

The Meeting

We had another great meeting on December 7. We had 33 members, family and guest at the meeting. **Steven MacKay** attended the meeting as a guest and told me that he plans to join at the next meeting.

This was a contest meeting and the theme was Pearl Harbor. The winners were:

First Place was won by **Michael Kennedy** with a A6M2 Zero in 1/48 scale;

Second Place went to **James Spence** with a 1/144 scale E13A Jake float plane and the

Third Place trophy went to **Juan Patino** with A6M2 in 1/48. Congratulations to all of you and thanks for bringing your models to enter in the contest.



Tamiya P-47D by Fabian Nevarez

Show and Tell

Fabian Nevarez had what had to be one of his best ever models, a Tamiya P-47D bubble top in 1/48 scale. Fabian said that he plans to try to complete two models each month during the next year. I am not sure how some of our members keep coming up with a new model that is even better than the one they had to show at a previous meeting. Last month I stated that they were an encouragement to try to finish a model, but now I realize that I cannot keep up with these younger guys, either in output or level of expertise.

Gervasio Damboriarena brought a MB 326 in 1/48 scale. This was the ESCI kit and very well done. Gervasio is now turning them out at least one model per month.



Tamiya P-47D by Fabian Nevarez



"The Glue" is the official publication of the El Paso Scale Model Society. We publish on a monthly basis and try to cover just about any area of interest that club members may have.

Model pictures, articles (especially kit reviews), suggestions of any kind, wants and disposals, items for publication, and general gripes, should be sent to the following email address:

fnevarez@elp.rr.com

or if you prefer using regular mail, you can send your submissions to:

The Glue
c/o Fabian Nevarez
12344 Olga Mapula
El Paso, Texas 79936

The El Paso Scale Model Society

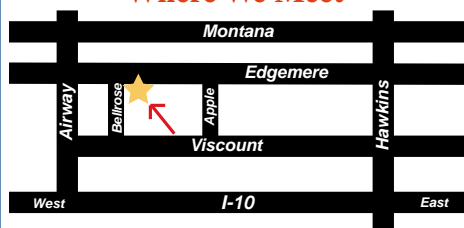
Our club is a chartered chapter of the International Plastic Model Society - U.S. Branch (the IPMS-USA). The EPSMS was first organized in 1969, received its charter in 1970, and has been continuously active since that time.

We are a non-profit organization dedicated to promoting the art of scale modeling (regardless of construction media), and membership is open to anyone interested in scale modeling. Club membership dues are payable on an annual basis (we can accept cash or personal checks). Dues are \$15.00 per year for regular members over the age of 16, and are based on a January-December club year. Junior memberships are available for those aged 16 and under, and are priced at \$5.00 per year. Family memberships are available for an extra payment of \$2.00 per year per family member. Members in good standing are entitled to vote in all club matters, run for office, enter club contests, judge in all club contests, and receive a copy of the club's monthly newsletter. Hal's Hobby Warehouse on Bessemer in East El Paso also offers club members a discount on purchases of models and modeling materials. The exact discount is set on a sliding scale. Our club meetings are generally held on the 1st or 2nd Sunday of each month at 2.00 p.m. in the Fellowship Hall of St. Paul's United Methodist Church at 7000 Edgemere Blvd (please see the map below). Schedule changes are published ahead of time in the newsletter. We normally hold either one or two model contests at each club meeting, one against a specific modeling or historical theme, and one that is an open competition for anything a modeler wishes to bring.

Our Year 2003 Club Officers

President John Estes	915-598-6957 IPMS #3498
1st Vice-President Bill Coster	915-585-1508 IPMS #32598
2nd Vice-President Mike Drapes	915-584-7597 IPMS #29119
Secretary & Newsletter Editor Fabian Nevarez	915-858-5608 IPMS# 41984
IPMS-USA Gustav Hebrok Chapter Contact	915-779-5082 IPMS #4058
Club Web Master John Benson	915-593-8324 IPMS #36429

Where We Meet



Upcoming Schedule of Events for 2004

Jan 4 meeting	July 11 meeting
Feb 1 meeting 28 ModelFiesta XXIII San Antonio	August 1 meeting 4-7 Nationals in Phoenix
March 7 meeting <i>Contest Theme:</i> Open theme 1 IPMS Austin 27 Tulsa, OK	Sept. 12 meeting <i>Contest Theme:</i> Operation Market Garden 25 Baton Rouge, LA
April 4 meeting 2/3 CASMIII Little Rock, Arkansas	October 3 meeting 2 GASCON V Abilene, X
May 2 meeting 5/6 Region 5 Regional Kansas City, MO 29 Scale Fest, Squadron Shop	November 7 meeting 14 Bassett Center Show
June 6 meeting <i>Contest theme:</i> D-Day 12/13 Regional, Region 6 Lake Charles	December 5 meeting Election of Officers <i>Contest Theme:</i> Battle of the Bulges

