



Preflight

Submitted by Bob Niemiec

It's time for our annual cookout meeting. I'm bringing a couple of bags of chips and an appetite.

Ed pretty much covered our last meeting, held outdoors because the keys weren't available. At least the weather was good and the only thing that didn't happen was our Show and Tell. Maybe we can get it done this month.

We've got some more web links along with a Corsair review from Hal Marshman.

I hope everyone liked the e-mails I sent over the last couple of weeks. Hal sends these periodically and I forward the one's I think will be of general interest.

OK, back to the meeting. Everyone bring something to eat and/or drink (non-alcoholic). I imagine Don will play chef again. Should be a fun evening especially if the weather cooperates.

Our next meeting will be on July 7 at the First Congregational Church in West Springfield, starting at 7 PM. Hope to see you all there.

Meeting Notes

Submitted by Ed Potkai

The June meeting was a prime candidate for most unusual meeting ever. We were locked out of the church and held a daylight meeting on the lawn and steps.

The meeting was well attended with twenty-four people present. Bob Teseny made a rare appearance and we were joined by two new members. Cliff Kelly focuses on armor while Bill Stathus finds aircraft and armor increasingly pulling him away from his first love of ships.

Don Johnson led the main discussion which focused on refinement for next year's ValleyCon 21. The membership voted strongly to retain Scratchbuilts as a separate category. Don will be writing criteria for the category as well as

for the Miscellaneous category. The consensus was that Miscellaneous is not intended for "what-if" models such as "Paper Panzers". They belong in the same category as if they truly existed.

For ValleyCon 21, all categories will be judged under the Open System except Aircraft and Civilian Automotive. Any member who wishes to sponsor a special award should contact Al as soon as possible.

The club voted to sponsor categories at the IPMS Nationals and IPMS Stratford in Milford.

Al took a moment to lament the passing of Robert Miller who owned Family Hobbies in East Longmeadow for 25 years. While they were open, they were always happy to sponsor a category in our contests. Many of us remember Family Hobbies as one of the most friendly shops we'd visit.

Bob Niemiec invited members to support the efforts of Rex Stewart at the USS Constitution museum. Contact Bob or see the article in the June newsletter for more details.

Chuck Horner proposed a resurrection of the fall Out-of-Box contest and show. The event would occur on November 14, taking place in one of Enfield's Junior High Schools under the auspices of ERSC, a non-profit organization. The club authorized Chuck to take the next steps.

Clearance items: Anniversary T-shirts are still available in sizes L and XL at \$10.00 each. See or e-mail Don Johnson. We also have several slats of wood (9 x 2 1/2 x 3/4) with an angled groove once used as nameplate stands. Free, see or e-mail Ed Potkai.

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Meeting Notes (Continued from page 1)

As darkness brought the meeting to any early close, we were reminded that the July meeting will feature a cookout. Watch your e-mail for further details.

Tamiya 1/48th Vought F4U-1 Corsair
Submitted by Hal Marshman Sr.



I've launched myself into a collection of 1/48th scale Corsairs. The Tamiya kit is the best available, so that's the kit I'm using. It's available as a -1, -1A, and -1D, with the -1 doubling as the basis for the -2 night fighter. My plans call for me to do all four versions, which would pretty much fill out a collection of three-bladed prop Corsairs.



Okay, let's look at the F4U-1, or Birdcage kit. For those not in the know, "Birdcage" refers to the heavily framed cockpit enclosure. Later marks had a semi bubble canopy with a more sparsely-framed windscreen. To the rear of the canopy are teardrop-shaped windows revealing a concave fuselage area beneath. This allowed the pilot a glimpse to his rear, though there was certainly still a large blind spot. While I'm on the subject of this area, let me state that it was a part of the fuselage exterior, not an interior surface. Such being the case, it was painted in the same color as the exterior, as rolled out of the factory. On field repaints, it was easier to mask over the glass, than remove it, thus a repainted bird might still sport USN Blue/Gray beneath that glass. Later on, some units in combat areas painted the glass over, and in some cases plated it over with aluminum

sheeting. Why, I can only guess. Perhaps the glass broke or was punctured, and no replacements were available. Sixty-five years later, one can only try to guess logically. In any case, the kit provides two sliding canopy portions. One straight-topped, the other with a slight bulge at the top. My references said that the airplane I wished to reproduce had the slightly bulged canopy. Tamiya offers you the option of open or closed cooling gills. For my build, I selected the closed option. Tamiya provides flaps in the extended position. I wanted mine closed on this bird, so ordered a set of closed flaps from Ultracast. To adapt the kit flaps in the closed position would require a good deal of work, were it to be done properly. While we're discussing the flaps, questions always seem to arise regarding painting them. I refer to the leading edge of the flap, exposed when the flaps are deployed. This area was simply the same color as the outer areas, top and bottom. Some also question the underwing area exposed when the flaps are extended. This is not considered an interior area, thus it's the same color as the airplane's bottom.



