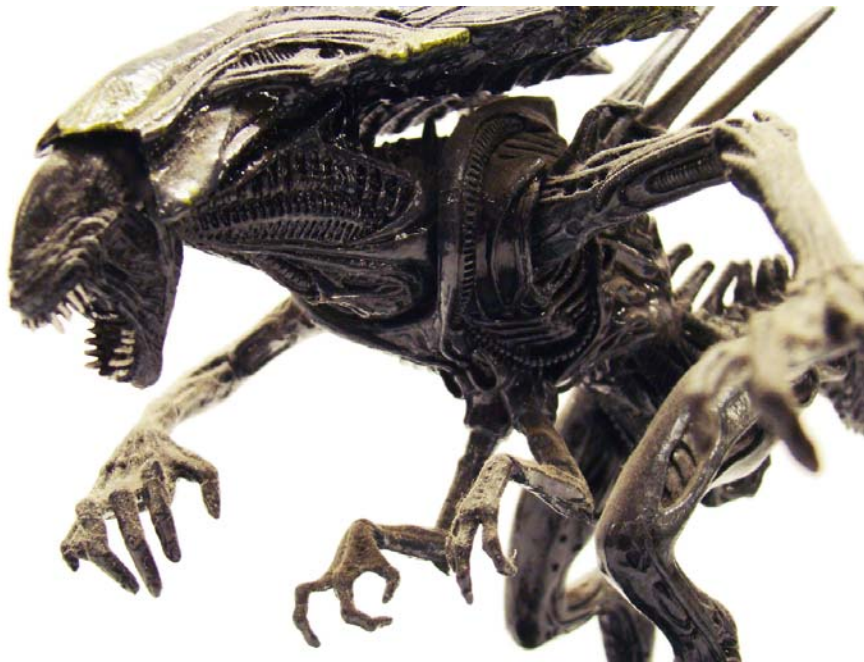


The Assembler



Will-Cook IPMS **11 17**

i Assemblers

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1 Meeting Themes

11-17-17: Which new subjects are you thankful were made into kits

12-15-17: This year's must build model review

01-19-18: What is your must build model of 2018

Location: The Church

Meeting Time: 7:30 PM to 9:30 PM

First Presbyterian Church of Homewood
17929 Gottschalk Ave., Homewood, IL 60430

Cover Image: Alien Queen by Max Bryant

2 Bill's Banter

Happy Thanksgiving! The theme of this month's meeting happens to be, "What new subjects are you **thankful** for"; How about that for timing?

The varieties of releases coming out are great for the hobby. Since I keep to a relatively small subject matter of collected and built kits, I guess I may take a lot of the new models for granted. Would I be thankful that a new car kit, for instance a 1957 Rambler, came out? Not really. Maybe if I built car models I would be a little more thankful. A lot of new aircraft have been coming out lately that I don't really care about. I don't build WWI or WW II planes. But there are some really cool things in those genres that are new and would be neat to have. Armor kits are getting a lot of new releases as well. Some interesting WW I period models are out now that folks have been clamoring for and it only took a hundred years to get them..

We also get re-releases of old kits that we built when we were kids. Are you thankful for those ancient pieces of history? Some are just a step from being scratch built or whittled from a piece of oak. In fact, it might be easier to do those things instead of trying to make a nice subject out of the old kits. All of the car models from the 50's through the 70's, etc., are being brought out again. There are choices of old remanufactured subjects and newly tooled kits of most aircraft. Pick your poison on these matters. With the old kits you might have raised panel lines and poor fitting parts. These were tooled by craftsmen who put in a lot of time making molds by hand. Now the new kits are here and they have their own sets of problems. We get misshapen parts because the company can't get the CAD drawings right. How many different subjects were redone by a different manufacturer from the original and ended up worse? That list gets somewhat long. Is having a choice something to be thankful for? Well, I am beginning to think so.