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The President's Column

We have finished another good year at the El Paso Scale Model Society. This was our 34th year as an IPMS chapter. I think we had twelve really good meetings with some very nice models shown during the year. We added 9 new members to our rolls and put out one of the best newsletters around. I would like to thank everyone for making this a very good year. We had our 36th Bassett show and have another scheduled for 2004. I hope that all of you have a great Holiday Season and that the New Year bring you the time and skill to make 2004 a good modeling year.

John Estes

Show and Tell

Don Fenton had a 1/72 F4U from Tamiya to show. The pictures will tell all that can be said about this model. Outstanding work, Don. He had another model under construction, same scale and another Corsair also from Tamiya.



Tamiya F4U-1 by Don Fenton



*Hasegawa Dewoitine D520
in Armee de l'Air scheme*



*1/72 Heller Bloch 152
in Vichy markings by John Estes*

John Estes brought six new French aircraft to show. He had two of the Bloch 152 from Heller, and two of the Dewoitine D520 built from the Hasegawa kit. One of each was in the Armee de l'Air scheme and the other in the Armee de l'Air de Armistice or the Vichy markings as required by the Germans after the fall of France in 1940. John also had two jets to show which were the Rafale A demo scheme and the Rafale C 01, both kits from Heller.



Hasegawa Dewoitine D520 in Vichy markings by John Estes



*1/72 Heller Bloch 152
in Armee de l'Air scheme by John Estes*

Show and Tell



1/72 Heller Rafale A in demo scheme by John Estes



John Estes' 1/72 Heller Rafale C 01

Mike King was at this meeting. Glad to see you there, Mike. He had three very nice 1/72 scale planes to show. The PM Sea Fury, a Hurricane IIC from

Hasegawa F/A18F Super Hornet. Some real nice looking plastic still in the plastic bags but I am sure John will get to work on it very soon.

to show and I think a couple of guys purchased some of them from him. I had a chance to look through the decals and there were some very looking aircraft on the sheets. I was tempted to buy but was able to let him take them with him.



ESCI MB-326 in 1/48 by Gervasio Damboriarena

Roy Lingle brought his daughter **Crystal** to the meeting with him. She is a member of the club but has been very busy with school and has not attended much for about three years. Crystal builds a pretty good model and we hope to see some of her work again.

Roy also brought a number of new kits to show and his Tamiya Kettenrad which was completed. The new kits were the Tamiya M113-A2 in the desert version and the Hobbycraft British AS-90 SP 155 mm gun.

Airfix and the Hasegawa P-38 were the three that he chose to bring to show. I know that he finished more than that during the year as I have seen some of them at our Saturday morning meeting at **Hal's Hobby Shop**.

John Benson brought the new

Max Brandt brought some kits to donate to our door prize stash. Thanks very much, Max as every kit helps.

Oscar Cazares had a hugh pile of Aztec decals



ESCI MB-326 in 1/48 by Gervasio Damboriarena



Jim Davis' Space Shuttle Endeavour

Election of Officers

The same group of officers were railroaded to run the club for another year. Oops, that should be re-elected. I suppose that means that most of the membership likes the way things have been going at our meetings.

Congratulations to **John, Estes, Bill Coster** and **Michael Drapes** for being elected to serve another year. **Fabian Nevarez** will continue as the editor and **John Benson** as the web master. **Gustav Hebrok** will continue as the IPMS contact.



Roy Lingle's 1/35 Tamiya Kettenkrad



James Spence 1/144 E13A Jake float plane



Michael Kennedy's A6M2 Zero in 1/48

Dues

All dues are now payable for the 2004 year. Seventeen members paid at the December meeting so we have enough IPMS types to keep our charter for another year and our fees have been paid to the National IPMS organization. Dues are \$15.00 per year.

Upcoming Events

Check the dates for the meetings in 2004. These will be on page two of the GLUE and of course will be updated as needed to show events in our region or events in the surrounding regions as they are made know.

We will have four contest again next year. The first will be at the March meeting and it will be an open contest with no theme. The other three will be held in June, September and December. These three contests will be to a theme, but if enough models are brought to have an open contest outside the theme, we will do so. Again, check the calendar for the dates on page 2.



