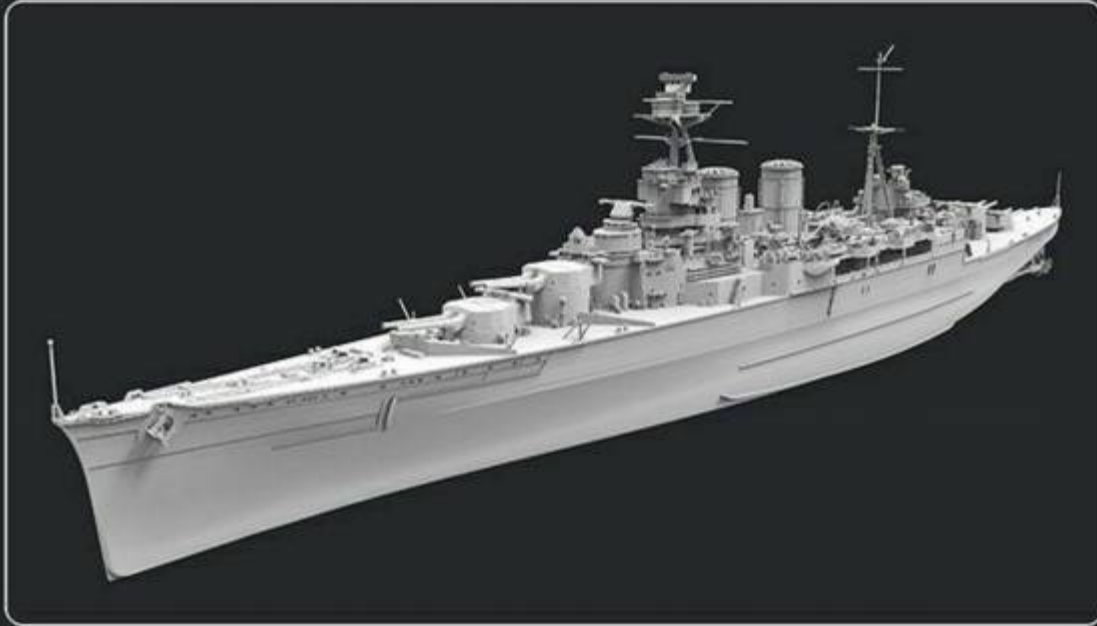
在2019年底鷹翔模型的預告海報中，出現了這句莎翁名言，皇家海軍第一艘和最後一艘戰列巡洋艦同時出現在畫面中，仿佛一個輪回，無敵和胡德，代表了那個大艦巨炮時代最巔峰的造船技術、最新銳的作戰思想，兩艦曾經無比輝煌，令人敬畏，而她們宿命般的結局同樣令人唏噓。為了再現這段激情的歷史，鷹翔模型耗時數年時間精心準備，繼2020年無敵號上市之後，今天，在丹麥海峽之戰80周年之際，終於能夠將全新打造的1:700胡德號模型呈現于大家的眼前，也兌現了兩年前海報的諾言。



胡德號戰列巡洋艦 (HMS Hood)，是英國皇家海軍建造的最后一艘戰列巡洋艦。

胡德號是唯一完工的一艘海軍上將級戰列巡洋艦，服役時標準排水量達41785噸，是當時世界上最大的軍艦。其擁有四門雙聯裝15英寸主炮和31節的航速，在其服役生涯中多次巡遊世界各國，展示皇家海軍的實力。

1941年5月24日，胡德號與威爾士親王號戰列艦一起攔截德國俾斯麥號戰列艦，在丹麥海峽海戰中，被德艦炮彈貫穿甲板裝甲，引發彈藥庫爆炸，艦體斷裂而沉沒。

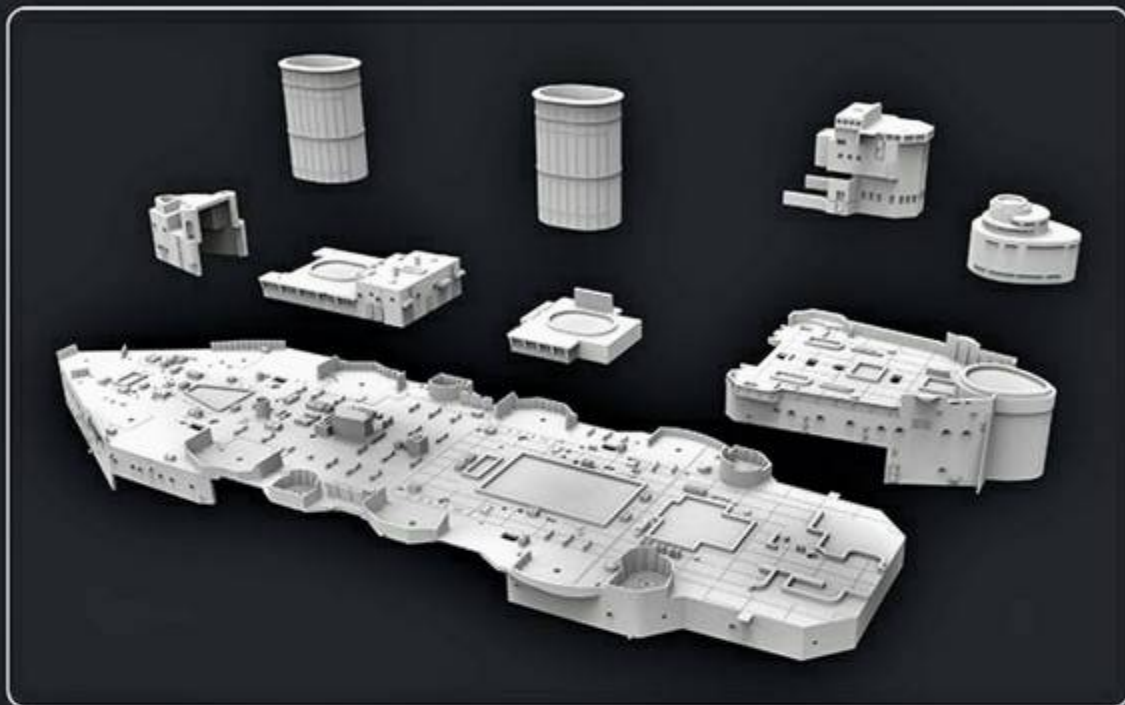


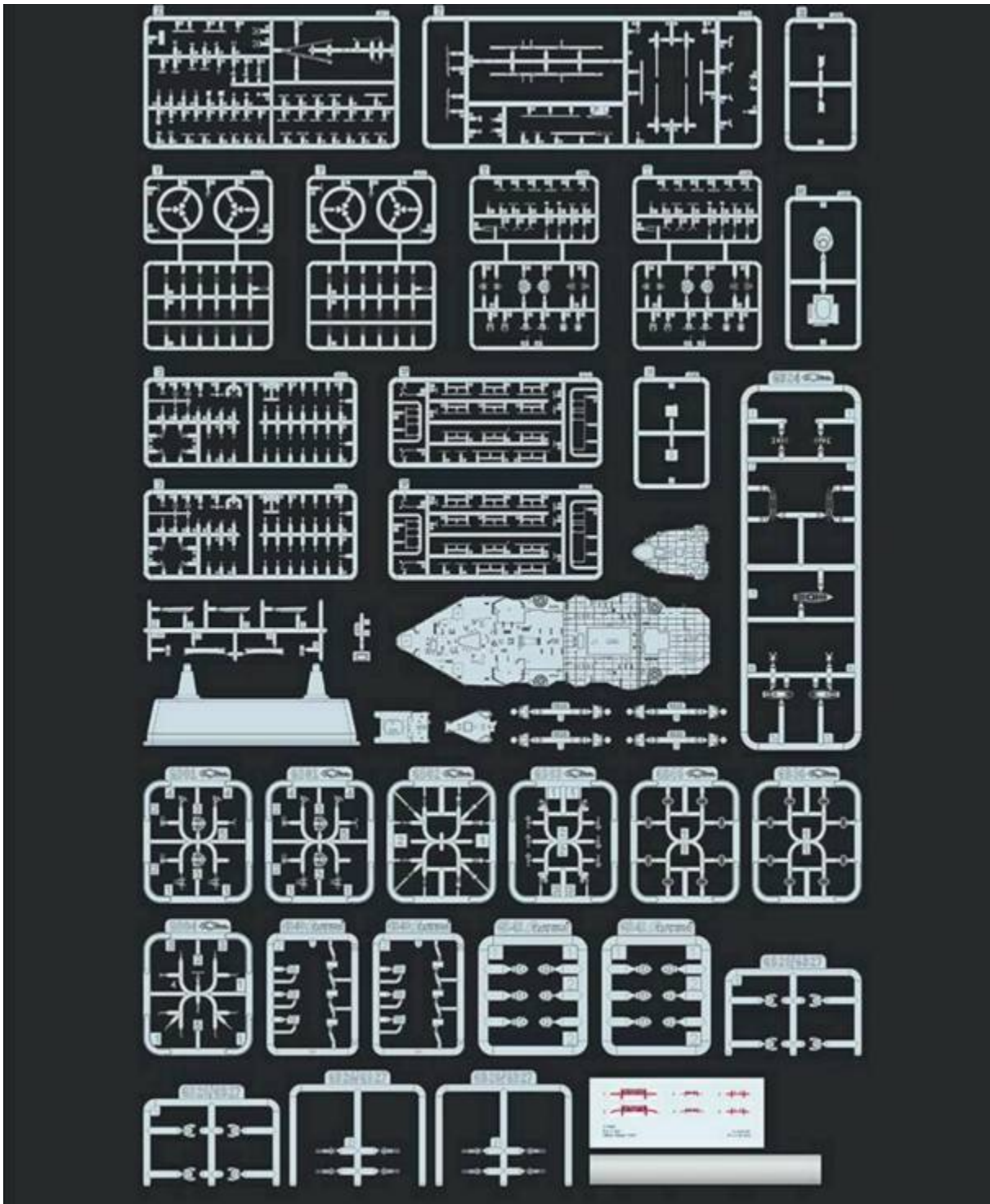
爲了再現皇家海軍這艘歷史名艦，鷹翔模型收集了大量資料，在資深艦船歷史研究者bios45先生的鼎力支持下，不僅獲得了原廠圖紙和大量歷史照片，還通過復雜繁瑣的對比工作發現了許多新的細節，更新了不少之前胡德號研究中的觀點，幾百頁的考證資料爲盡可能準確還原模型提供了有力保障，感謝爲胡德號付出艱辛努力的朋友們。

對於開發考證時有爭議的問題，我們在現有技術條件下，盡力做了模擬驗證和還原，但一人之力終有窮，不免會有缺漏和遺憾。也希望借本次產品發售的機會，得到廣大玩家的建議和指導。



在鷹翔模型的一貫高標準加工條件下，胡德號各處的細微特征被一一發掘并再現。
主要建築使用滑塊技術一體化開模，在保證豐富細節的同時，極大減輕了玩家在拼裝和調校上的
工作量，使得制作過程更加愉快。