So here is what I am thankful for. I am thankful for the opportunity to have a choice on what ever I want to build. I'm also thankful for so many available kits to choose from that I find interesting. Having the opportunity to be able to go back in time and build a kit that I wished for back in the day or re-build an old kit is gratifying as well. This is a great time for modelers. Enjoy your hobby and be thankful for all it lets you do and discover through it. Now go eat some turkey! Bill

3 News

October Raffle Winners:

No raffle was held

Must Build Models 2017:

Max Bryant	1/32 Moebius BSG Colonial Viper (TOS)
Sam Buonadonna	1/35 Italeri PT Boat
Steve Butt	1/48 Monogram North American PBJ
Bob Ford	1/35 DML Scud B
Bill Hunoway	1/32 Revell U-72 Lakota
Don Klein	Moebius Johnny Quest "The Dragonfly"
Ken Kwilinski	Moebius Green Lantern (..and many more)
Ed Mate	1/48 Hasegawa F/A-18E Super Hornet
Jeremy Petersen	Open brick and mortar Hawker Hobbies
Ken Scott	1/72 Sukhoi T-50
Dave Stukel	1/72 Revell C-54D
John Truby	1/25 Revell Corvette Indy 500 Pace Car
Mike Valentine	?
Ed Wahl	1/43 Deagostini Millennium Falcon

IPMS/USA News:

IPMS USA membership dues are: \$30 Adult 1 Yr., \$58 Adult 2 yr., \$86 Adult 3 Yr.

The IPMS/Region 5 web site is:
<http://ipms-gateway.com/Region5coordinator.html>

Any IPMS/USA member who recruits a new member will receive a two journal membership extension up to two full years.

IPMS Gallery Photos: Contact gallery@ipmsusa.org to post photos of your models on the web site.

4 Feature

Hasegawa's 1/48 F-18E Super Hornet Modeling Notes

By Ed Mate

I wasn't planning on building an F-18 but my two youngest children gave me a Thunderbolt and a Super Hornet for Father's Day (2016). I noticed the Thunderbolt had the markings of "The Bug" so I said, "Ah, I got a Bug and a Super Bug". When I finished the Thunderbolt, I took a picture of my younger son holding it. That pretty much kicked off incessant hounding from my youngest daughter asking, "when are you going to finish the Super Bug?" Well, I didn't really want to work on the Revell kit she gave me so I found the Hasegawa kit I had in the stash.

A key reference for this project is [The Modern Super Hornet Guide](#) by Jake Melampy and I found inspiration from [The Scale Hornet: A Modeler's Guide to Building the F/A-18 Hornet/Super Hornet](#) by Pete Fleischmann published by the same Reid Air Publications. I also thank Norris Graser for supplying me with a bunch of photographs of the airplane I chose to model. Almost all builds in the book talked about replacing the cockpit so I picked up an Aires resin cockpit set. I also purchased Wolfpack resin exhaust nozzles and a G-factor metal landing gear set - as strange as the Hornet's landing gear is, I just felt better knowing my model would be supported by metal.

I started by building the drop tanks and wing pylons. This was some relaxing subassembly work that I did while taking a break on another project. The added benefit of building the tanks in advance was letting the glue dry for a long time before sanding the seams.

The Aires cockpit was painted FS36231. This was done when I was finishing up my Skyhawk canopy. This is an efficiency technique I use - I look for future projects that will need the same color paint when I have

just a small amount of painting needed on a project. The combined amount of painting makes it more worthwhile. I also painted the ejection seat while I was painting the seats for my Skyhawk projects. ...and, I painted the G-factor landing gear while I was painting the landing gear for those Skyhawks.

I used some Rhino resin intakes. The Rhino intakes come ready to install so I followed the instructions and glued the intakes to the lower fuselage half with 5-minute epoxy. I cut the fuselage sides per the instructions and attached them at the front end first using more 5-minute epoxy to attach them to the intakes. After the epoxy had cured for several hours, I finished gluing the sides to the lower fuselage with liquid glue. Mr. Surfacer and lots of sanding cleaned up the intake seams along the fuselage sides. ...but, at least all of this sanding was done on the outside of the intakes! As a side note, I noticed one of the Rhino intakes was warped/deformed (before installation!). I sent a note off to the seller and he immediately sent a replacement set. It is really great buying from a vendor that backs up the product like that.

I filled the stabilator sockets in the cross bar with turned pieces of sprue (I never use poly caps) and glued the bar inside the lower fuselage. I then reinforced the bar on each side with a piece of plastic card underneath and glued to the sides. The reinforcement was finished after I globbed 5-minute epoxy on each side of the plastic card. After the epoxy was well cured, I cut the center of the cross bar away so the resin exhaust cans would fit. I added some scrap plastic to the inside of the lower fuselage to help align and support the resin exhaust cans when assembled later.

