



Airfix 1/48 scale Hawker Hurricane

by Bob Arko

Hawker Hurricane White Elephant Project by Bob Arko

My White Elephant treasure this year is an Airfix 1/48 Hawker Hurricane, issued about 1980. I decided to use it as a test bed for a number of new products and techniques I've been wanting to

try. Here's how it went.

I'm not too discriminating a modeler, so it seemed like a nice kit to me. Mostly good fit, not too many pieces, looks like a Hurricane. The one issue I had was with the fit of one wing root. The wing consists of a single piece full bottom half and two separate top halves. I glued the top halves on so I could work

over the seams easily, and then had to attach the wing assembly to the fuselage. With the top halves already in place, the space between them was a little too small to fit well against the fuselage. When I had it glued in, there was a noticeable lip on one side where the root molded to the fuselage was higher than the wing surface where they met.

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TCAH Officers

President, Steve Janschter

Vice-President, Steve Shaffer

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

Editor

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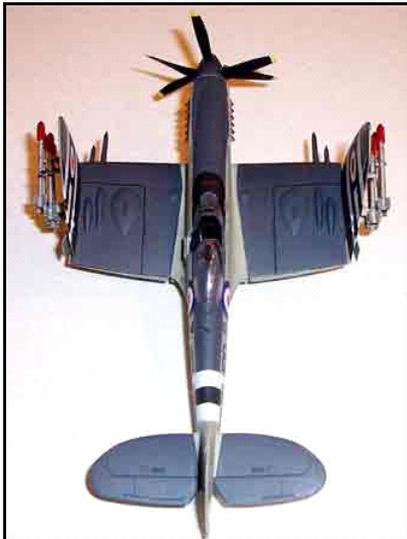
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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held December 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early. This will be the annual White Elephant event.



Editor's Report

by Bob Arko

At our November meeting, we elected club officers. Our new set of officers are: President/ Steve Janschter, Vice-President/ Steve Shaffer, Treasurer/Dennis Strand, Secretary/Bob Maderich.

The December meeting is our annual White Elephant gift exchange. To participate, we ask everyone participating to bring a wrapped, complete and unstarted kit valued at \$20 minimum.

Participants will draw cards and we start the process. The process works with the first person pulling an item from the pile and unwrapping it. The second person has the option of stealing the unwrapped gift or opening a new one. If a gift is stolen, the person it was stolen from chooses another item from the pile and opens it. For people that completed last year's item, they are in a different draw of cards and they go after the first group. They have the advantage of seeing more of the items and if their item gets stolen, they can steal someone else's item. The process continues until all the gifts are gone. The exchanges can be very entertaining. After the melee is completed, trading is permitted and in some cases encouraged.

We like to display the completed gifts from last year On The Table, so bring your goody. We will keep this part of the meeting short, to get into the drawing faster, so be prepared to pack up what you have On The Table quickly when asked.



Treasurer's Report

by Dennis Strand

This month we had 17 club renewals totaling \$255.00. Our expenses were \$60.00 for IPMS charter renewal and one officer IPMS membership. TCAH total cash assets are \$5051.72

There are currently 33 paid members plus 9 "life" members for a membership roster of 42. This is still well below the required number that it takes to maintain the club's expectations and ability to continue our current activities. Please renew or send a \$15.00 check to: Dennis Strand 833, Manomin Ave. St. Paul, MN 55107 and I will mail you a 2020 membership card.



CAF Update

by Dennis Strand

During a discussion with Todd Lofquist, the Museum Officer of our neighbors the Commemorative Air Force, he expressed a desire to change the focus of the TCAH display case in the CAF hangar to US naval aviation of WWII. This is certainly not required, but his idea was to change the theme of our display case about once each year to keep it fresh. I told him that I would put out the word and see what I could do. So far I have 8 models available to start the transition. Todd would like the display complete by the CAF Spring Dance in May. If anyone has a 1/48 USN WWII aircraft model that they would be willing to display, let me know. These models would be on temporary loan and would be returned on request or in about one year's

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time. His other theme ideas were; European, North Africa, Eastern Front, etc. Any suggestions to make our display more relevant and interesting are always welcome.



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After some personal introspection (like 'how dumb can you be—should have got the fit right before using glue') I reached for my Mototool. I found a grinding bit made of some kind of ceramic and shaped like an artillery shell. This ground down the offending lip in no time, and left a smooth curve profile on the finished job. It didn't turn out too bad, and I learned something about my mototool (and about fitting before gluing. I swear I used to know that).