Jose Patino's P-40 in 1/48



Jose Patino's F4F Wildcat in 1/48



Jose Patino's A6M2 Zero in 1/48



Kawanishi N1K1-J and Nakajima Ki-84 Hayate in 1/48 scale by Jose Patino

F4U-1A versus F4U-1D



by Don Fenton

Differences

The principal external difference between the F4U-1A and F4U-1D was the wing center section pylons of the F4U-1D used for droppable external fuel tanks and bombs. The F4U-1A had integral wing fuel tanks with an associated vapor dilution system. The wing tanks and vapor dilution system were deleted with the production of the F4U-1D. Other external differences are not so obvious. A characteristic of the F4U-1A, which can be seen in a good photo of the underside, is the overboard vents for the wing tanks. These are small tubes located just outboard of the rectangular inspection hatch in the moveable wings. The F4U-1D retained the capability for the installation of a centerline fuselage droppable tank. This is clearly shown in the fuel system description in the Pilot's Manual. The window in the bottom of the fuselage was deleted during the F4U-1A production run. The canopy is not a good external indicator of the F4U-1A vs. F4U-1D. Early F4U-1D aircraft

had the framed canopy. For US aircraft a better indicator is the paint scheme. Generally, if a three tone aircraft it's an F4U-1A. All blue, it's an F4U-1D. For British Corsairs even this test fails. Aircraft equivalent to the USN F4U-1A were delivered to the British in Gloss Sea Blue. To make matters more complicated, early F4U-1D aircraft for



the British (and USN) had the framed sliding canopy. Also, not all F4U-1D's had the pylons under the wings for rocket launching.

Three different types of Hamilton Standard propellers appeared on the F4U-1A and F4U-1D aircraft. These were the 13' - 4" OD narrow chord propeller and two variations of the 13'-1" OD paddle blade propeller. The narrow chord propeller was used on the

F4U-1A and some F4U-1D aircraft. These propellers were interchangeable. The Pilot's Manual contains a note stating, "These latter (13' - 1" paddle blade) should be used whenever available since they improve performance." Generally, the F4U-1D aircraft used the paddle blade propellers. However, the F4U-1A aircraft are sometimes pictured with the paddle blade propellers. Best to consult a photo of your subject, but hard to tell in flight.

Water injection for the engine was added during the F4U-1A production run starting with serial number 55910 (Brit JT-331 and subsequent). A green warning light was installed in the upper right hand side of the instrument panel. The filler cap for this system could be reached through a door on the top of the accessory section forward of the fuselage fuel tank.

The Kit

Tamiya's 1/72 scale Vought F4U Corsair is one of the finest kits available of any aircraft regardless of subject. The detail, accuracy and ease of construction are outstanding features of this kit. The kit is clearly derived from the 1/48 scale Tamiya Corsairs. The 1/72 kit inherited features of the F4U-1, F4U-1A and F4U-1D. These are:

- *Wing center section pylons, auxiliary external fuel tanks and outer wing rocket launcher pylons of the F4U-1D.
- *Frameless canopy of the F4U-1D.
- *Left wing landing light of the F4U-1 and early F4U-1A.
- *Upper wing fuel filler caps of the F4U-1 and F4U-1A.
- *Lower wing fuel tank drains and sending unit panels of the F4U-1 and F4U-1A.
- *Fuselage bomb aiming window of the F4U-1 and F4U-1A.
- *Framed canopy of the F4U-1A and early F4U-1D.
- *Lengthened tail wheel strut of the F4U-1D and some F4U-1A's. Note that some F4U-1D's had the short tail wheel strut.
- *Tail wheel door fairings associated with the lengthened tail wheel strut.

F4U-1A versus F4U-1D

text and photos by Don Fenton

- *Wide tread tires.
- *Fabric covered middle wing flap of the F4U-1 and F4U-1A.
- *Wide chord, 13' - 1" OD propeller of the F4U-1D.

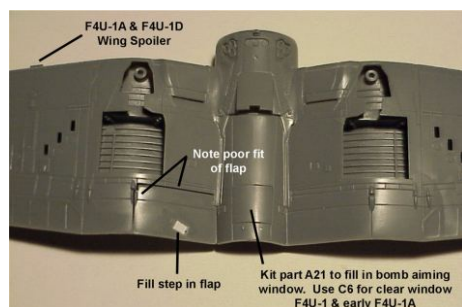
Fortunately, these features allow the easy construction of an F4U-1A from the kit. By careful choice of the subject aircraft and judicious selection of kit features, an F4U-1A can be built straight out of the box.

