



## Building an In-Flight 1/72-Scale

# B-52

*by Mike Turco • photos by the author*



**I** have a friend who is a retired USAF Lt. Col. He is a Vietnam vet who wanted a model of a B-52 but he's not a modeler and he found the finished models rather expensive. So last year, when we visited the National Museum of the USAF, I promised I'd build him one. Since I needed a Vietnam-era B-52D, I decided to get a Monogram 1/72-scale kit and do it up in SE Asia camouflage. I vowed to get it done before our annual March meet-up at the Williamsburg Film Festival. I soon found out what I had gotten myself into.

**Complete and unstarted** OOP 'Nam-era Monogram B-52D kits are running between \$75 and \$150 from resellers and on Ebay, and date from the late 1960s-early '70s. I searched for a while and decided to buy a partially built kit that showed up on eBay for \$34 + shipping. As expected, the kit was in pretty bad shape. The box was coming apart, which made me worry about lost parts. The

fuselage was glued together and poorly brush painted. Some of the engine pods were badly assembled and needed to be taken apart. It was a "Jet Engine Sound" kit but I dispensed with that feature as the instructions and some of the parts were not present. There was a broken engine pod, broken rear ball turret, stray glue marks everywhere, and no instruction sheet. I essentially had to "un-build" what was assembled, which involved carefully taking the fuselage apart and sanding everything to an acceptable condition before beginning reassembly. This took a couple weeks working on and off between other builds.

### NEXT MEETING

## April 3

• **Theme Contest**  
**"AFTERMARKET"**

*continued on page 6*

# Presidents' Corner by VP Tom Gill

## February Meeting Report

**H**ey guys, its Tom invading the corner this month, because apparently its more important to travel to distant lands and make money...some people right?!

Anyways, it was a great turnout last month, especially given the extreme cold weather pattern we seem to be stuck in. The one plus to that is more time to build. Congrats to Mike again for stacking the deck...I mean producing another excellent, winning model. I have been making myself crazy building a 'Nam-era M-113 and

appreciate all the advice I was given during the meeting.

**It was brought up** by numerous members about reinstalling a monthly clinic of sorts \*hint hint Tommy\*. My own opinion is it would be of great help to many. From my point of view, anyone can give the most wonderful advice, but to actually see it done and follow along with someone to tell me if I'm turning my OD piece to brown mush with washes is what I find most helpful.

**In the end** I met a handful of newer members that seem to enjoy the club, and hope to see all of you next month and at The Big Sit. Stay warm and have fun building.



The  
Winners  
Circle  
February

Grumman F3F by Mike Turco

## “Double Trouble”

by Mike Turco

**I** really enjoyed building the little Monogram 1/72 Curtiss Goshawk and wanted to build a second biplane. When I found out that Accurate Miniatures released the Grumman F3F series in 1/48th-scale, I thought it would be a good choice for a biplane, as their fit and instructions are better than average. And as a bonus it included photoetched rigging. So when one showed up on EBay for about \$20, I jumped on it.

**AM kits are nicely packaged.** The sprues are individually bagged, decals and clear parts are packed under a cardboard divider to prevent damage, and the instructions

are about the best of any manufacturer. The decals in this kit allow one to build any of the F3F-2s that were flown, Navy or Marines. It's like getting aftermarket Starfighter or Yellow Wings decals, except that in this case, the modeler has to paint the upper wing chevron and the fuselage band. Only the edge lines are provided for the latter. You get everything to build the model out of the box, the only addition needed being the antenna wires should

*Accurate Miniatures is no longer in business but their kits can be found on Ebay and Amazon if not in stores. Their Grumman F3F is a winner. – Photo by Mike Turco.*

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# February Display Highlights