FH1160S

FLYHAWK

FH 1160S

1/700 SCALE

DELUXE EDITION
豪華版

HMS Hood 1941

英國皇家海軍胡德號戰列巡洋艦1941

1941.5.24 — 2021.5.24



What's past is prologue

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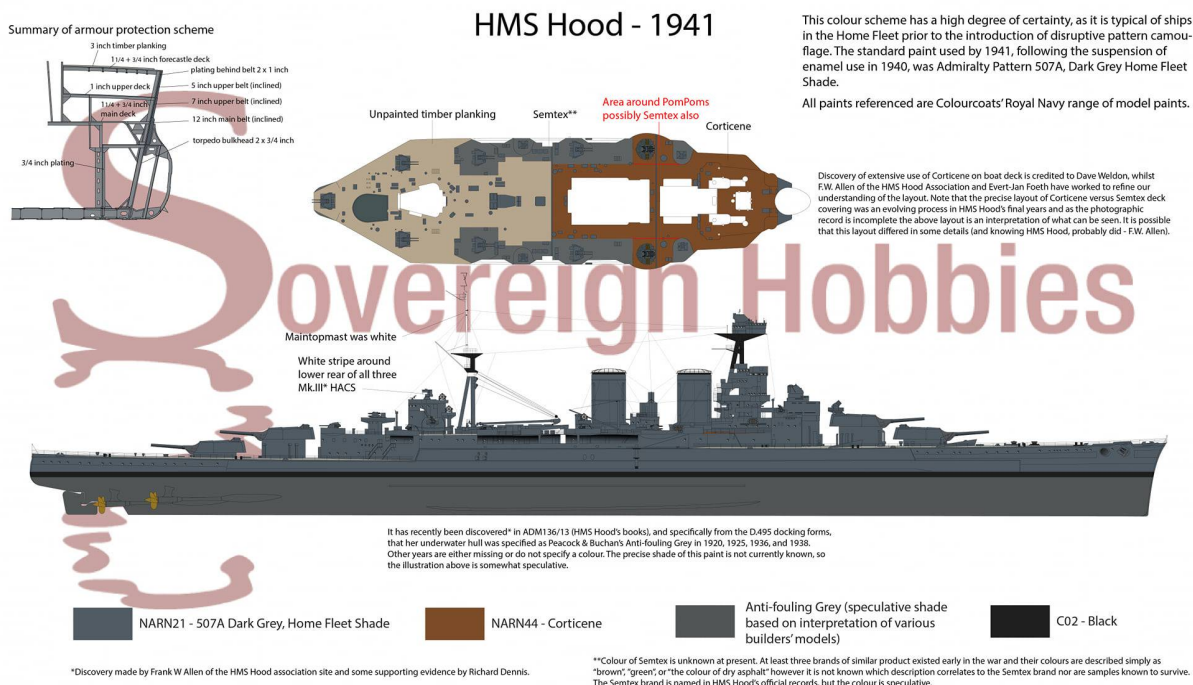
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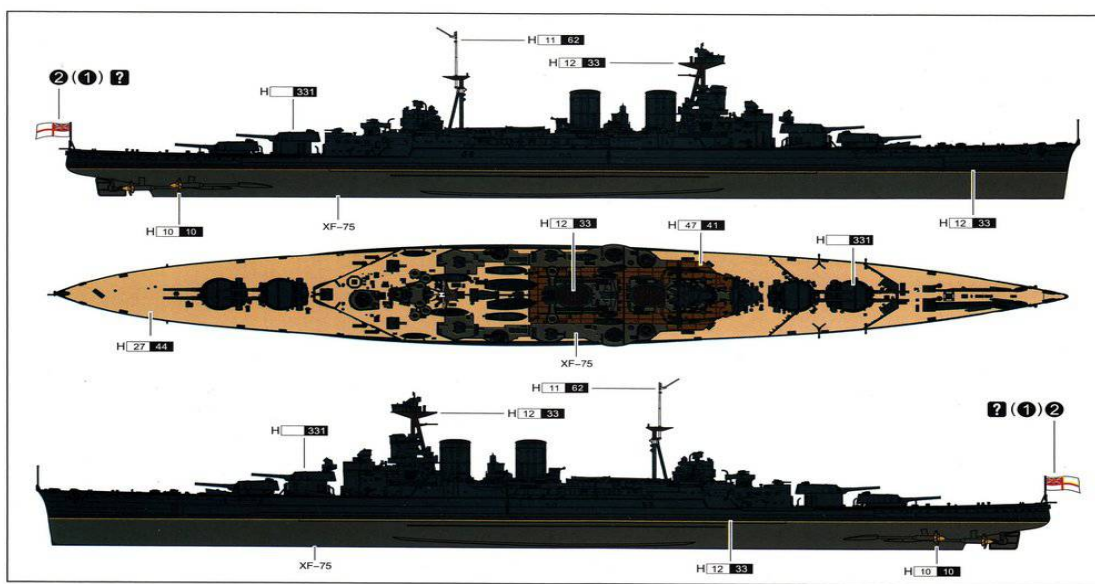
Below is the additional parts that are in the FH1160S Deluxe edition



How do we know this????? luckily we have great guys like Jamie Duff (Sovereign Hobbies/Colourcoats paints) Richard Dennis and others that spend hours in the archives searching through mountains of documents such as Ships books, Docking forms, all this enables us to build our ships as accurate as possible (I even have to repaint my HMS Robert's lower hull from red to grey).



Flyhawk held back the release and updated the painting instructions.



Flyhawk and the HMS Hood Association worked close together on this and it shows.

HMS Hood Association



Portsmouth
England

www.hmshood.com

December 2020

Flyhawk Models

FLYHAWK SCALE MODEL OF BATTLECRUISER HMS HOOD

The HMS Hood Association is happy to have provided advice in the production of your new 1/700 scale model of the iconic British battlecruiser HMS Hood.

We were glad of the opportunity you afforded our researchers to assist Flyhawk by providing photos, drawings and the latest information concerning Hood's final 1941 configuration.

As a result of our cooperation with you, we believe that your Flyhawk model kit is the most accurate yet produced, and reflects the very latest research on the final composition of this famous vessel.

W M SUTHERLAND
Chairman
HMS Hood Association

Lets look in the box

Fellow modeler and friend Jon Iverson gives us a look inside the FH1160S Deluxe boxing.



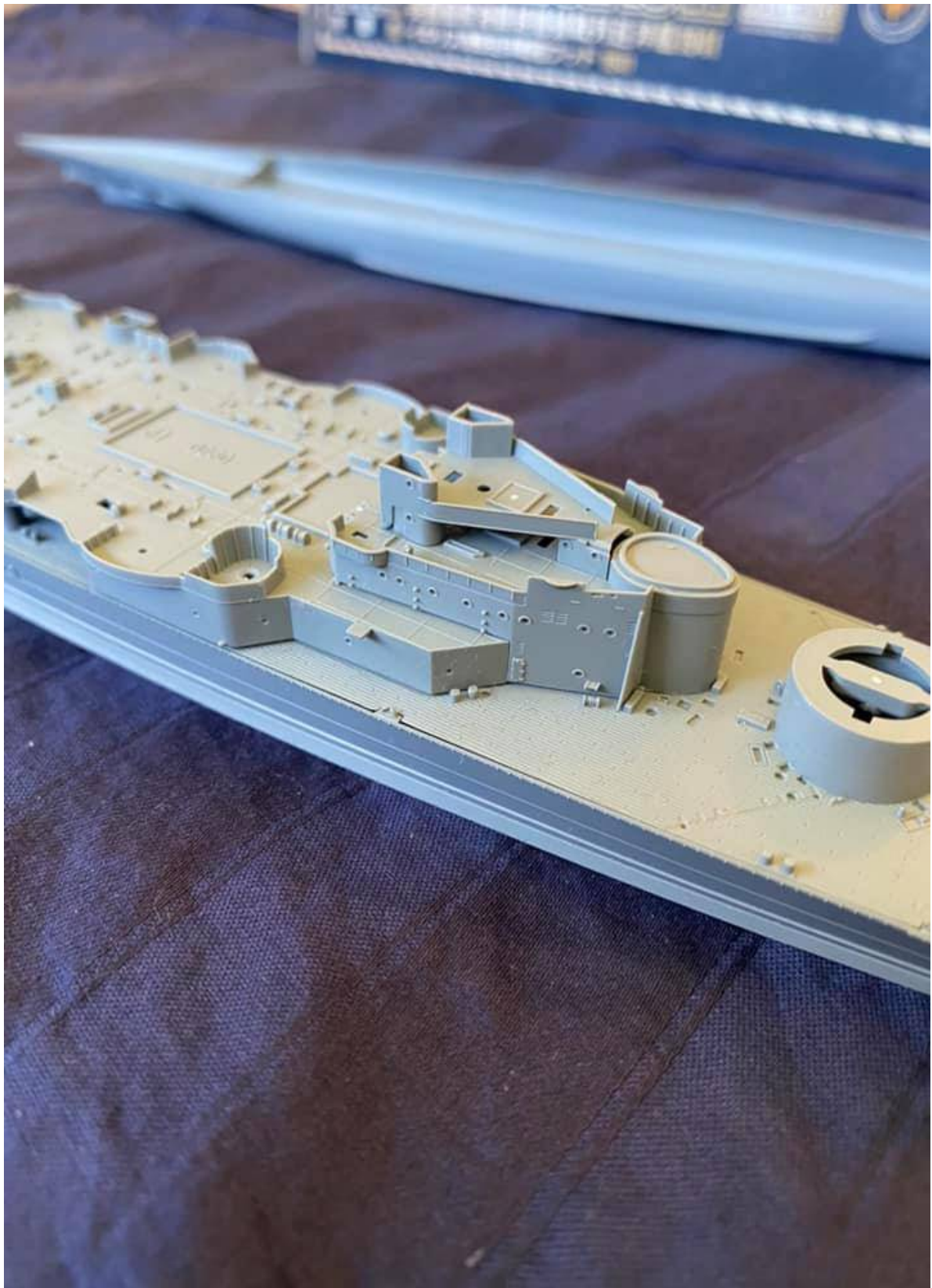
Full Hull or Waterline and comes with a Stand