At this time I also attached the upper wings to the upper fuselage half. Care must be taken on these joints because they are front & center when the model is complete. I attached the leading edges first and let them dry. I moved to the center and underside tabs next, then finished up with the trailing edges. I used some clothes pins to help hold the joint while the liquid glue was drying.

I spent a large amount of time cleaning up ejector pin marks on the landing gear doors. I started by punching disks of 0.010" and 0.005" thick plastic to glue in the marks, then I filled what remained with Mr. Surfacer.

There is more ejector pin mark work on the flap hinge fairings. ...and, take note, if you want to show the kit boarding ladder lowered, there are ejector pin marks to clean up there, too.



I assembled the flaps and found the bottom inserts don't fit very well. I added shims to the insides of the inserts (one only required 0.005"

thick plastic, but the other was 0.010" or more) so that they would sit flush. I glued stretched sprue to fill the gaps. Mr. Surfacer was applied over the stretched sprue and when dry the bottoms of the flaps were sanded flat. The sanding revealed some sink marks that were filled with more Mr. Surfacer. After a couple iterations, the bottoms were finally flat.



One flap had a sink mark on the upper surface so that was filled with Mr. Surfacer and sanded smooth. The flaperons on the outer wing are one piece parts but also suffer from ejector pin marks and some sink marks. The ejector pin holes were filled with some disks of sheet plastic and then all of the areas were treated to Mr. Surfacer to fill the gaps and sinks. A couple of iterations got these parts flat on the bottom surfaces as well.

The painted Aires cockpit was epoxied into place inside the upper fuselage half. This included the rear deck and equipment box under the rear deck. With all of the modifications done, the upper and lower fuselage halves were joined with liquid glue. There is a fair amount of seam work needed under the LEXes and along the rear fuselage sides. I used thick Mr. Surfacer to fill the gaps and sanded smooth when dry. The forward fuselage halves were joined and the seams for these were cleaned up as well. Joining the forward fuselage assembly to the upper and lower fuselage assembly completes the major fuselage construction. However, adding this assembly is not without issues. I taped the forward fuselage assembly to the rest of the model so I could check the balance. The instructions do not call for any nose weight but I have the resin exhausts so it seemed prudent to check. The balance was really neutral with no margin so I decided to add some metal scraps inside the nose fastened with 5-minute epoxy. While things were taped together I noticed a small ledge in the joint ahead of the windscreen. I also noticed some gaps under the LEX. The worst, however, was attachment area ahead of the LEX was not at the same angle as under the LEX. I also needed to spread the forward nose pieces 0.010" to get a better joint with the rear underside part - I added 0.005" plastic bits to each tab formed into the underside of the LEX. I started by gluing and taping the joint between the forward fuselage and rear underside part. After letting that dry for 1/2 day, I used clamps to close the gaps in the area under the LEX and fastened with liquid glue. After another 1/2 day drying, I used a clamp to close the joint ahead of the LEX. This last clamp lowered the ledge ahead of the windscreen and spread the upper fuselage slightly. Liquid glue was

used to fasten the final portion of the joint and was left to dry for a day before starting work to clean up the seams. I used a small amount of Apoxie Sculpt to fill the largest gap under the LEX and cleaned it up with water before it dried. Some filing, sanding, and Mr. Surfacer were used to finish off the forward fuselage seams.

With the fuselage done, I moved on to adding the lower wings. First, I drilled the holes and cut the openings for the pylons. The right lower wing needed a little plastic removed at the forward root to get better alignment along the length of the wing. I cut away most of what was needed with a new razor blade and cleaned up the remainder with a flat file. The left lower wing needed a little plastic added to fill a gap so I glued 0.005 plastic sheet to the end of the wing and cleaned up the joint before adding the lower wing to the upper wing. At this point I added the flaps and flaperons in the down position option. Each of the hinge/actuators needed attention to clean up mold lines and ejector pin marks. There are pieces that fill most of the gaps between the wings and the flaps, but these, too, suffer from ejector pin marks.



I filled and cleaned these up as well because the marks can be seen from underside. The wing tip missile launch rails are two pieces each so these were assembled and the seams on these were cleaned up with sanding and Mr. Surfacer. Finally, the leading edge flaps were assembled and attached to the wing as well.