Photos by Tommy Kortman



*F-82G Twin Mustang, 1/72, by Paul Tomczak*



*F-14 Tomcat, 1/72, by Joe Volz*



*Focke-Wulf FW-190D-9, 1/48, by Mark Webb*



*Focke-Wulf FW-190D-9, 1/48, by Mark Webb*



*BAE Hawk T1, 1/32, by Paul Kopczynski*



*P-38F Lightning, 1/48, by Joe Leonetti*

# February Display Highlights

Photos by Tommy Kortman



1961 Dodge Seneca two-door sedan, 1/25, by Greg Hogg



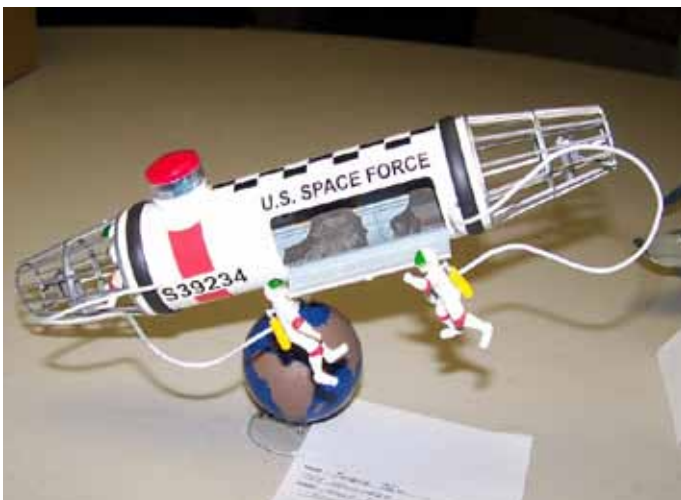
1961 Mercury Monterey two-door hardtop custom, 1/25, by Keith Jones



"Steam Punk" firearms, 1/1 (in-prog.), by Mike Napoleon



"Steam Punk" accoutrements, 1/1 (in-prog.), by Mike Napoleon



Willy Ley "Space Taxi" 1950s concept, by Mike Turco



2013 Camaro custom, 1/25, by Rod Rakos



## Grumman F3F *Cont. from page 2*

you choose to add them. I used elastic E-Z Line, a great product that makes adding antenna wiring a relatively easy operation.

**The kit's 19-page** instruction booklet is filled with tips that help the builder avoid pitfalls. It is replete with inset diagrams and tips on the construction sequence and timing. Examples are:

- *Note: We recommend that the rudder be added at the end of construction to ease in the placement of decals and to protect the delicate radio antenna from potential breakage.*
- *The landing gear "A" arms are delicate. So be patient with this assembly. You are about to add the landing gear doors/fuel tank sides. They look like they will never make it. But they will fit perfectly.*

**Parts fit overall** was excellent. Fitting of the main landing gear was tricky but, similar to the examples above, a diagram inset with directions for how to insert the struts is provided. Once in, they fit very well and were sturdy enough to support the model. This step is important in order for both wheels to be angled equally. Both bulged and unbulged tires are provided for the builder's choice. I opted for the former.

**The photo-etched rigging** makes the job easier than having to glue thread or stretched sprue, but it isn't a cinch. If the wing alignment is such that the fit of the PE piece is too tight, the rigging will bow, too loose and it misses the attachment point. The instructions include a whole page devoted to the rigging, and following those procedures gives great results.

**I researched different F3Fs** and found info on the VF-6 squadron. Tail, fuselage band and cowl colors varied among the squadrons and depicted not only the squadron but the aircraft carrier that the planes were assigned to at various times. I loved the color scheme of the VF-6 and decided to build the aircraft flown by the squadron commander assigned to the carrier Yorktown in 1937.

**I used Tamiya Camel Yellow** (TS-34) on upper wing and Bare Metal Silver (AS-12) spray can lacquers on lower wing and major fuselage parts. I brush-painted the cowl Tamiya XF-7 Flat Red and the tail section X-4 Gloss Blue. Regarding the AS-12 spray, the Tamiya AS series paints are made to depict the reflectance level of 1/72 and 1/48 scale aircraft, so I don't worry about having to spray over the finish with a flat or a semi-gloss clear. I use them regularly with good results. They can be masked without worrying about lifting off the paint when you remove the tape. ■

## Monthly Theme Contests 2015

### January: "THE 21<sup>ST</sup> CENTURY"

Winner: Mike Turco - 2003 Corvette C5-R

### February: "DOUBLE TROUBLE"

Winner: Mike Turco - Grumman F3F

### March: "THE THIRTIES"

Winner: Paul Kopczynski - Grumman XF5F-1 Skyrocket

### April: "AFTERMARKET"

*Models with something aftermarket added (except decals), e.g., photo-etch; resin parts (like cockpits, or tools, bags, & fuel cans on tanks); metal landing gear that replaced the kit plastic; added ordnance (missiles, bombs, etc.); resin car body or body parts. Need to show instructions or box from aftermarket addition(s).*