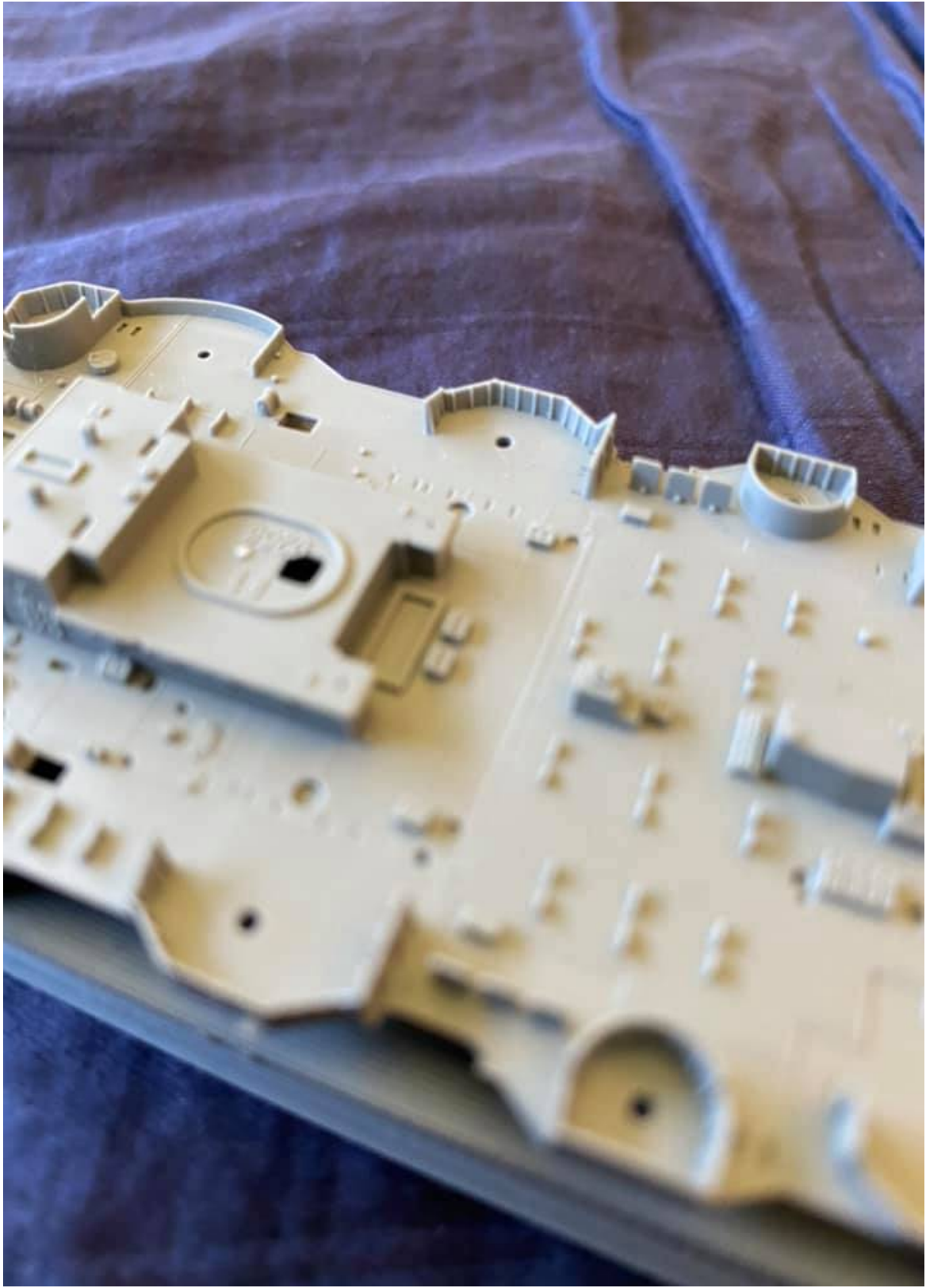


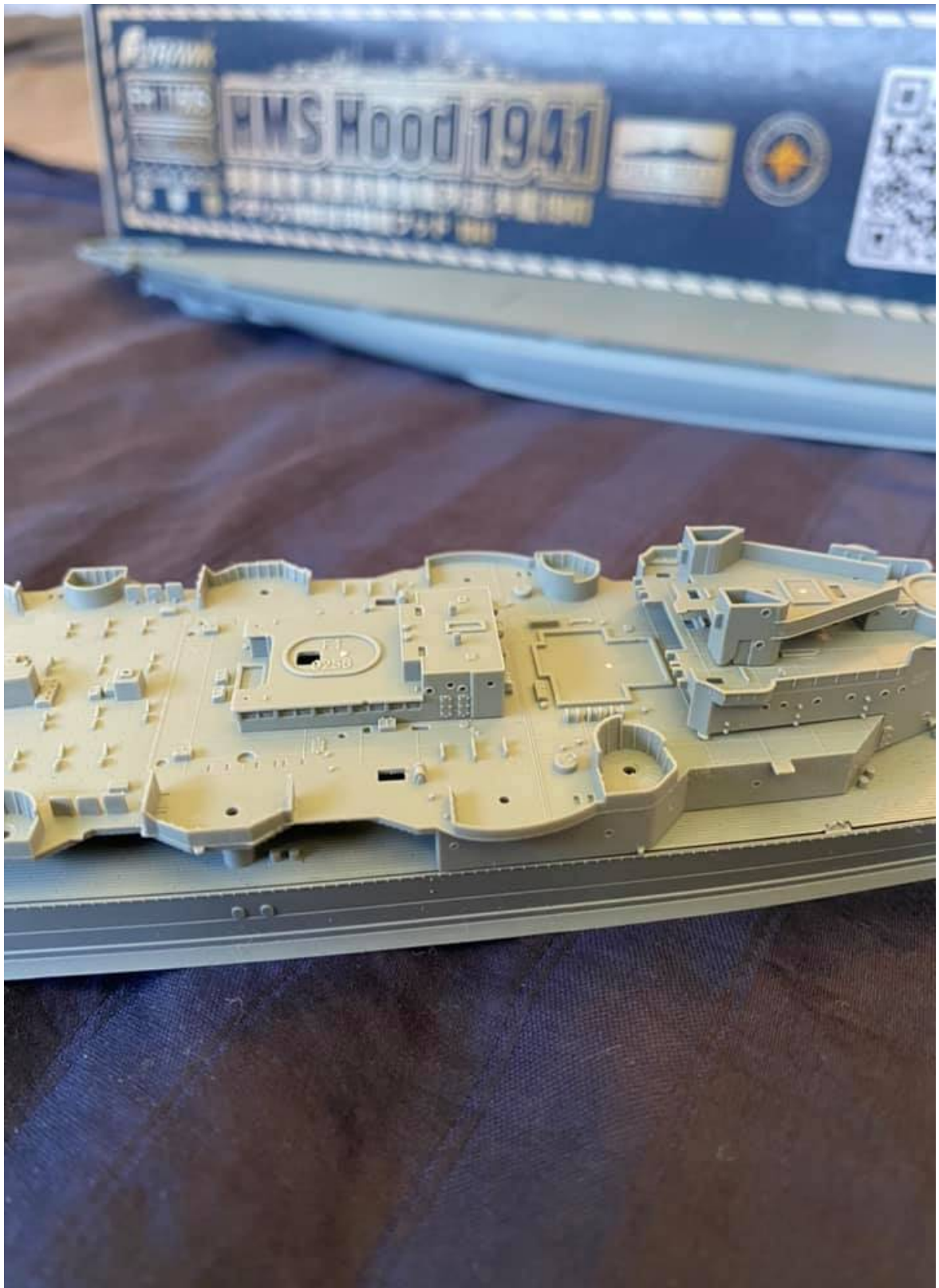


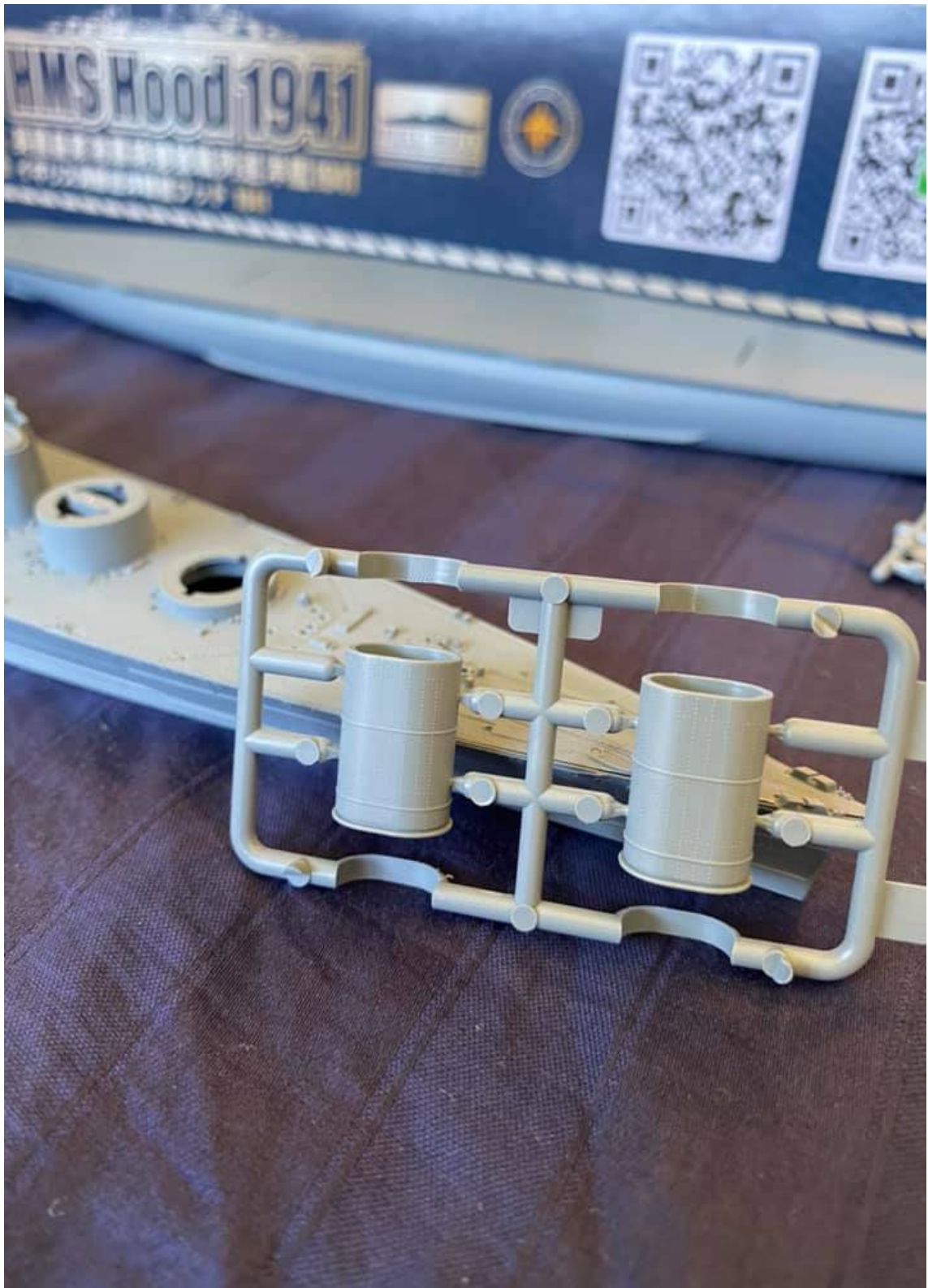




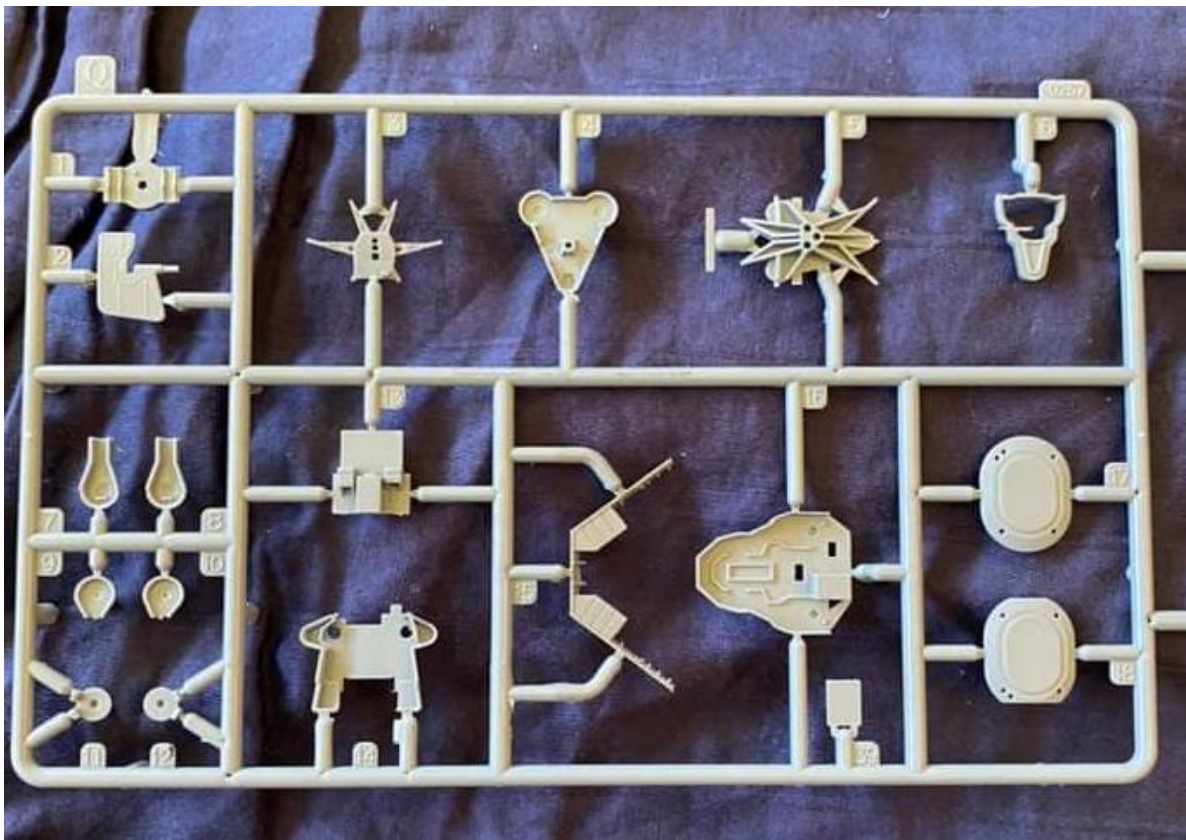
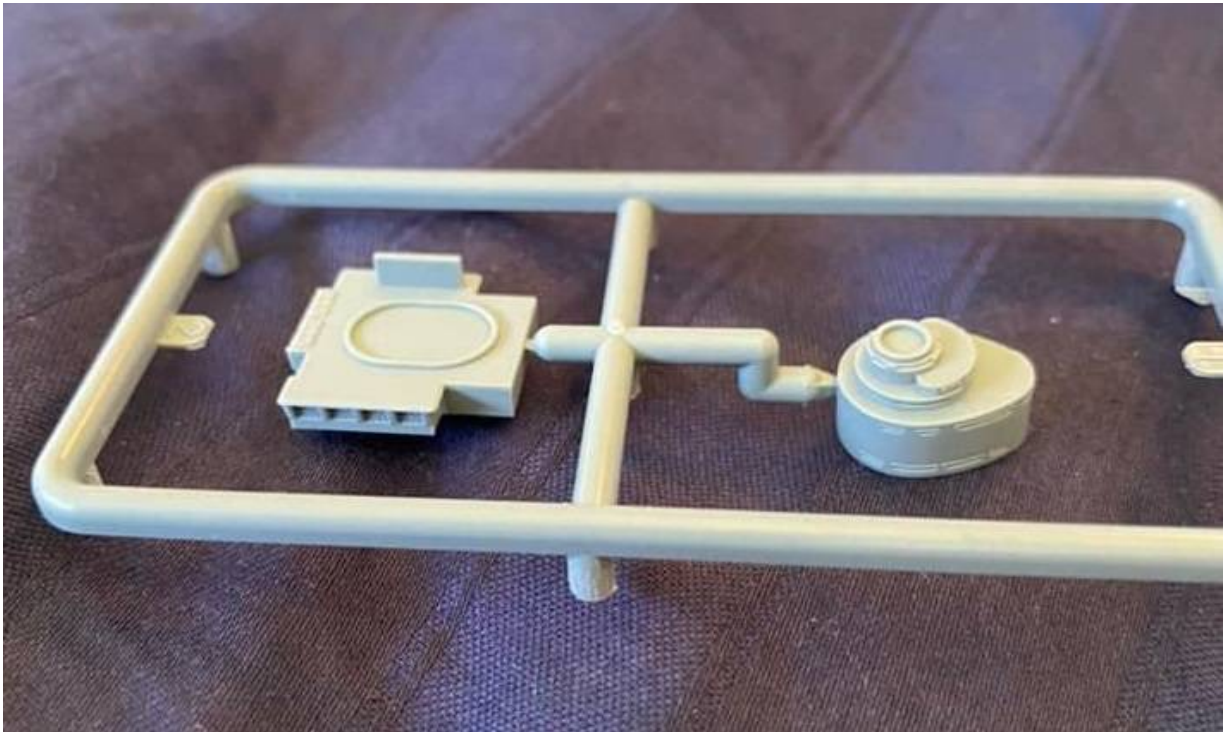


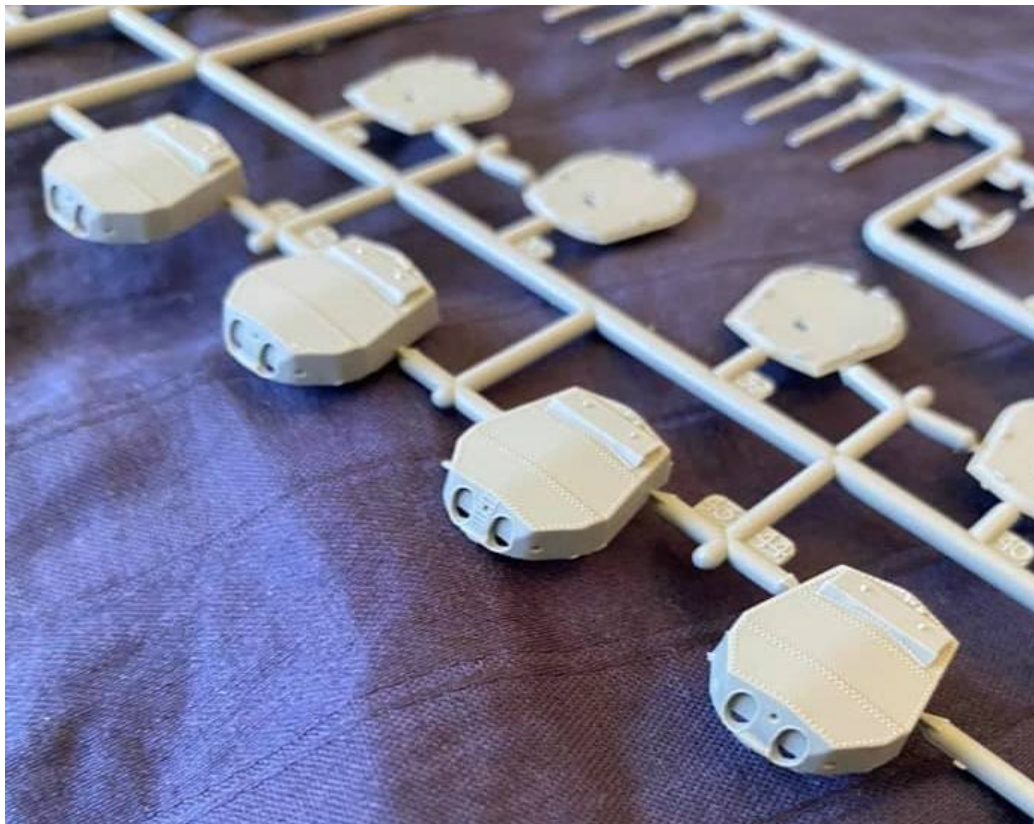
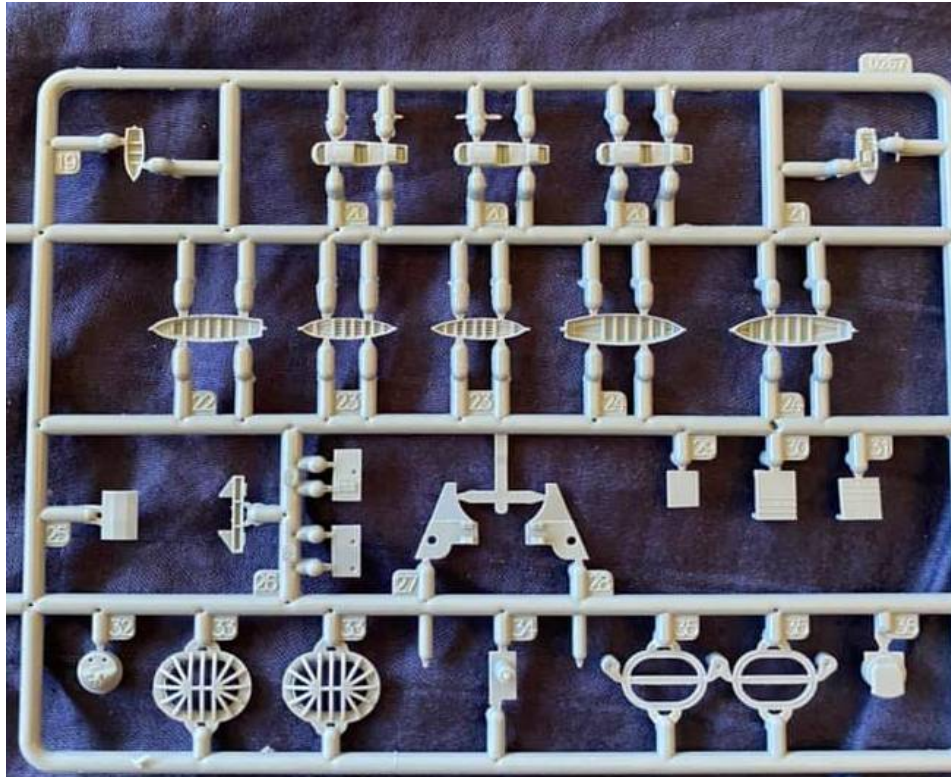