After assembling the big pieces I began to putty seams. I had a new putty to try, 'Perfect Plastic Putty'. Its acrylic and thins with water, but dries hard and sandable. I was a little leery of using an acrylic because I wasn't satisfied with the artist's acrylic molding paste and other acrylics I had tried (they seemed soft after drying). This putty



performed as advertised, drying hard and sanding easily. What I especially like is that you can wet your finger with water and shape and smooth it in and around the seam. Using an autobody nitrocellulose based finishing putty (my former favorite) needs a finger dipped in lacquer thinner for that purpose. I'm too old to worry about potential Central Nervous System damage, but toluene dissolves subcutaneous fat and my finger feels funny then. I used to do this long ago with Hobby Poxy "Stuff". Had to give that up when they quit making it.

Next I began the paint job. I wanted to use a rattle can for the first application, but I couldn't find a match for the RAF "Sky" color among the usual model airplane brands. I spend a lot of time at Fantasy Flight Game Center (I just realized how that name might sound to someone who isn't familiar with this game store) and browsing the paint rack I found a greenish-beige color that is a near perfect match for RAF Sky (depends on your color chip, I guess). It was in a product line for painting fantasy gaming miniatures called "The Army Painter Warpaints". Being made for use on monsters and ghouls, it had the imaginative color name of "Necrotic Flesh" (and they think airplane modelers are weird). But it's a good match for Sky, and it comes in a rattle can. And not only that, it comes as a primer. Everything I wanted in one can.

I wanted to paint in the house (after I was done with the spray primer) so I was looking for some acrylic paints that I could brush. I have tried Ammo and Vallejo brands, but they are more for airbrushing it seems and don't cover well when brushed. Along side my primer discovery were

two lines of acrylic paints for miniature modelers: "The Army Painter Warpaints" and "Citadel". Both are fairly thick, with the Citadel line being thicker. Both cover well and suited my needs for brushing. Being fantasy miniature paints, the colors I wound up with were named "Eshin Grey" for the dark gray (I still don't know what an Eshin is), and for the green "Crypt Wraith". I needed to learn a little technique for brushing thick acrylics. If you go back over an area while still wet, it leaves brush marks. One pass seems to be the trick, and if you missed something wait and do a second coat. Since the gray was thicker and covered better, I brushed the green first (over my Sky/Necrotic Flesh primer coat) and followed up with the gray. One coat was good in most places.

I next applied a coat of Future to get a gloss surface for the decals. Even though they were old, the decals held together and went on well. I used Micro Sol and Micro Set, but I still applied some Walther's SolvaSet to get them to snug into the panel lines. I let that dry for 24 hours, then sealed the decals with an overcoat of Future. This left too smooth a surface for the upcoming weathering techniques, so I followed it with a coat of Ammo satin Lucky Varnish. The satin finish is midway between a fully flat surface and a glossy finish. That is supposed to be the best surface for accepting the oil based weathering materials, It seemed to work as advertised.

I tried several new (to me) weathering techniques and products. To begin with, I wanted the fuselage cloth and stringer texture to be emphasized. After thinking through various ideas

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about thinned white or light gray paint, I found a product by AK interactive designed for depicting salt streaks on naval ships. Its called "Salt Streaks For Ships" in their "Naval Ships Weathering Colors" line. It's a solvent based wash (that generally makes it a lacquer, in my book) with a very thin consistency. My plan was to use a fine brush and lay in a ruler straight highlight along the top of each stringer. I soon learned 'not with these shaky old hands'. My ruler straight line squiggled across two or three stringers each time I tried it. I finally had to wipe it off, and discovered wiping is a decent application technique! By running a clean cloth against the "grain" of the stringers, I found I could more or less direct the color to the highlights that I wanted. I got this more or less decent, and then

backed away and didn't touch it again. When it dried it got a coat of Future to "lock it in".

Another thing I wanted to try was using "Filters". These are thin lacquers applied as a uniform coat to alter the color of the finish. They are about the same consistency as washes, so the difference is really a matter of technique. Where washes are applied heavily to fill panel lines with the excess wiped off, filters are applied uniformly so they affect the color of the finish. Its more difficult to do than say. I used some prepared filters by Ammo to alter the green on some of the wing panels. Its difficult to get even coverage with a brush, and the effect is so subtle that I found myself over doing it because I wanted to see it better. It has possibilities, but will need practice to get good results.