### May: "THE THIRD REICH"

*Models of any German plane, ship, figure, rocket, or armor subject from 1933-1945. Any automobiles from 1933 - 1945 are eligible.*

### June: GOLD/SILVER/BRONZE CONTEST

*No theme contest.*

### July: "JAPAN"

*A model of any Japanese subject.*

### August: "OUT OF PRODUCTION"

*Model must be from a defunct manufacturer, i.e., Aurora, Strombecker, Comet, Frog, Collect-Aire, Accurate Miniatures, Renewal (original), Hawk, Jo-Han, Lindberg (original 1950's Lindberg kits ONLY), pre-"S" Revell kits (original 1950's Revell kits ONLY), pre-1970 Monogram kits. REISSUES ALLOWED. Must have instructions and/or box.*

### September: "CONCEPTS & PROTOTYPES"

*Model of something designed but never built, or a prototype version. Examples: XF-103 Thunderwarrior, a concept car, or General Dynamics YF-16.*

### October: "ON THE WATERFRONT"

*Model depicts something that floated, e.g., ships/boats; flying boats or amphibian aircraft; armor moved over water; Gemini space capsule; 1959 Buick pontooned by Cubans trying to escape to Florida; figure of a surfer or Esther Williams, etc.*

### November: "NO BIG SIX"

*Model CAN'T be of a US, British, German, Japanese, French or Russian subject.*

### December: FAVORITE FIVE CONTEST

*No theme contest.*

**Questions about DVSM's Contests should be directed to Mike Turco at [MATurco@aol.com](mailto:MATurco@aol.com)**

## In-Flight B-52 *Continued from page 1*

**The parts fit of this kit** could be described as fair. I painted and fitted the cockpit components and pilot and co-pilot figures, which the previous builder left out, into the left half of the fuselage. The crew compartment is barely visible, but I put it in anyway. The entire fuselage seam all around required filling and sanding, which took a lot of filler, as the model is two feet long. I filled it with my usual talc/super glue mix applied with a toothpick, then did more sanding and polishing. Since my buddy wanted an in-flight model, I dispensed with the landing gear, which I thought would be time saver. This misconception came to an end when I test-fitted the gear doors to the fuselage. The doors did not fit well closed. Much more sanding and filling ensued. I carefully masked all the clear windows that were already glued in, plugged all the fuselage openings with cotton and tissue, and spray primed the fuselage with Tamiya Light Gray.

**I found an 11" x 17"-size copy** of the instructions on an internet site. It was too indistinct to enlarge any further so squinting and guessing part numbers, etc., became the rule. The SE Asia camo is made up of three colors: SAC Bomber Tan, SAC Bomber Green, and Dark Green. The undersides of the plane and the rudder are black. The B-52 at the USAF Museum is finished this way. While gloss black was called for, I went with semi-gloss black, which to me looks more authentic at this scale. After assembling all the components and priming, I pre-painted the undersides of the wings, engines, tanks, fuselage, and the rudder Tamiya semi-gloss black spray lacquer. I then proceeded to mask and paint the upper surfaces of each component prior to final assembly. I used the instruction sheet as a guide, and the post-it-note method and some tape masking in series along each sub-assembly. I used Testors spray enamels for the two SAC colors and Tamiya AS-13 USAF Green lacquer spray for the dark green, all rattle cans. There was no evident incompatibility when over-spraying these paints. This took a couple more weeks of cutting out patterns on large Post-It-Note paper, locating the cutout, spraying the first color, then repeating the procedure for the next while covering the first, etc. This was tedious because the areas to be painted are large, very irregular, and over spraying was a concern. I used nearly all of the SAC tan and green paints. I flubbed a couple borders and had to start over each time. It seemed like forever, but working through the Thanksgiving, Christmas and the New Year's holidays finally bore fruit.