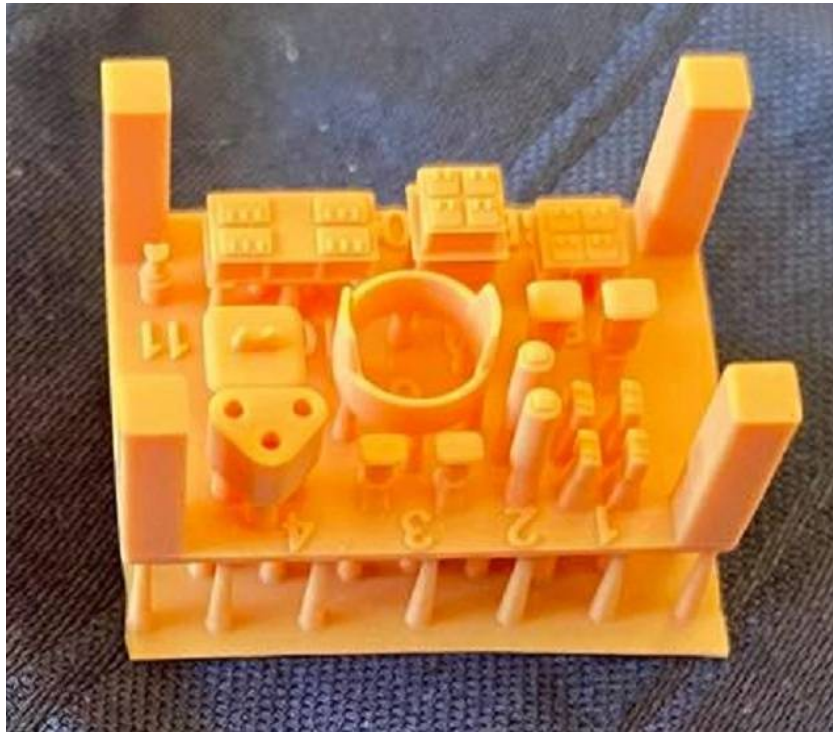














So, what does Jon think???..... The detail is very fine and the fit is excellent, This is a stunning kit. It should build up into a fantastic representation of the Hood in her final fit.

Jamie says..... Easily the best kit of HMS Hood ever.