Construction

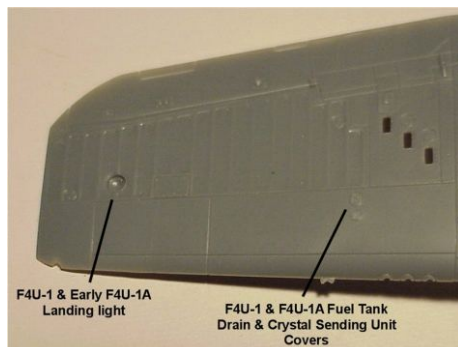
The only problem with an out of the box project is the propeller. The kit provides the wide chord, 13' - 1" OD propeller usually installed on the F4U-1D. The F4U-1A used a 13' - 4" OD narrow chord propeller. However, during WWII VF-17 pioneered the use of the 13' - 1" OD propeller of the F6F Hellcat on the Corsair. The combination worked so well that Vought adopted it for the F4U-1D.



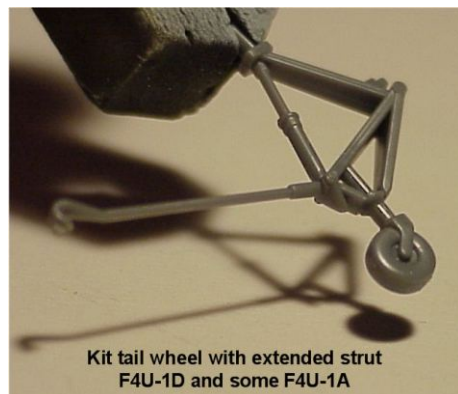
The propeller swap was a not uncommon field modification. So if a careful choice of subject is made. The kit propeller can be used without modification. To build an F4U-1A with



this propeller, the following features of the kit should be used or deleted:



- *Delete the wing center section pylons.
- *Delete the outer wing rocket pylons.
- *Unless an early F4U-1A, fill in the left wing landing light.
- *For an early F4U-1A, use part C6 for the bomb aiming window. This can be painted over as was sometimes done.
- *For a later F4U-1A, use part A21 to replace the aiming window.
- *Shorten the tail wheel, if appropriate.

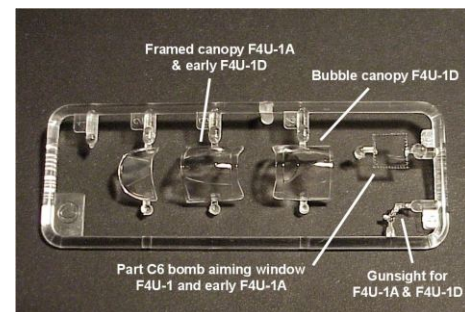


- *Remove the fairings from the tail wheel doors, if appropriate.
- *Retain the outer wing fuel caps and corresponding under wing drain and sending unit panels.
- *Retain the fabric covered middle wing flaps.

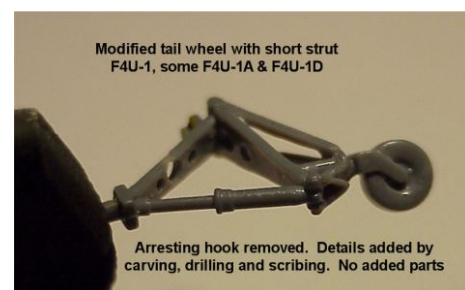
The finely detailed cockpit can be used as is. The differences in the cockpit between the F4U-1, F4U-1A and the F4U-1D are insignificant in this scale. Four simple enhancements are:

- *Move the seat closer to the rear bulkhead by sanding or filing down the seat mounts on the bulkhead.
- *Add seat belts.

- *Add instrument decals to the instrument panel.
- *Add an "eyebrow" switch panel to the instrument panel cowl. The F4U-1A had only one on the left side. The F4U-1D with rocket launchers had two. One panel located on each side of the gunsight.



The cockpit canopy does not fit well either open or closed. If closed, some sanding and scraping may be required at the rear corners to get a good fit. If open, take care to align the canopy in relationship to the fuselage. Also, like it's 1/48 predecessor, the framed canopy has the overhead framing out of place. Use the unframed canopy and paint the frames in the proper locations.