One of the major options in this kit, is the ability to pose the wings either extended or folded. The Corsair I'm working from was a USMC island-bound fighter, so I selected the extended wing option. I've built this kit in one form or another, several times in the past, and "Once burnt, twice lern't" fits quite well. It's quite tricky mounting the outer wings correctly when choosing the extended wing option. I've found it expedient to cement strips of thin sheet styrene onto the inner lip of the outer wings, to give the cement something to grab onto, and guide the wings into a fairly smooth joint with the inner wing section. Believe me, it's worth the time and effort.

You are provided with several parts that you'll not need for an extended wing -1 type U-bird. There are the main spar segments intended for the folded wing, a tall tail wheel, useful on the -1D version, a radome for the -2 bird, along with a machine gun port cover for that bird, the famous wing spoiler used on later examples to counteract torque when landing, an actuator rod connecting the outer

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Tamiya F4U-1 Corsair (Continued from page 2)

flap with the inner wing, visible when the wings are folded, and the brace installed between the fuselage and wing, when the wing was folded. External stores are provided along with the Brewster-designed bomb rack. I had no need of those for my model, as it likely never carried them. I do believe that's the extent of the options and extras.



Another word to the wise, The area behind the cockpit is a two piece insert. It works best if each half is cemented into its own fuselage half before the fuselage halves are cemented together. Another thing to install before the fuselage halves are assembled, are the tail gear doors. Trying to cement them in after fuselage assembly is difficult. Trying to do so after the tail gear is installed is even more so.

I scratch built the seat belts and buckles, made the brake lines from art wire, and wired the big P & W R-2800.

Now, what about the paint work? This airplane was flown by USMC Lt James Cupp in 1943 in the Solomon Islands. It flew in the original USN Blue/Gray over USN Light Gray scheme. I chose Model master Blue/Gray for the topsides, and their medium Sea Gray for the undersides. You'll hear many who opt for Light Gull Gray for the bottoms, but I find that shade to have a brownish tint that the specified color did not have. Once painted, I recalled that this bird had been in action in tropic areas for a while, so was more than likely faded out some, and also probably somewhat beat. I did the panel seams with lead pencil, and then worked in eye shadow make up to subtly represent the fading, spilled fuel stains, exhaust and gun carbon stains. I chipped a little paint around some of the areas where work might be performed, with a silver pencil. I kept the chip work to a minimum, merely indicating a little here and there. With paint chipping, a little goes a long ways, as far as I'm concerned. For interiors, landing gear colors, and wheel bays, I relied heavily on the work of William Reese. With his permission, last year, I posted the results of his

research. I may do so again soon, as many of you may be new to your club, and might not have seen the original article. In any case, I installed MV railroad lenses wherever lights were called for, except the white light on the spine, and the wing tip navigation lights, which I duplicated with paint.

This leaves markings. The national insignia are Yellow Wings Decals. The 15 on the front gear covers were adapted from the kit. May I take this opportunity to state that I had very bad luck with the kit supplied decals, either splitting into pieces, or curling at the edges once installed. I had four kit sheets to work with, and none of them were any good for me. The white fuselage 15s were Woodland Scenics rub ons, as were the black warning strips on the wings. The wing walks themselves were painted. The Daphne 'C' noseart was hand done, in an attempt to replicate the rough style of the original. The kill marks came from the spares box.

These excellent quality Tamiya kits are still available, and in most cases priced around twenty-five bucks, and a very good deal at that price, these days. have fun, Hal Sr

Same wonderful engine as the Jug!

Interesting Web Links

Submitted by Hal Marshman, Sr.

[Tribute To The Flag](#)

http://home.comcast.net/~nw-fla/tribute_flag_B_thompson.htm

Along The Way Of TWA

<http://pagesperso-orange.fr/patrick.chateau/ALONGTHEWAY.htm>

Airventure 2009

http://www.youtube.com/watch_popup?v=nKU0uQki5Dc

How It Used To Be

<http://www.uniquescoop.com/2010/03/life-in-usa-in-first-half-of-20th.html>

P-39, Missing for 60 years, comes home

<http://link.brightcove.com/services/player/bcpid34757272001?bclid=0&bctid=87804472001>