Thanks to Jon Iverson and Jamie Duff for the use of their work and pics.

[Sovereign Hobbies Model paint scale models modelling aircraft naval arm](#)

Want to improve that Trumpeter Hood?... [H.M.S. Hood Association-Battle Cruiser Hood: H.M.S. Hood Today - Scale Models and Miniatures of H.M.S. Hood, Comparison of Iron Shipwright and White Ensign Models 1/350 Scale Models of H.M.S. Hood \(hmshood.com\)](#)

The Ultimate Hood?????? Yes I think so..... I am off to order mine now

John Currie

Members Builds and Works in Progress.



Tom Wingate – AMT – 1/25 scale 1966 Buick Riviera.



Tom Wingate – Meng – 1/32 scale Fokker D.1.



Tom Wingate – Trumpeter – 1/32 scale P-51B Mustang.





Darby Erd – Airfix – 1/72 scale P-40B flown by Charles H. Older.



Hub Plott – Mars Models – 1/48 scale Beriev Be-4.



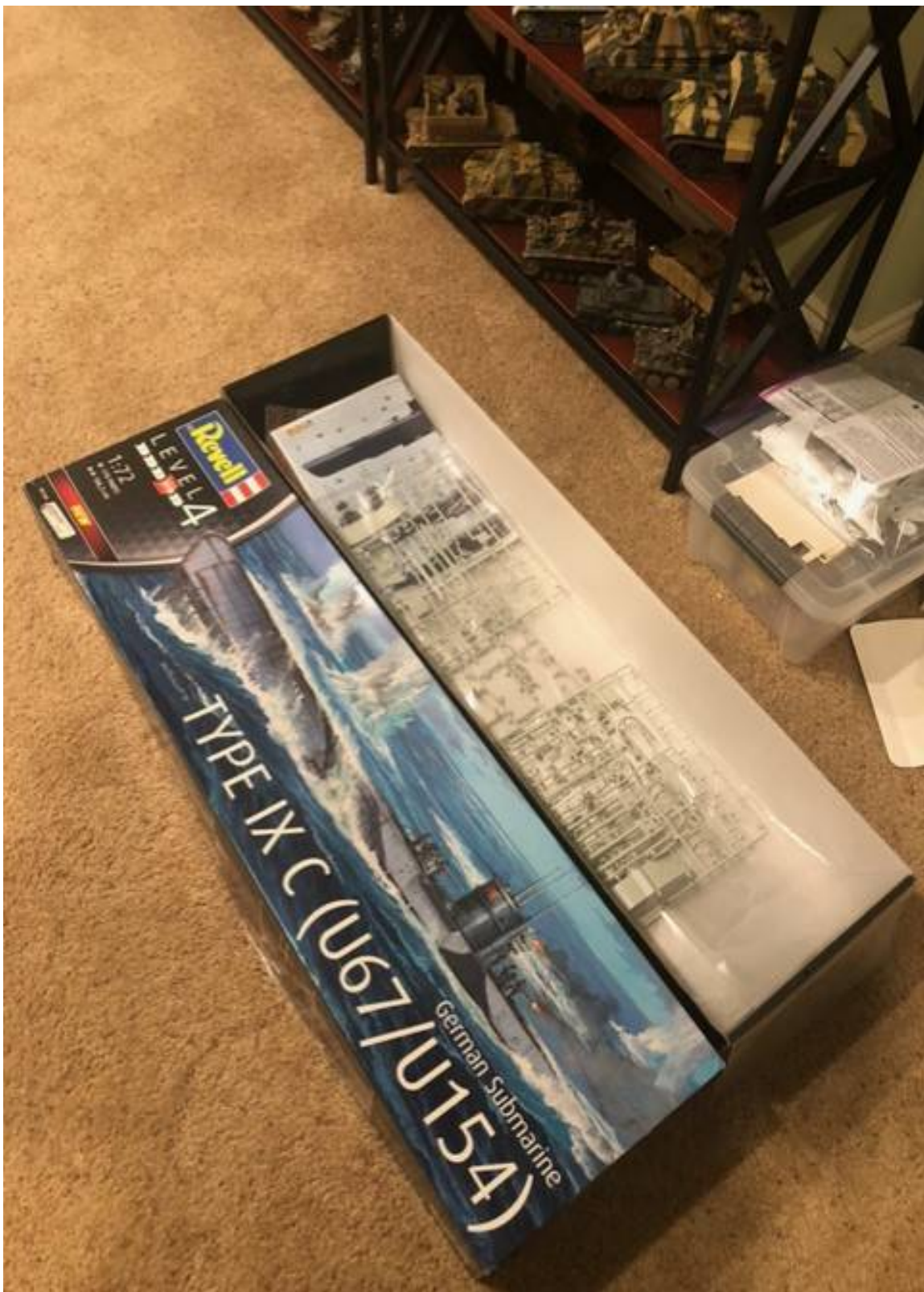
Hub Plott – Dora Wings – 1/48 scale P-43 Lancer.



Hub Plott – Kinetic – 1/48 scale Pucara.







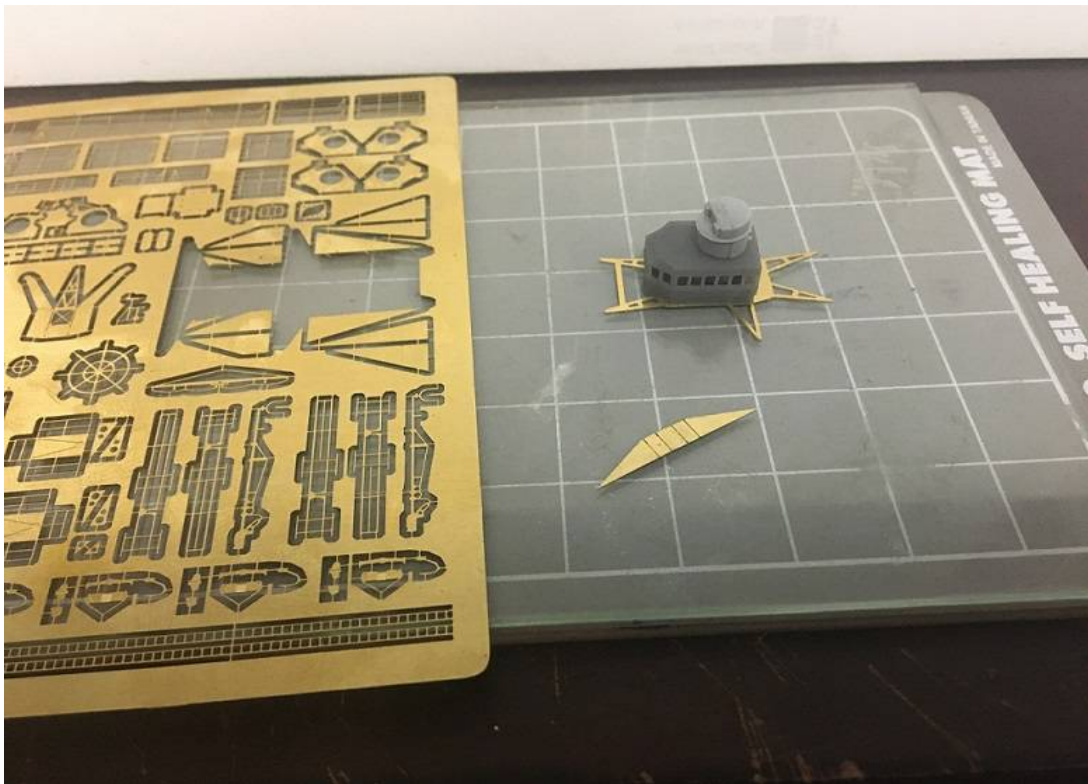
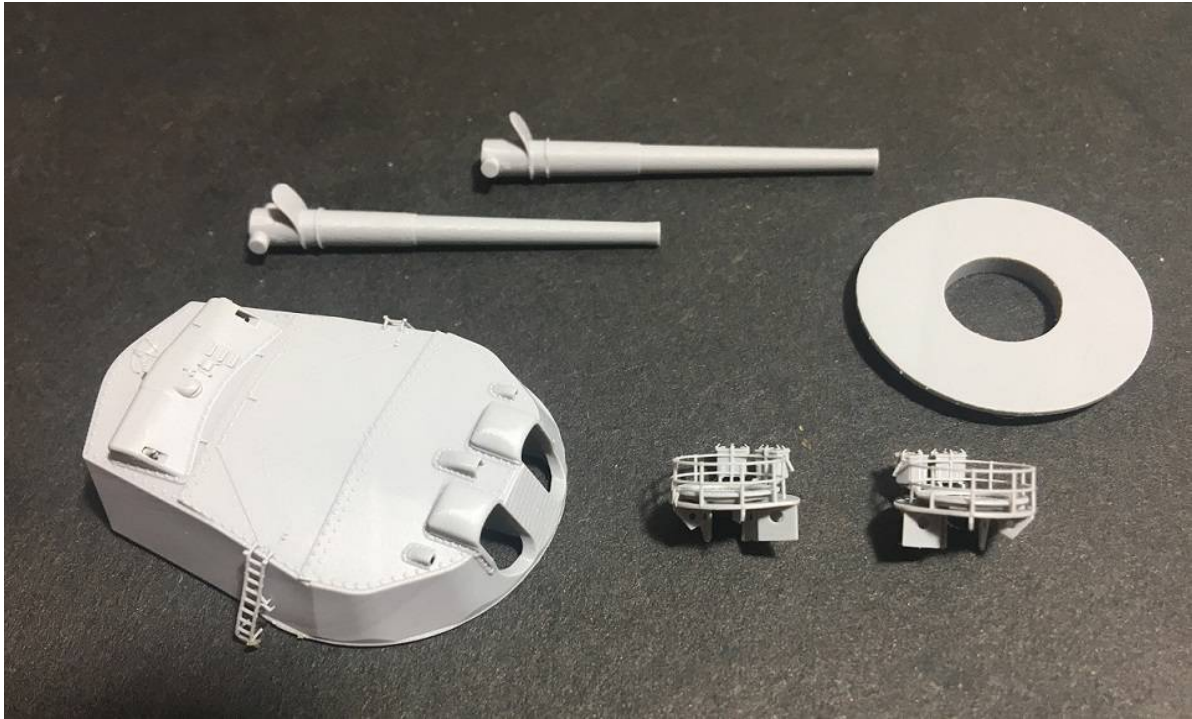
Michael Carra – Revell – 1/72 scale German Type IXC U-Boat (In Progress).