To break up the fresh paint job appearance I tried the "dots of artist's oil paints" technique, using tube paints. I placed a lot of little dots of several colors near the top leading edge and fuselage top, and with a brush moistened with thinner I streaked these over the surface spreading and removing paint as I went. By following the direction of airflow over the wings I got some nice streaks that break up the big masses of gray and green. Again, I overdid it because I wanted the effect to be clearly visible, but being more subtle with it would probably result in a more pleasing finish. Another technique that is going to take more practice, but I like where its going.

I spread the oil paint dots vertically on the fuselage. On

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vertical surfaces this technique is intended to represent staining from rain water running down through accumulated dust and dirt. Working against the horizontal stringer highlights, this made a pleasing complex effect.

Carrying the weathering across the insignia decals really makes them seem like they are part of the paint finish. And SolvaSet snugs them into the texture and panel lines better than anything else I have tried. I bought a new bottle of SolvaSet for this project, but my old bottle that I have had for 50 years (!) still performed as I expected. I was surprised by the shelf life.

I am really impressed with Ammo "Enamel Odourless Thinner", which I used to spread the oils and clean the brushes. It has almost no smell so I can use it in the house, but still does the job with oil based paints. It's very pleasant to use.

A related Ammo product is their "Oilbrushers". This is a self-contained oil paint system that includes a fine brush that sits in the paint reservoir, with a sleeve in the bottle that squeegees the excess paint out of the brush/handle when you pull the brush out. The paint is thinned for application to a model, and the brush is fastened to the cap. Just unscrew the cap and apply the brush tip to the model. Very easy to do, with no cleanup because you just insert the brush back into the bottle and seal the cap, with very little waste. By comparison, I threw away a lot of the artist's oils that I had squeezed onto a palette so I could use just a little bit for dots. I used a combination of "Black" and "Starship Filth" (I love these names) to create the exhaust stains. I used "Engine

Grime" wash to make oil stains around the engine compartment.

Next I tackled the panel lines. Black and brown didn't show up well enough against the dark colors of the camouflage, so I used a pale buff color. That makes it pop, and is probably a reasonable color for sand and dust. I started on the left wingtip but soon realized this would become overwhelming if I carried it over the entire airframe. I decided to use an artist's illusion trick that is based on the human brain's ability to fill in detail outside of the area the eyes are focused on. So, if you are looking at the left wingtip you see some very distinct buff panel lines, and the area further away from the outer wing panel seems to gradually grade to less heavy panel lines. If you look at the right wing, the left wingtip is out of the eye's direct focus, so the brain "tones down" the heavy effect of the buff panel lines. But if you look at the middle of the left wing you can see where I stopped with the effect and the illusion breaks down.

I had to write this before I got to this next step, but I plan to try to create the different texture of the fabric covered surfaces. To achieve this, I will spray the nearly finished model with Testor's Dullcote. Then I will use Ammo Ultra Matte Lucky Varnish, which should be even flatter. The idea is that the fabric surfaces reflect light differently from the aluminum surfaces.

I prefer to display my airplane models "in flight". This poses a few extra construction problems:

- It needs a pilot figure that didn't come with the kit
- It needs scratch built wheel well covers to get

them to fit

- It needs a stand
- Somehow, you have to depict a spinning prop

For a pilot, I went browsing through the model railroading section of the hobby shops for seated figures. "O" gauge railroads are in the range of 1/43 to 1/50 scale, so for a 1/48 scale plane I looked for "O" gauge passenger sets. I found a set that included some "businessmen" wearing business suits. Painted RAF blue with a yellow Mae West just painted on (no sculpting or putty work), they kinda look like pilots. With a clear styrene canopy over it, a casual observer will never know the difference.

For the wheel well covers I set the bottom half of the wing on a photocopier, and quick as a wink I had a template for the outline of the covers. I used some thin plastic sheet (a fake membership card from some insurance company advertising in the mail) and after a couple of tries had reasonable covers cut out.. I made a little bit of a mess around the wells when the super glue developed a mind of its own and I have some "odd texture" there. I decided to treat it as mud splashes, and just paint it brown.

For a big (to me) model like this, the stand needs to be weighted near the bottom to make it stable. I like to use iron or steel plumbing fixtures to get the weight, and use size adapters to step down the inside diameter until a piece of square brass tubing fits snugly. Then I epoxy the tubing in place.