The kit was looking more like a Hornet, but there were a few more things to do to get ready for painting. Some antenna and probes were glued to the upper, lower, and forward fuselage. The resin instrument panel and combing were attached with 5-minute epoxy. The HUD was assembled and the windscreen attached with 5-minute epoxy. The

remaining cockpit opening was masked. The white areas inside the intakes were masked. I had been dreading masking the intake separation lines for many weeks. It can definitely be called "fun with tweezers". To simplify the complex task, I used the kit parts to help get the shape of the tape masks correct. I first put tape on the insides of the kit intake parts and trimmed the masking tape at the edges so I had the grey areas defined. I placed the tape in the intakes on the model starting at the intake leading edges - this tape showed where the line would be and showed me where to place the tape to mask the white areas inside the intakes. I again used the kit parts to cut tape but this time I just needed the shape of the separation line - think of it as the waste from the trimming done from the first step. With the white area



tape masks, I fished them into the intakes and pushed them back to get them into position. Trial and error ran rampant as I worked to get them into position and pressed snugly against the resin intakes. Once I had the white area tape in place I removed the grey area

tape. I cut some foam plugs from the material Eduard uses in their Brassin sets to seal the holes.

Finally, the model was ready for cleaning then painting. I started with Alcad dark aluminum sprayed on the rear fuselage, ECS outlets, gun port, and chaff dispensers. White was sprayed where the yellow will be. The white paint was tinted with yellow then I sprayed the slime light areas. Portions of the slime



lights were masked then black was painted on the remainder; black was also sprayed on all of the screened vent areas and a few airframe spots as a preshade. White was randomly sprayed on the airframe as another means to break up a solid grey finish.

The original slime light masks were removed and the entire slime light areas were masked. Yellow was sprayed on the necessary parts of the fins. The yellow trim areas were masked as well as the carrier code letters and chevrons from the unit markings. The code letters and chevrons were carefully cut into tape using a copy of the kit decals as a pattern.



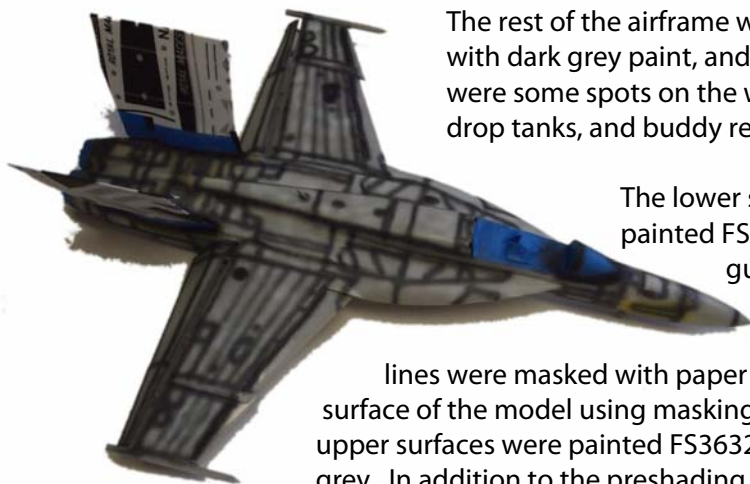
The rest of the airframe was preshaded with dark grey paint, and also included were some spots on the wing pylons, drop tanks, and buddy refueling pack.

The lower surfaces were painted FS36375 light gull grey. The

separation

lines were masked with paper held off the surface of the model using masking tape. The upper surfaces were painted FS36320 dark gull grey. In addition to the preshading, some light

grey was added to the paint and sprayed in a random pattern over the top surfaces to add more depth to the all grey paint scheme. The maintenance strips on the trailing edges of the flaps were masked and painted FS35237 grey; however, I didn't like the stark contrast so I sprayed thinned dark gull grey on top and light gull grey on the



bottom to blend the colors together. The leading and outboard edges of the stabilators were masked and sprayed Alclad dull aluminum. The model was then sprayed with Future to seal the paint, then the model was sanded with a 6000 grit sanding pad to smooth the paint. At this point I masked the wheel wells and painted them white. The model was given another coat of Future to prepare it for decals.

