

June 2019

Willow Run Bomber Plant Chapter IPMS/USA was established on December 6th, 2018 and is located in Ypsilanti Michigan – home of the Willow Run Bomber Plant and “Rosie the Riveter”.

Our Chapter name proudly reflects the history and heritage of Henry Ford’s famous Willow Run Bomber Plant, in Ypsilanti Michigan This plant built over 8000 B-24 Liberators in WW2.

Meetings

General meetings are held on the 1st Thursday of the month at the UAW Local 898 Union Hall. Located at 8975 Textile Rd, Ypsilanti, MI 48197. Meeting time is from 6:30pm to 8:30pm.

E-mail us at

wrbpipms@gmail.com

Web Site

www.wrbpipms.org

Officers :

- **Joe Rivers — President / IPMS Contact**
- **James Doeden — Vice President**
- **Jon Cassino — Treasurer**
- **Rob Thurman — Secretary**



Liberator Riveter

Well Folks, We Did It!

Well folks, We Did It! With 23 dedicated and committed modelers in attendance (33+ members by June 06, 2019), the Willow Run Bomber Plant (WRBP) Chapter of the International Plastic Modelers Society – USA was established. Now the work really begins to get things up and flying (or rolling, or steaming, or walking, or rocketing, or whatever...). Officers were elected to complete the paperwork process for submitting our Charter and By-laws to the IPMS-USA for our official Charter. The elected officers are: in the lower left column. The WRBP’s General meetings are held at the UAW Local 898 Union Hall located at 8975 Textile Rd, Ypsilanti, MI 48197. Meeting time is officially from 6:30pm to 8:30pm, but we will set up at 6pm and all are welcome to come help move tables and make coffee. There will be a couple of tables set up for model displays, so everyone is encouraged to bring a project to show.

About the “Liberator Riveter”

The WRBP “Liberator Riveter” will be the WRBP official publication and it will be published quarterly, with extras published on an as needed basis. As with every club publication, the more members that submit articles, the better it gets. We are looking for ideas of regular features. They can be “How To’s”, Kit reviews are always great (they need to be mixed to cover all the different categories out there), history articles, book reviews, aftermarket reviews ... really, anything that’s modeling related. Send your ideas to wrbpipms@gmail.com. All related correspondence should be tagged “Liberator” in the subject line.

“You don't
dream of
history,
you make a
model of it”

A play on a
quote by Ansel
Adams



If you have not joined
the IPMS-USA yet,
Please go to

www.ipmsusa.org

Once you have
joined, please contact
me with your IPMS
Member number and
expiration date to
enter on the Chapter
member role.

- Joe Rivers

Area Museums

While most have heard of the Kalamazoo Air Zoo, the Henry Ford and the US Air Force Museum in Dayton, there are many others in the region that are worth your time. So in upcoming issues of the *Quarterly*, we hope to highlight a few each issue. Remember that you can submit ideas to let your fellow modelers know what is available, and what aspect is worth a second look.

The first is the Gilmore Car Museum in Hickory Corners Michigan. That is up north of Battle Creek. It has hundreds of cars on 90 acres, some dating back to the 1800s. Don't worry motorcycle enthusiasts, they've got you covered too. My favorite thing was the 1963 Chrysler Turbine. A limited run sedan with what is essentially a jet engine. If you go, remember during winter hours, some of the buildings are closed, so head there in April to November. Admission is \$15 and check the website for directions and details (gilmorecarmuseum.org). You'll need to.

Lastly is the Motts Military Museum in Groveport Ohio. That is south of Columbus. This place is a real gem. Yes it has Vietnam era armor and helicopters, but it also has a crushed fire truck recovered in NYC after 9/11. There is an A-7 in back, but the really great thing is the displays indoors. There are so many small items going back to the 1700s, it blows your mind on sheer volume alone. Admission is \$10 and check the web (mottsmilitarymuseum.org) for details and directions. This one was easy to find.

Tools of the Trade

If you do any scratch building at all, you have probably purchased all kinds of gadgets and gizmos that 2 years before you never knew what they were, let alone something you needed. Punch & Die (P&D) sets are that way for me. If I need to make a hole, I have drill bits in a wide variety of sizes, but what if I need a disk? Say I need knobs for a cockpit or a large amount of flat-head rivets for a tank. Cutting a disk with a circle template and a hobby knife is only going to work so well. This is especially true for disks under 1/4 inch in diameter. That is where a good P&D set comes in.

Waldron makes two sets and CB Model Products also has a set, but none are generally available except on the secondary market. This is a shame as the Waldron sets are great. Fortunately its Micro Mark to the rescue. They have 2 sets available. The smaller set has 9 punches ranging from 1 to 5mm in 0.5mm graduations for \$60 + S/H and a larger set of 7 punches ranging in 1/8" to 1/2" in 1/16" graduations for \$105 +S/H. Down at the Model Cave, Jon has the smaller set in stock for those folks who gotta have it now.