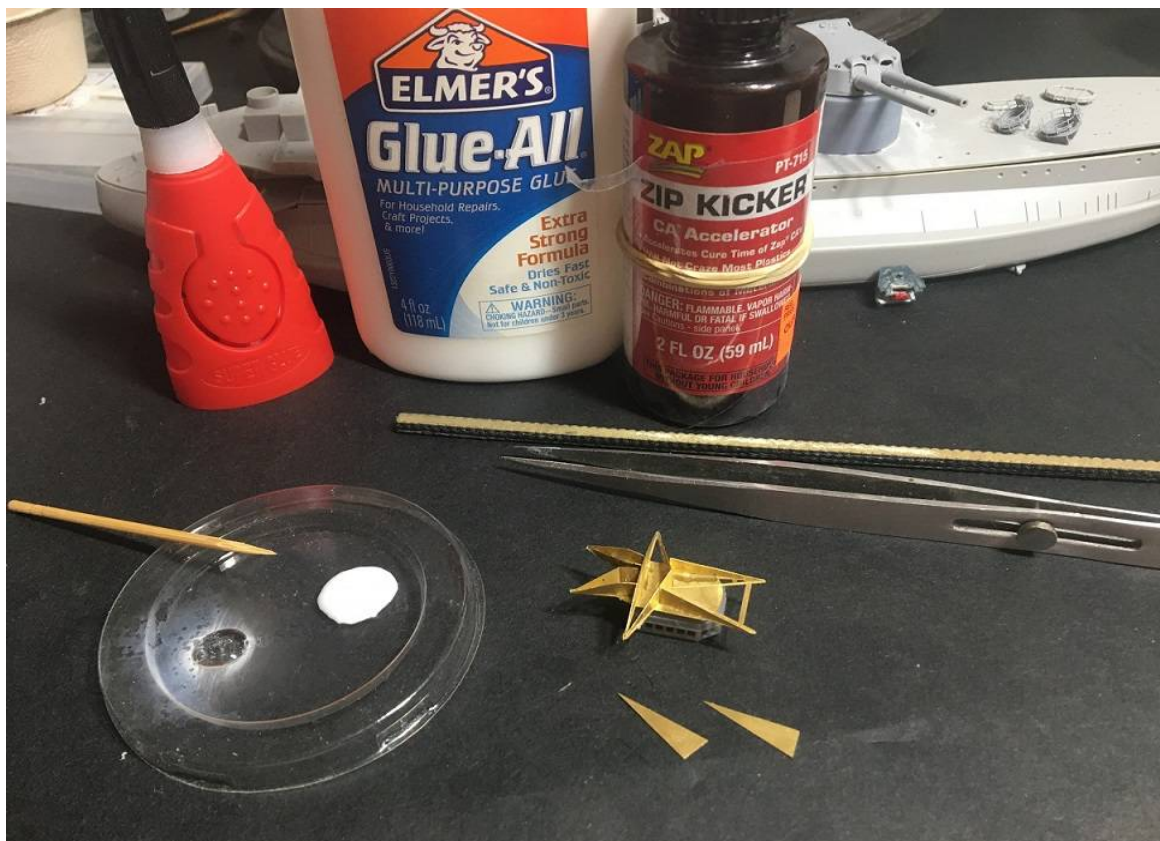


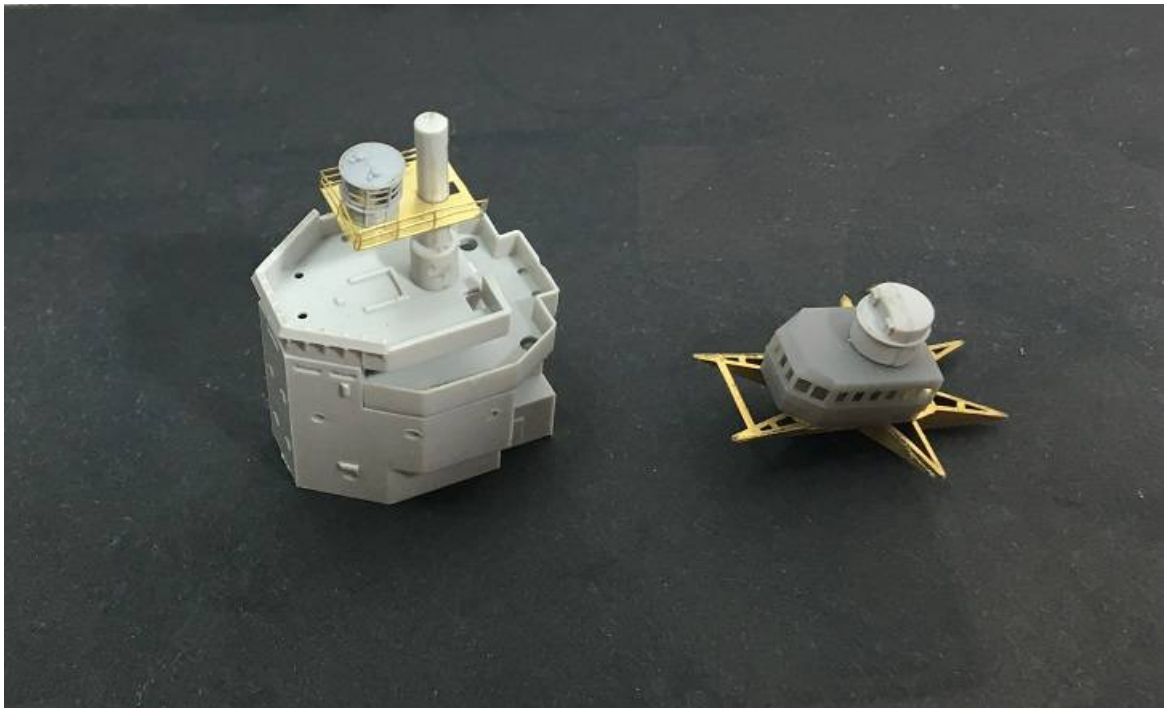
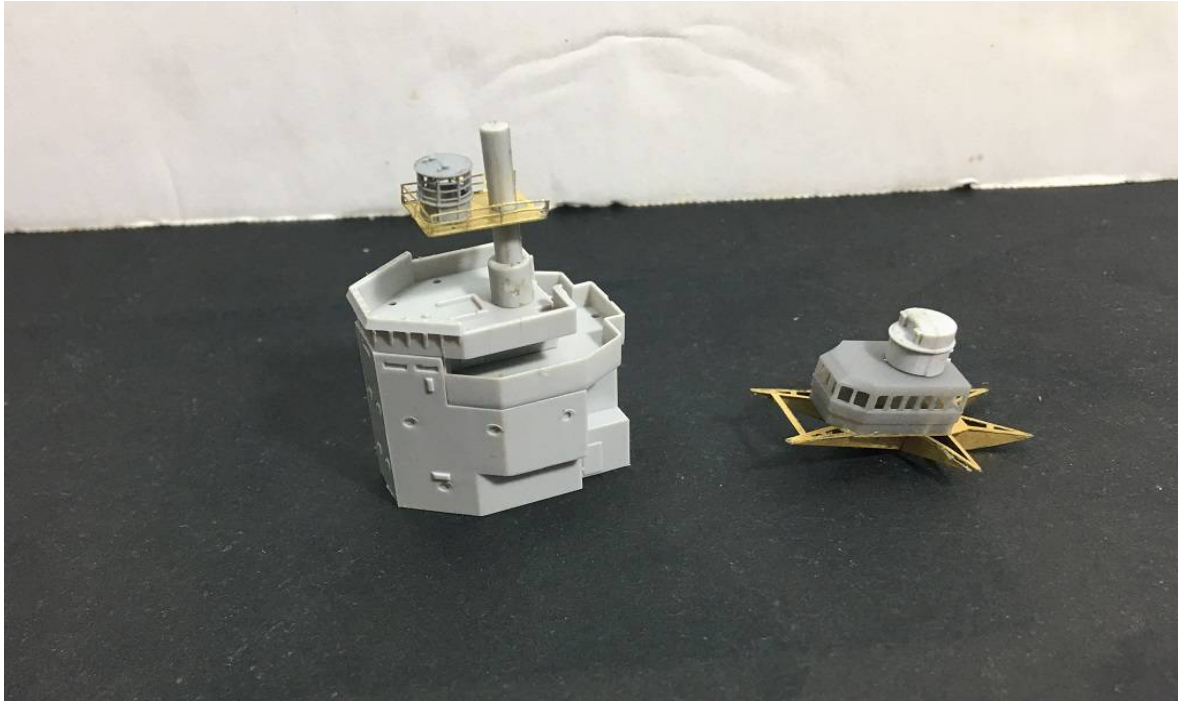
Norm Foote – Atlantis – 1/40 scale Nike Hercules Missile (In Progress).



Norm Foote – Lindberg – 1/130 scale Jolly Roger (In Progress).







John Currie – Trumpeter – 1/350 scale HMS Abercrombie, 15 inch Turret 3D printed by Micro Master, Spotting Top 3D printed by Model Monkey, Photo Etch by White Ensign Models (In Progress).

Model Talk with Lucio Martino

Hello Lucio, What are you working on at the moment ?

As I told you while ago, I am building many different kits right now. Some of them in Italy and some of them here in Columbia. Here in Columbia I am working on the Trumpeter 1:48 scale SM 79 and a Hasegawa 1:72 scale F-15J.

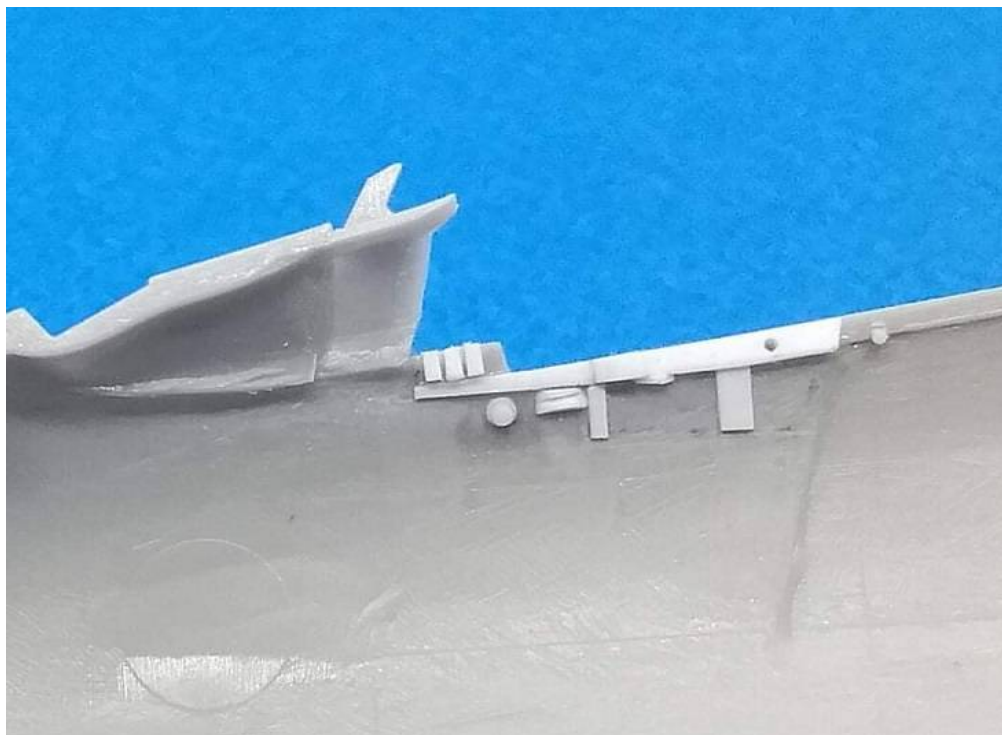
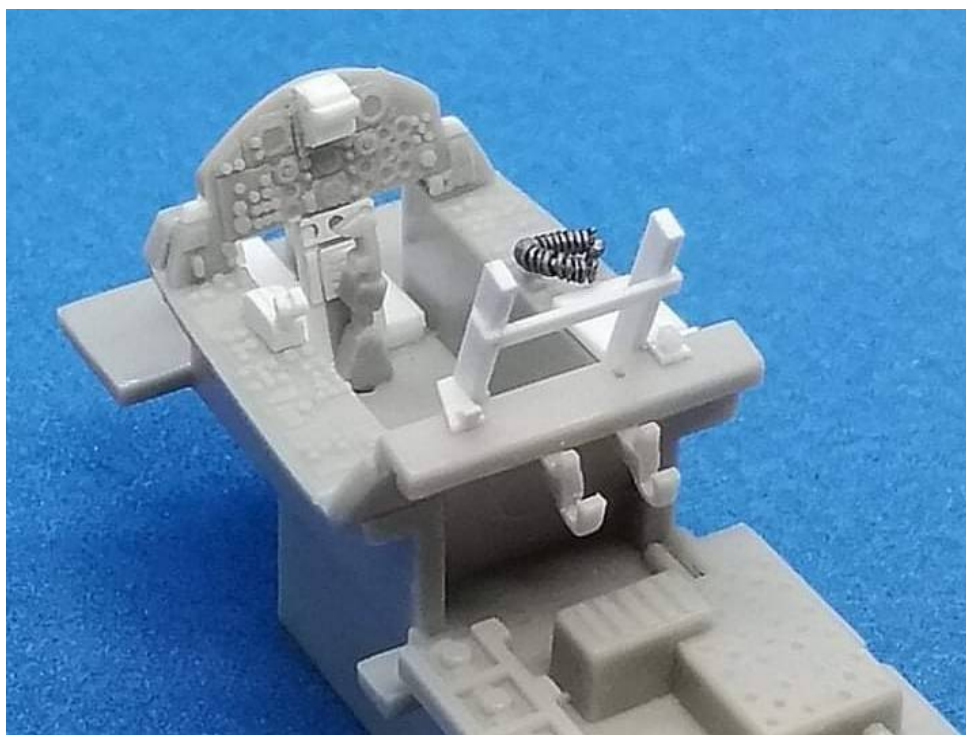
I look forward to seeing your progress.