**Oh, I almost forgot.** While I didn't need to worry about landing gear, Vietnam BUFFs were equipped with two external bomb pods, each with twelve bombs in four rows of three under each wing near the wing root. Each bomb had to be assembled from two different halves, seams cleaned, sprayed olive drab, nose tipped with

yellow, and glued to the pods. Lining up the bombs and keeping them from breaking off when assembling them to the wings was a chore. I lost one bomb so I made another by cutting two pieces from a kit-supplied plate of embossed "half bombs" that you are to put in the bomb bay to simulate a bomb load, in case you model the plane with the bay doors open. It took one night to build that one bomb so it matched the other 23. Then, of course, after finishing the build, I found the lost one and replaced the home-made one.

**The final painting chore** was the walk outlines. This plane has long boundary lines on the wings and fuselage, and an asymmetric pattern on the horizontal tail surfaces. I decided to paint them instead of using decals. So I ended up masking each side of each section of line with thinly cut Tamiya tape and brush painting with Testors acryl, my favorite bottled semi-gloss black. That took another couple weeks.

**The final challenge** was how to mount this model. This plane is big and heavy. It has a 32" wing span and



24" long fuselage. Simple acrylic rod on a wood base won't handle it. I thought about designing screw fittings into the bomb bay and attaching the plane to some sort of base arm with screws. I wanted the plane to be secure to its base yet able to be disassembled easily for transport. The roll-direction moment of the model would require a very strong method of attachment, even if multiple screws could somehow be fashioned into a block or threaded to some metal fittings secured inside the lower fuselage. I spent the better part of an hour one afternoon poring over hardware at my local Home Depot, looking for some sort of combination that might work, but I could find nothing that I thought would be both detachable and strong enough. Just when I was about to give up, I caught sight of something hanging just next to the screws. Ceramic magnets. There's an idea, I thought. If the magnets were strong enough, and I could somehow attach one to the bottom of the bomb bay doors or inside the bomb bay, and another under the base arm, the force of the magnets just

*continued on following page*

## In-Flight B-52 *Continued from page 1*

might hold the model. It was a chance I decided to take. I bought a set of two 1" x 1½" rectangular ceramic magnets, the largest that were on the shelf.



*Ceramic magnets from Home Depot hold the model to its stand.*

**I fabricated the base** using a crafts-store wooden plaque and the support arm from a one-inch wide, 1/8" thick aluminum bar. I sanded the base and brushed on three coats of gloss dark mahogany stain. I drilled four holes in one end of the 24" long bar, bent it into a smooth curve, and screwed it into a matching slot I carved out under the plaque. It was a little springy, so I braced it with a ¼" diameter acrylic rod fitted in a hole in the base and glued under the base arm. I could not get the magnet inside the bomb bay and assure that it was perfectly horizontal, so I glued the bomb bay doors closed, located the center of gravity of the fuselage with the wings temporarily on, sanded that section of the doors almost flat, and super-glued on one of the magnets. I added a couple thin styrene strips as shims to the magnet to assure a good fit on the slightly curved doors. Once that dried, I put the wings on again without gluing, placed the plane on the aluminum arm, put the second magnet underneath, and it snapped into place. It worked! The plane rests level and the magnets hold it tightly. Hold it from above, reverse the procedure and the plane lifts off the base easily.



*The wooden plaque base is slotted to receive the stand arm made from a 24" aluminum bar.*

**I expected decals** from a 45-year-old kit to be pretty much useless, so I bought a set of Almark decals that included those for B-52D -25-BW 55-677 of the 43rd Strategic Wing based at Andersen AFB, Guam in 1972. It was reportedly the only B-52 with a shark mouth. These decals weren't much better than I expected the originals to be. I oversprayed them with acrylic decal bonder but some cracking and breaking apart occurred nevertheless. I had to use some white stripes from a sheet of Caracal decals in my stash for the wing tanks, a scratch-made USAF on the upper wing, and the stars and bars from a Microscale set. I thought I would lose the shark mouth when it split into three pieces but a couple soakings with MicroSol finally set it down.



*One magnet is cemented to the model, the other, placed on the underside of the arm, holds the model in position, but can be easily detached.*



*The big 72nd scale Stratofortress looks very impressive on its stand. A clear acrylic rod fitted inside the bend of the arm keeps the model from bouncing in flight.*

**The model has too many imperfections** to be show quality, but it's decent and sure looks like the big Boeing. I custom built a 30" x 30" x 8" box with foam pieces placed strategically to hold both the plane and the base securely for transport.