Kit Review: by Mark Halseth

Accurate Miniatures 1/48 SBD-3 Dauntless

Lt. Richard Best, VB-6, USS Enterprise, June 4, 1942 Midway

After reading the book Pacific Payback by Stephen L. Moore (Penguin Group, 2014) , I was inspired to build Lt. Richard Best's SBD-3 Dauntless. This book tells the story of the Dauntless aircrew who participated in the Battle of Midway. Lt. Best's 1000lb bomb on the carrier Akagi was the one that mattered. For within 15 minutes of his hit, she was dead in the water. Later that day, Lt. Best would score another bomb on Hiryu, making him the first American pilot to hit two carriers in one day. He was awarded the Navy Cross & the Distinguished Flying Cross.

I was encouraged to build the Accurate Miniatures SBD-3 kit by Jon at the Model Cave as it is the best 1/48 scale version on the market. I have had bad luck with Accurate Miniatures (AM) before. Their B-25B has serious fit problems. This kit is much better.

Outstanding packaging and presentation is the hallmark of the kit. The sprues are individually bagged. Decals, instructions, a historical account, and canopy are packaged in their own cells separated by a cardboard shelf with a nice multi-view view drawing of the aircraft. This kit dates from the late 90's and was fairly advanced for its time. The kit relies on fine & fragile injection moldings instead of photo etch for its detail parts. Therefore the utmost care has to be taken in the cockpit area as there are many small parts. Clear plastic instrument panels with decal dials give the impression of depth. There are no rivet details, however the panel lines, access doors, etc. are all nicely recessed. The flight control surfaces are all tapered to give a sharp contour at the trailing edge. There is a choice of weighted or unweighted tires, closed or open canopies. There are a few parts left over for you parts collectors like a SBD-5 gunsight. The decals are excellent and even though 18 years old, they worked flawlessly.

The build is typical of aircraft – cockpit first. AM insists that you read and follow their instructions since there are some things that are unique to this kit. Follow their advice. The only issues I had were the fit of both (L / R) Rudder Control Links,. I think the plastic was just too wide for the space allocated. So they end up a bit crooked rather than lined up parallel to the aircraft centerline. In the end they are deep in the cockpit floor and hard to see without a flashlight when finished. I left out the flare gun and the map table until the very end. Overall, I painted the interior cockpit green, glossed it and used an oil wash to highlight and deepen details. I used a silver pencil to detail scratching and wear on the seats. Photoetch lap belts from a Hellcat kit finished the seating. Be very careful about alignment and go slow when pushing the cockpit floor assembly up into the fuselage. I broke some parts trying to do this the first time.

Next you complete the turret ring assembly. I recommend not installing it until the end. You can get it into the pivot slots with some patience and an angled tweezer. I should note that the SBD-3 kit comes with a single mount .30 cal. At Midway, they had upgraded most if not all of the rear guns to a twin mounts. There are good reference photos for these online and I scratch built one using a shortened pair of scrap box .50's and armor plating made from card stock.

After the cockpit installation, I superglued the lower wing in position. Make sure you temporarily tape the upper wings in place when you do this so that the lower wing is properly aligned and the potential for upper wing gaps at the fuselage are minimized. Once the lower wing is dry, I used liquid cement to adhere the uppers. There was a tiny gap which I filled with Squadron Green Putty.

The most disappointing part of the kit is the engine. **AM** has tried to replicate the wiring with ugly thick molding. I cut them off and replaced them with electrical wire. A tedious process for certain, but it looks much better. I then followed **AM**'s instructions to the letter and found that I had a slight misalignment with one side. The axle was not parallel with the ground causing the wheel / tire to be out of alignment. I had to re-drill the axle hole in the wheel off-angle to account for the misalignment.

As VB-6's main weapon was the 1000lb bomb, so I left off the 100lb bomb racks on the wings. I cannot find documentation that VB-6 carried anything other than the centerline bombs on June 4, 1942. The dive flaps and their actuators are fragile and take some effort to clean up. Take your time. The center dive flap can be either red or white inside. I went with white. I glued in the top flaps flush to the wings with super glue and left the bottoms and the mechanisms off until the end.

In preparation for painting I used a Eduard canopy masks for the Hasegawa kit, but I was able to tweak it here and there to make it work. For painting I used the black basing method - my second attempt. In this technique, the model is painted overall Tamiya NATO Black. Then the camo color is sprayed on in a fine very random pattern, in places heavy, others light. Some modelers mix other complimentary colors in the randomness to provide variation. I used Light Gull Grey for the undersides first with a light random pattern, followed with very light, heavily diluted top coats layered on the top coat is Model Master Navy Blue-Grey. I also used a Tamiya Blue, which is a darker shade, nearer to the wing roots and along the wing spines. Model Master Flanker Blue, which is a much lighter shade, was used towards the outer wings and along the upper fuselage spine. Highly diluted coats of the Blue-Grey were slowly built up over this until I got the coverage, variation, and depth of color I wanted.