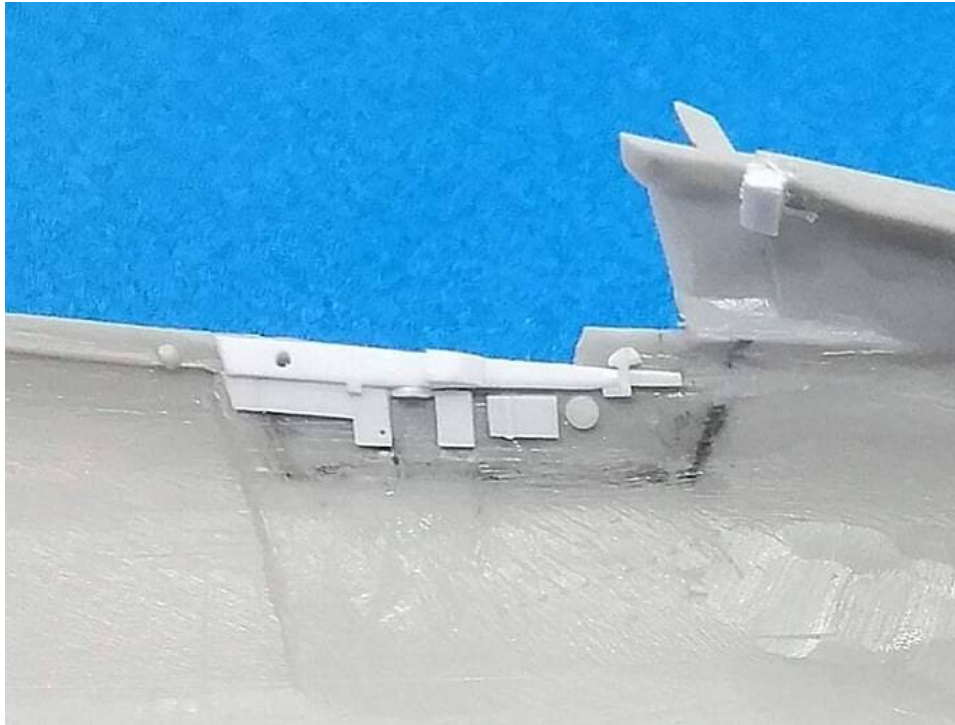
Here is the cockpit with some simple Evergreen plasticard improvement:



It looks very impressive, it could easily be an upgrade set.

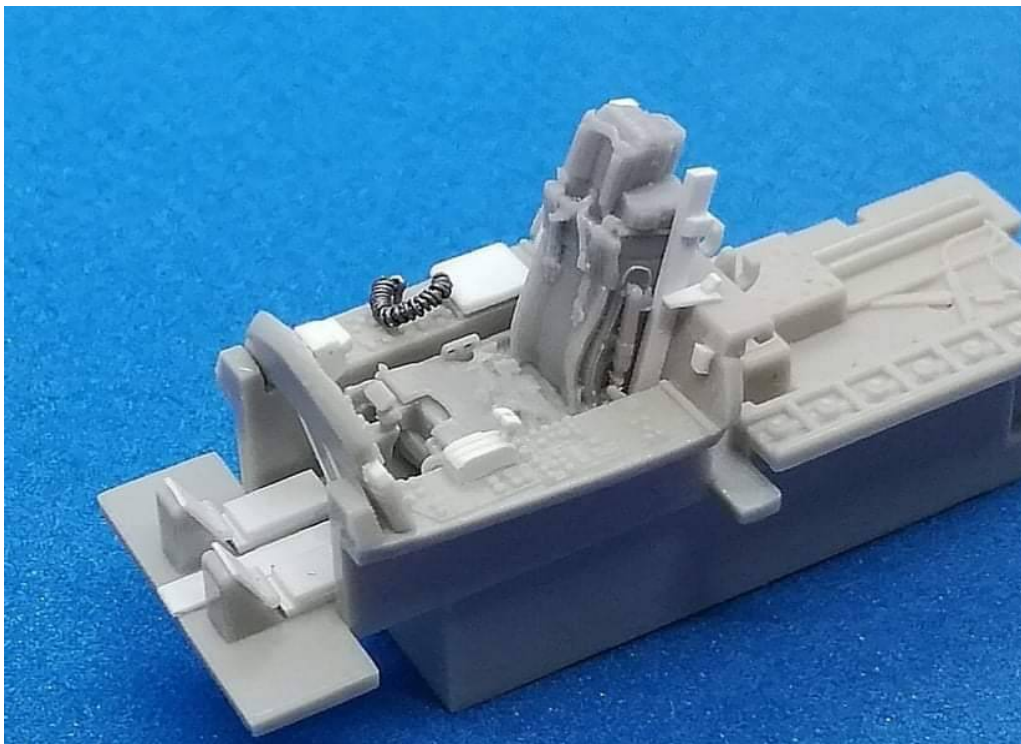
It is Just Evergreen plasticard. The oxygen tube going to the pilot mask is electric wire.





That is so old school.....

Yes, I love the old school way of doing cockpits. You know what I mean, not all aftermarket is worth the money. But in this case I couldn't resist from buying a Quickboost 1:72 ACES II ejection seat:

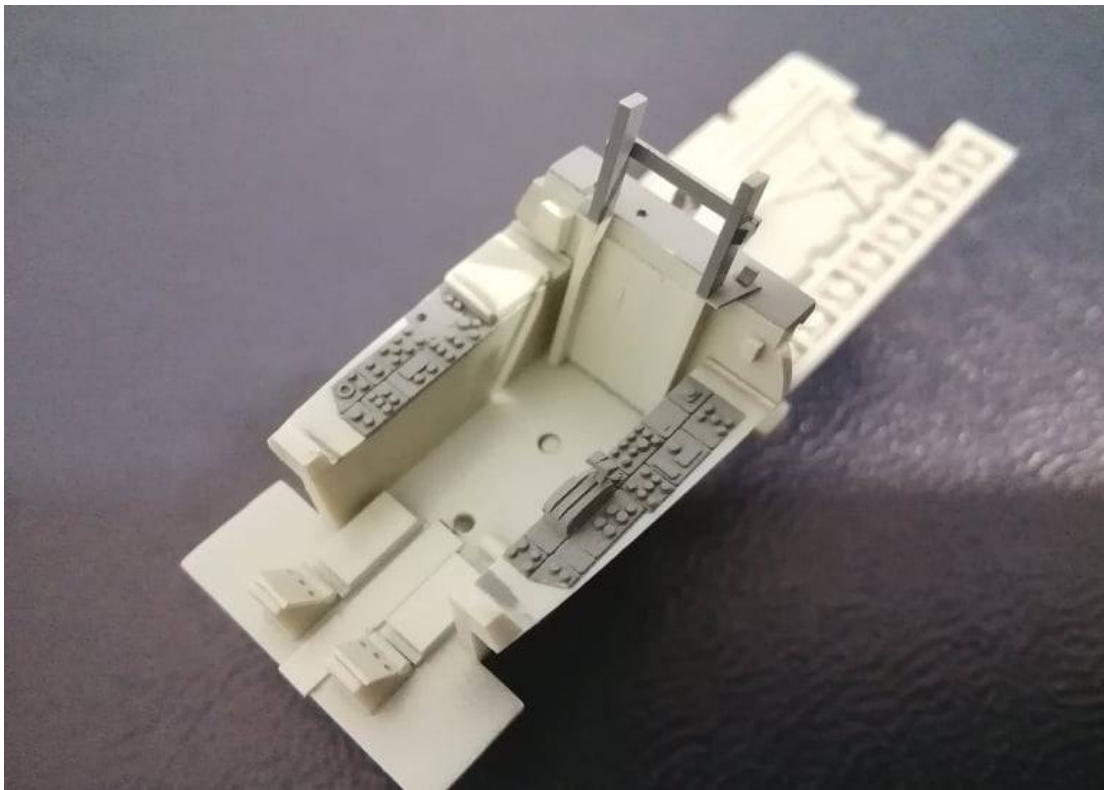
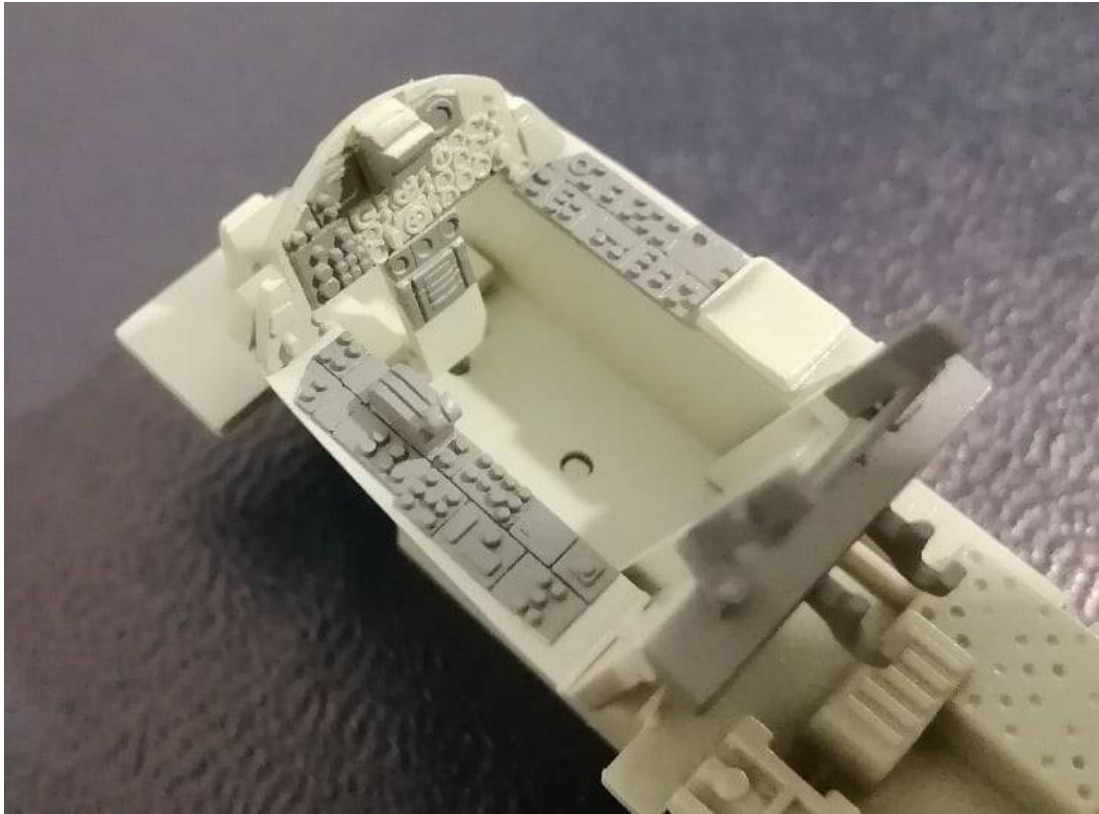