**The Lt. Colonel will be proud.** It has his name on it. ■



# Presidents' Corner *by Treasurer Joe Vattilana*

## March Meeting Report

**D**ue to the previous day's "weather event" (aka snowstorm), the March meeting attendance was a bit on the light side. Our illustrious President could not attend due to some travels to, of all places, Portugal (no doubt checking into the various hobby shops there). Tom Gill and myself (as a tag team) covered the business end of the meeting. To report on the status

of various contest packages DVSM has sponsored, we have submitted payments to Mosquitocon, IPMS Nationals, and for the first time AMPS. We are sponsoring the Primary and Secondary awards for the "Masters" category. The AMPS International Show will be held April 30 to May 2, 2015, in Auburn, Indiana. We also mentioned Modelfest which was being held in New Jersey on March 21st. Our Theme contest was covered by Tom Gill, and Paul Kopczynski won the theme contest for this month. ■

## Contest Results

Paul Kopczynski  
*XF5F-1 Skyrocket* • (first place 6 pts)

Tom Gill  
*Pak 75 7.5 mm gun*  
• (tied second place 3 pts)

Joe Vattilana  
*Northrop Delta* • (tied second 3pts)

Joe Leonetti  
*Auburn Speedster* • (third place 2pts)

### The Winners Circle March



Grumman XF5F-1 "The 1930s"  
by Paul Kopczynski

**P**aul Kopczynski did his usual fine job building Minicraft's 1/48th kit and finishing it in the classic 1930s U.S. Navy scheme of silver and yellow.

**Paul's model** depicts Grumman's Skyrocket as it was on the occasion of its first flight on April 1, 1940. From the onset engine cooling was a problem and modifications to the oil cooling ducts began in June 1940. At the conclusion of the initial flight test program it was decided to make further changes to the aircraft that would have a significant change in its unusual appearance. The work commenced in March, 1941 and were completed on July 15, 1941. The forward fuselage was extended in front of the wing to accommodate four 50-caliber machine guns and the height of the canopy was reduced. In addition the engine nacelles

were redesigned to rectify continued cooling issues and improve airflow, extending them aft of the wing trailing edge.

Streamlined spinners were added to the propellers. After testing resumed further changes were requested which were completed in January, 1942, however by this time Grumman was working on a more advanced twin-engined fighter that would become the F7F Tigercat. Continued testing was carried out on the XF5F to provide information for the development of the newer aircraft. ■



*The XF5F after modification.*



# March Display Highlights

Photos by Tom Gill



*Pak 75 7.5 mm gun, 1/35, by Tom Gill*



*Northrop Delta, 1/72, by Joe Vattilana*



*1935 Auburn Speedster, 1/25, by Joe Leonetti*



*Douglas A4D-1 Skyhawk, 1/72, by Howard Rifkin*



*Focke Wulf FW-190A-9, 1/32, by Paul Kopczynski*



*Captain Hook the Pirate (Blackbeard conversion), by Joe Leonetti*

# March Display Highlights

Photos by Tom Gill



*Star Wars Scout Speeder, 1/8, by Joe Leonetti*



*Armored Fighting Suit, 1/20, by Brad James*



*1932 Ford Hot Rod Roadster, 1/24, by John Goschke*



*Focke Wulf FW-190G-9, 1/32, Paul Kopczynski*



*Grumman F11F-1 Tiger, 1/72, by Howard Rifkin*



*Lockheed Vega "Winnie Mae," 1/48, Doug Goerke*



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- Trifecta category
- Club "Make & Take"
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- Hot food available
- Doors open at 9:00 AM
- Judging begins at noon
- Parking in back of PAL



FOR CONTEST AND VENDOR INFORMATION PLEASE CONTACT:  
 Bill Schwarz: 732-567-3724 (No calls after 9 PM) Email: whsch@optimum.net  
 Visit our web site at [www.njipms.org](http://www.njipms.org) for more information

Registration info: Adults-\$15 (includes unlimited model entries). Walk-In's-\$10. Kids under 16 - \$5 (children under 12 free). Active members of the military are also free. No bills larger than a \$50.

The "Make & Take" will be from PM to PM. "Make & Take" kits donated by IPMS/USA. Please note that registration ends at 12 noon. Models "should not" be removed until awards ceremony. There is "No snow date" for this show.



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