I glossed the plane with Vallejo Premium Acrylic Polyurethane (also recommended by Jon Cassino). I used a mix of decals from **AM**, **Tamiya** and **Hasegawa** to create Lt. Best's aircraft. The decals were glossed again. Black and brown Tamiya Panel Line Washes were applied and a final coat of Model Master Acrylic Flat was laid over. Once dry, I used artists' oils to create oil straining and streaking. I airbrushed the exhaust blowback. I used very small amounts of dust pigment on the walkways and my references showed almost no chipping on these planes, so I left the silver corked. To finish, an antenna from stretched sprue was added.

I have to say this was one of the most enjoyable builds I've had in a while. The surface detail is very good and combined with the black basing technique, I think the model comes to life. I hope that you will pick up Pacific Payback, it might make you feel like you are in a 70 degree vertical dive!

Editor's Note: Mark's original article is much longer and has larger photos. They are available upon request.



Book Reviews: by Joe Rivers

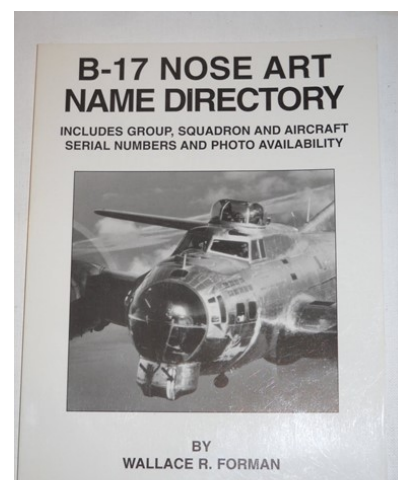
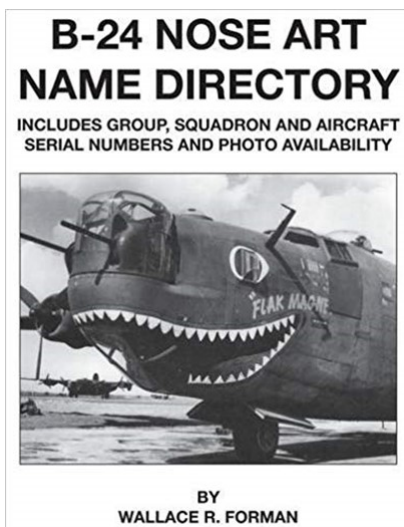
B-24 Nose Art Name Directory

By Wallace Forman

The **B-24 Nose Art Name Directory** is the product of years of statistical research by Wallace Forman. It is not drawn from “official” records, as no single document contains this information. Incomplete data on aircraft names and serial numbers is scattered throughout unit records, missing air crew reports, etc. This directory is not “all-inclusive”. It does, however, list more than 7,800 Consolidated B-24s in all their variations from the World War II era, for which Mr. Forman has obtained some sort of identification, showing name and, where available, group, squadron, and serial number.

This volume is organized two ways: by the name given to the Consolidated B-24 aircraft in all their variations from World War II era and also by the unit with which the aircraft served. There are about 9,000 entries, includes group, squadron, serial number, and vintage photos. The photos in this book are black and white. The **B-24 Nose Art Name Directory** is available on Amazon starting at \$25. Mr. Forman has also authored a similar volume – **B-17 Nose Art Name Directory** published by Phalanx Publishing Co. (Starting at \$15 on Amazon)

I highly recommend both of these as a



Liberator Album – B-24s of the 2nd Air Division

By Mike Bailey

The B-24 Liberator bombers of the US Eighth Air Force's powerful 2nd Air Division settled upon airfields scattered around Norwich. From here they were to wage a terrible war of destruction into the industrial heartland of Germany. This superb pictorial album is devoted to those brave men and the legendary machines of the USAAF's extraordinary 2nd Air Division.

I have had this book for 20 years and still use it as a constant reference. I was pleasantly surprised when I first bought it and was looking for unique Ford Built B-24s out there I was amused to find one named "Will-er Run?", and I had to build it. Unlike other books that attempt to cover the entire career of the B-24, this one sticks to the subject, and does it well. The text is readable, and there's good information for modelers. One thing I was surprised to learn, and I've seen it nowhere else, is that the bomb bay doors were painted a deep yellow-orange at the bottom to alert others that the bomb bay was open. Also, a unique ID feature to Willow Run Ford Built B-24s is the fact that they are the only ones painted from the production line with a wavy demarcation line between the OD top and Neutral Gray bottom colors.

The photographs are, for the most part, good quality, and a great deal of detail can be seen. Most of the photographs I have not seen before. The photos are keyed to particular aircraft by AAF serial number and nickname, if known. There are also notations as to whether the ship survived the war, or not, where it went down, or if it was involved in a non-combat accident. The color profiles at the back of the book are of good quality.

I recommend this book. It is available on Amazon. Prices range from \$20 for used to \$50 for a new copy.