At the other end (the plane), I use the same size tubing to make an insert within the
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I brace this with plastic chunks cut from the kit sprue and more epoxy. When all this is dry, I cut a length of square tubing that telescopes into the stand and plane and everything just slips together. I paint the stand and tubing a light color so it doesn't draw too much attention.

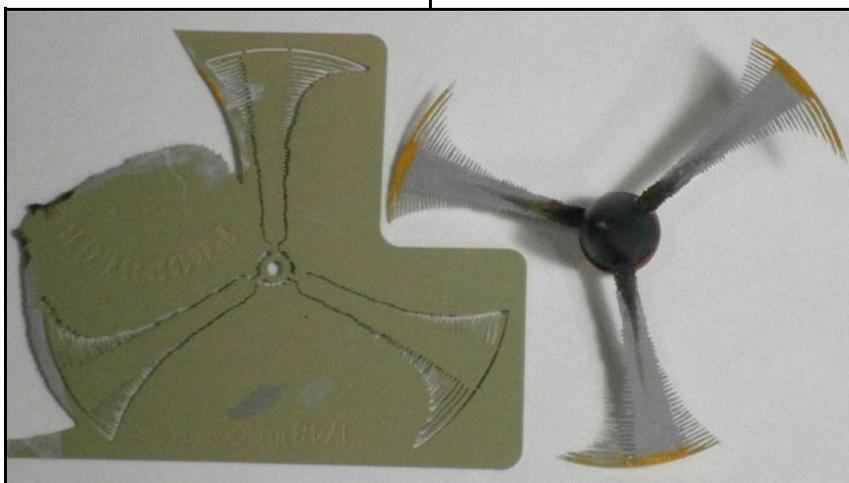
Over the years I have tried a number of ways to depict a spinning propeller. I've used a clear plastic disk, a clear disk with pale shapes painted on where the blades might be, and a clear disk with various wedge shapes cut where the propeller blades would be. I've cut the entire blade off; left a little blade stub; and used clear plastic wedge shapes glued to the propeller stubs. Whether I liked any of these depended on my mood, and the angle that I viewed the model.

The latest thing I'm trying is a product called "Prop Blur". This is a photo-etched brass depiction of each prop blade as a

spreading wedge, with fine "movement lines" depicted at the edges. At first I thought "sounds like a gimmick" but after seeing one on the table at a club meeting that changed to "this has possibilities". My impression of a spinning propeller when I have watched one on an airport apron or on a flying model is of a very light colored disk. I have been conditioned by photography and artist's paintings to expect a bit of a stroboscopic effect that makes the blades appear a little darker than the rest of the disk. Because the scalar speed that any point on a blade is moving

depends on its distance from the hub (the further out, the more distance the point has to travel in the same time as the other points in the blade move through the same angle) the blade may appear more noticeable close to the hub. Based on this, I painted the prop blur a light gray to begin with. Using a very thin dark wash, I drew in the blade from the hub to about half way to the tip. I added more wash near the hub to darken the blade in that area. That reproduces the effect that I associate with a moving propeller. The movement lines

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On The Table—November 2019

Name	Model	Manufacturer	Scale
Bruce McClain	P-51D	Tamiya	1/48
Steve Hustad	He 60 Diorama	Aim-Fan	1/72
Jim Kloek	IJN Hyusa	Hasegawa	1/700
Dennis Strand	Loire 210	Fonderie Minatures	1/48
Steve Erickson	MS 401	AZ	1/48
Steve Rewey	F-15C	GWH	1/48
Bob Maderich	Macchi MC72	Rarsh	1/72
Paul Burpee	Sikorsky S55	Aurora	1/48
Erik Zabel	Catalina	Academy	1/72
Jim Gausman	Paper Beavers Collection	Jim Gausman	1/48

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

- miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building

The terminal is on the right with parking available.



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that are etched on the edges let you see through the "blade" in those areas, and helps with the illusion. And of course, the tips have to be yellow. The photo-etch includes some spread at the tips of the blade where the tip paint becomes more noticeable, and starts to trend toward a complete circle. It doesn't actually go all the way around, but suggests the illusion that it might. I used Golden Fluid Acrylics Diarylide Yellow artist's paint for the yellow at the propeller tips and on the pilot's Mae West. It covers well in spite of technically being a transparent pigment. If necessary I would use Titanium White under the yellow, but I didn't have to do that on this project.

I hope to have the model on the table at the December

meeting (got to show I built last years gem to get a good position for sniping this year's White Elephant).



The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material to the editor and address changes to the treasurer.