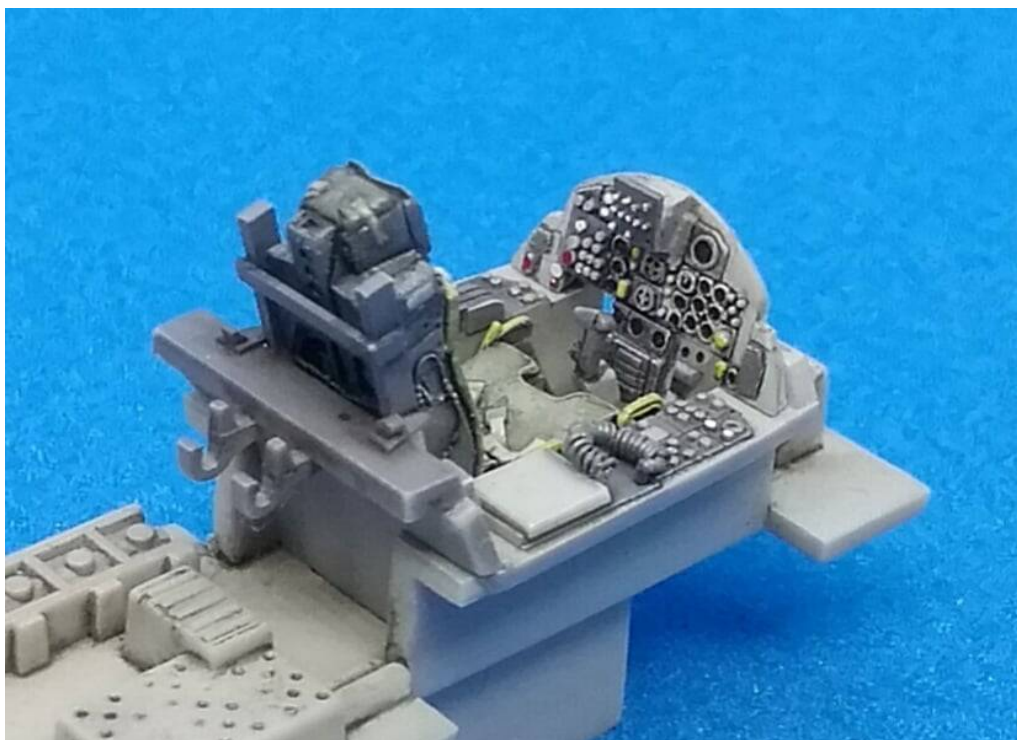
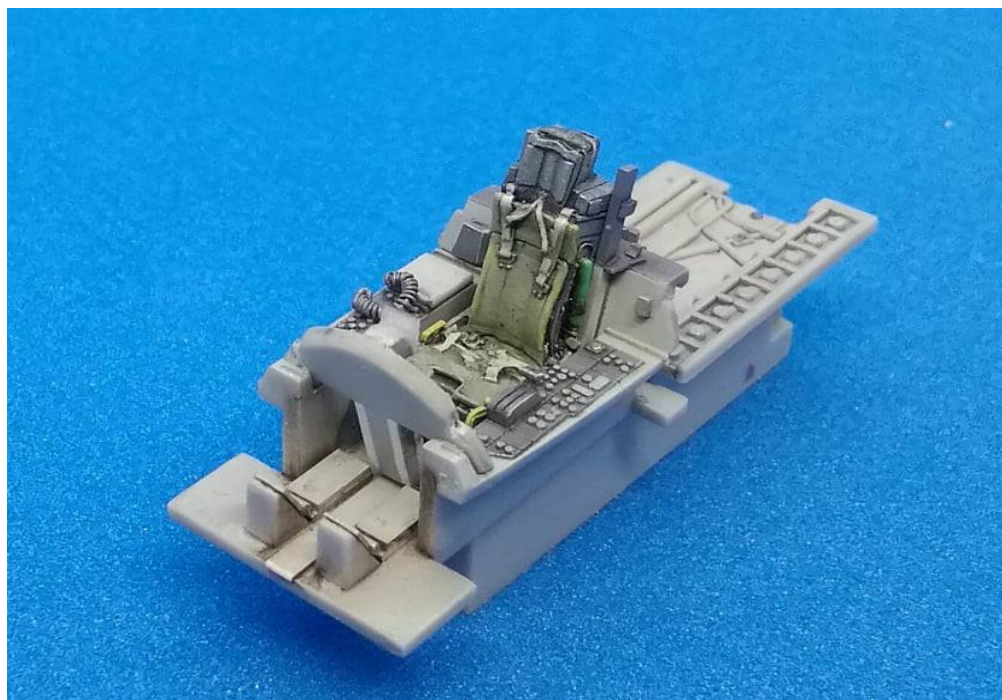
This is how the main cockpit part looked after some Gunxe Aqueous paint.

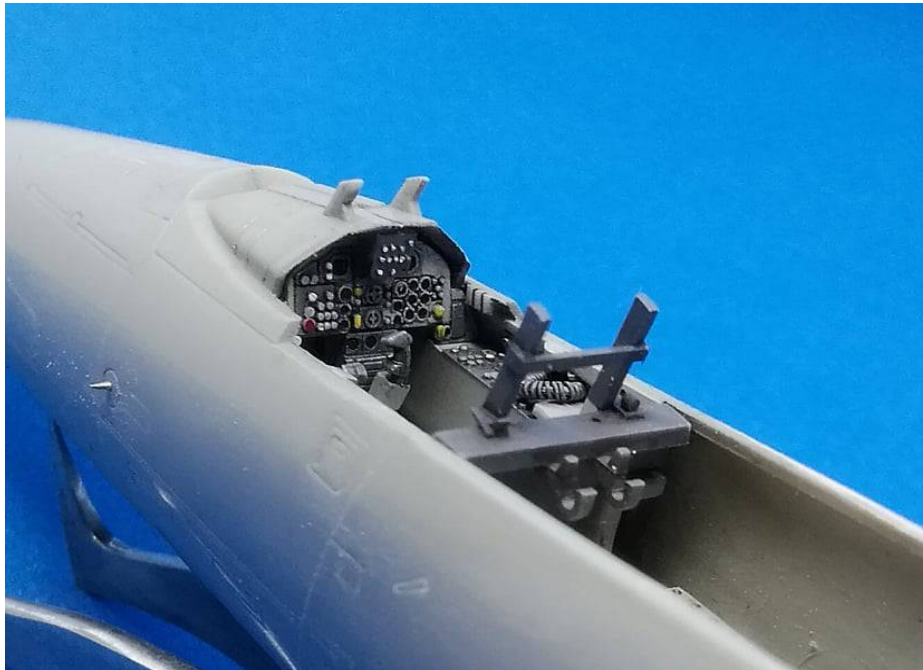
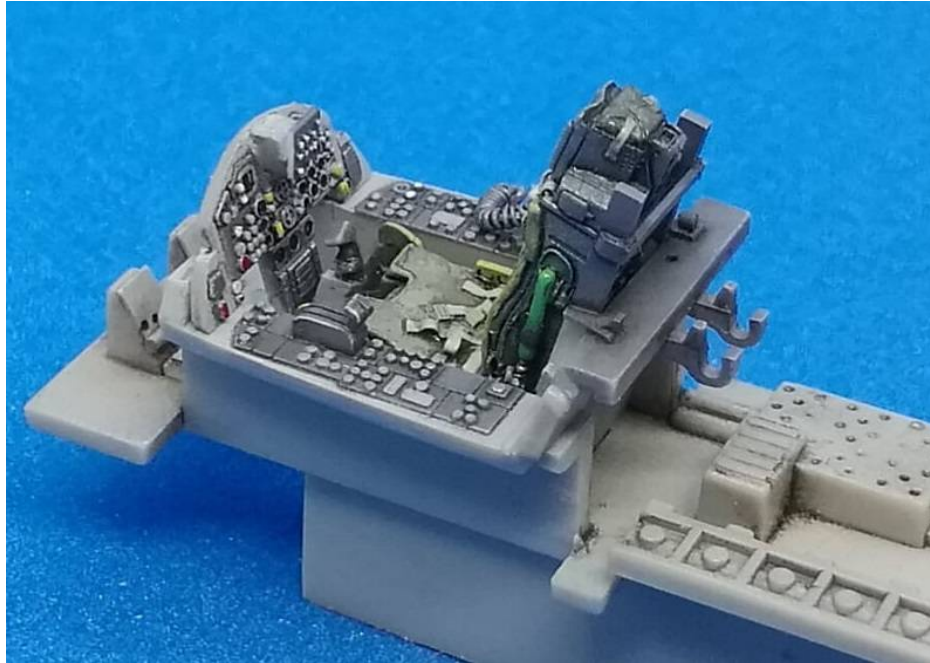


Some masking of panels.



I checked my notes: the light gray is Gunze Aqueous H-57 Aircraft Gray, the other darker color is Gunze Aqueous H-305 Gray FS 36118. The instructions are calling for a flat black but I have two rules in my painting work: 1) never use white; 2) never use black.

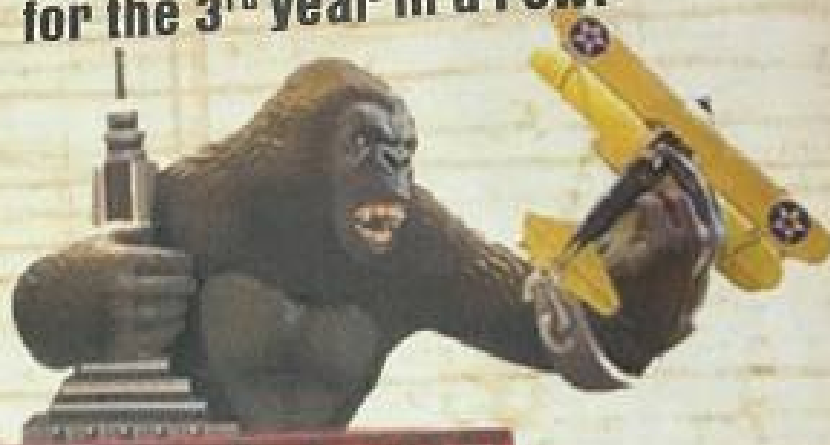




This is after some more masking, airbrush painting, and different oil washes. No drybrush here and all airbrushed. All but the belts and buckles that I painted with a fine brush using Humbrol enamels (H71 e H53) correcting mistakes with the enamel thinner so as not to affect the acrylic paint beneath: I painted only a few of the button and switches again with a fine brush and a Humbrol Enamel gray but from most of them I just scratched away the paint to show the gray plastic using a blade or some fine sand paper.

John Currie/Lucio Martino.

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Well thats all folks

John