For the markings I chose one of the options from the kit - VFA-115 Eagles. I did not want to use Hasegawa's decals so I pulled out some decals from CAM that I had in the stash. I was going to use these, but in doing some research I found that Super Bugs from VFA-115 participated in OIF. To get the proper markings for this time frame I purchased a decal sheet from Aeromaster (48-618) - Abe's Super Stars. I started applying decals over the grey and found that I was still getting silvering. Déjà Vu! I fought this while working on my F-15 projects. Many slits were cut in the silvered decals and more Micro Sol was applied to get the problems fixed. This was so frustrating that I switched to putting down a thin coat of Future where I was going to apply a decal and then applying the wet decal over the wet Future. The decals don't sink into the panel lines as well with this method, but it is a pretty sure-fire way to eliminate silvering. I used the kit decals on the drop tanks because I had four of them to finish - the kit decals provided 4 sets while Abe's Super Stars only provides one set.

Osprey Combat Aircraft #46 has a photo on page 83 of s/n 165781 configured as a tanker armed with two AIM9s and an AIM-120. Since this CAG bird flew a lot of tanker missions, I decided this was the configuration for my model. I tracked down an Attack Squadron buddy refueling pack (Wolfpack's offering seems to be out of production) and built and painted it alongside all four of the kit drop tanks. I used some 0.032" diameter brass rod to attach the relatively heavy refueling pack to the kit center pylon. The Sidewinder missiles are Eduard Brassin products and since I was only going to use one, the AIM-120 is from the kit. The kit AMRAAM is actually fairly nice and I only drilled out the back for the rocket nozzle after cleaning up the part.

With the decals finished, I gave the model a brown oil wash then a coat of Testors dullcoat. The landing gear were installed using 5-minute epoxy. It was a good thing that I test fit the main gear parts because I needed to remove about 0.020" of length from the side braces so that the wheels end up perpendicular to the ground. I used the kit wheels and they fit perfectly on the axles of the G-factor landing gear. I finished painting the exhaust nozzles long ago while working on another project but I still had to finish the burner cans and turbine faces. While I was facing some engine work, I painted the parts for several other jet projects including a future legacy Hornet. Once I had the parts painted, I assembled them with 5-minute epoxy and installed them with epoxy.

Nearing the home stretch, I still had two tedious and labor intensive jobs to do: paint the landing gear door edges red and sand out the main canopy seam. In [The Scale Hornet](#), Rich Van Zandt recommends preparing the canopy as one of the first steps - wise advice I wish I had followed at this point. I decided to tackle the canopy and procrastinate some more on the red paint. While I was working on the canopy, I pulled out a F-14 canopy, three F-16 canopies, and my F-16XL canopy; I'll be in better shape as those projects near the finish line! I followed a typical procedure by cutting the raised seam plastic with a new razor blade followed by wet sanding with 600 grit sand paper then 2400, 3600, 4000, 6000, and 8000 grit sanding pads. I then polished with a jeweler's cloth and dipped the canopy in Future. The inside was detailed with some of the Aires parts, the outside masked with masking tape, then painted grey. That's a simple one sentence, but it took about a day to complete!

Eventually I painted the gear door edges red and attached them to the model with super glue. I used a combination of free hand painting and masking with strips of tape to paint the red edges. ...another essential tool is a new razor blade to shave off any stray red paint. Once the gear doors were on the five pylons with drop tanks and buddy pack were

attached using super glue. The empty outside pylons were attached and the AMRAAM and Sidewinder missiles were glued on. Why only one AMRAAM? ...I don't know, but that was the configuration I saw in the photo of the jet on board the Abe Lincoln during OIF. I attached the kit boarding ladder in the lowered position then attached the canopy in the open position. A little further weathering with pastel chalks and this project was done. Nary a second went by and I notified my youngest daughter that her Super Bug was done. A few photos of her holding the model were taken as part of this little family celebration.

I rate the kit 7.5 out of 10 on the Mate meter. Rhino intakes are highly recommended. I agree with others that the cockpit is nicely improved with some resin replacement. The wing flaps are a pain and the engine nozzles are not true. Many complain about the seam work needed on the fuselage, but in fairness to Hasegawa, the fuselage shape is somewhat complex and I think their parts breakdown was fairly simple. Kudos to the kit for having separate wing flaps & slats because F-18's on the ground most often have the flaps lowered - this was the most significant factor in why I chose to build the Hasegawa kit over the Revell kit.



5 October 2017 Meet Models



**1/48 scale H-21
by Bill Hunoway**



**1/48 scale Hasegawa F/A-18E Super Hornet
by Ed Mate**



Aliens by Max Bryant



**Freddie Krueger
by Ken Kwilinski**



**Creature from
the Black Lagoon
by Don Klein**



**The Wolfman
by Ken Kwilinski**