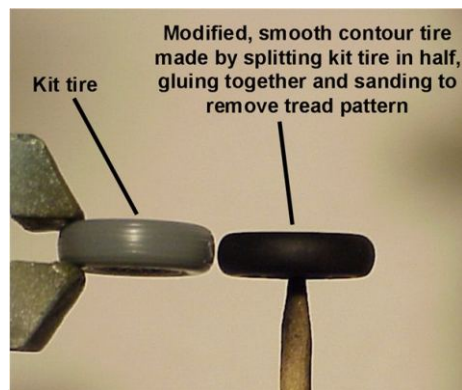


The tail wheel assembly can be used as is. This assembly can be improved without use of aftermarket parts by removing the solid areas between struts, drilling some holes in the scissors and scribing in some detail. Shorten the tail wheel strut by cutting the wheel just above the swivel boss, removing the strut extension and gluing the boss to the tail wheel frame. Take care not to break the arrestor hook. It is very fragile. Remove the fairings from the tail wheel doors. The model shows the arrestor hook removed. This was sometimes done by land based Corsair units to save weight.

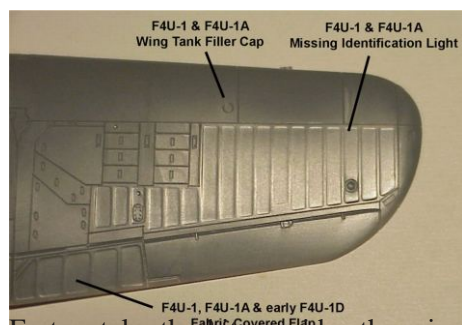
F4U-1A versus F4U-1D

text and photos by Don Fenton

The main landing gear wheels can be used as is. F4U-1A aircraft are often shown in images with smooth contour, high pressure tires. The tires are listed as 8 X 32. Carefully, split the tires down the middle with a razor saw. Sand smooth and glue the halves together. Fill the tread pattern and sand smooth.



Fill in the left wing landing light if appropriate. This was deleted early on during F4U-1A production. The small rectangular indentation in the left wing leading edge adjacent to the wing fold of the moveable wing section is the approach light installation. The same indentation on the right wing is the location of the gun camera.



Fortunately, the kit provides the wing flaps in the raised position. The fit of the right inboard flap is not good. Careful fitting may be required. Splitting the flap and gluing the halves to match the trailing edges of the top and bottom of the wing may provide a better fit. The rectangular opening (step) in the right inboard flap was not found on F4U-1A or WWII era F4U-1D aircraft. Fill in the step.

A characteristic of the F4U-1 and F4U-1A was the overboard vents for the wing tanks. These were small tubes

located in the minute circular indentation that the kit has just outboard of the rectangular inspection hatch near the wing tip. In 1/72 scale this feature is almost invisible.



If required, the kit propeller can be cut, stretched and reshaped to match the shape of the 13' 4" narrow chord propeller. The difference in outside diameter is only 0.042" in 1/72 scale. This modification will allow the construction of any F4U-1A.

Barring Vought and Goodyear or

Painting and Decals

Brewster manufactured -1A USN equivalents delivered to the British Fleet Air Arm and RNZAF, the choices for paint schemes in US service are limited. The most frequently seen paint scheme was the tri-color white, intermediate blue and sea blue. In service, the blues weathered poorly. The distinction between the two colors decreased. The sea blue and intermediate blue often faded to almost the same color. In some cases, the two colors appear in photographs as an almost monotone grayish-blue. Occasionally, an F4U-1A was seen in Gloss Sea Blue. The well known image of DeLong's aircraft coded F-107 is an example. This was a stateside training aircraft. An odd paint scheme was the overall silver hack of Marine Service Squadron 11. Assembled from parts of scrapped aircraft, she was named "Sally".

The inspiration for the model paint

scheme came from the well known photo of VF-17 Corsairs in echelon with Kepford's "29". The paint scheme for the model represents the tri-color scheme applied to "Big Jim" Stieg's F4U-1A. Stieg's Corsair showed signs of a repaint of the sea blue on most of the airframe. However, the canopy, engine cowling and cowl flaps appeared to have been taken from another Corsair. These items appeared much lighter in tone with mismatched painting.

Testor's Metallizer Non-buffing Aluminum was applied as a primer coat in some areas of the wings. Custom mixed Floquil paints were used for the blues. The white underside was painted with Polly Scale Reefer White. After applying the top coat of sea blue paint, the blue was selectively removed with an X-Acto knife and a swab moistened with Model Master Acryl Cleaner. This simulated the paint chipping at the wing roots. This wear and tear was a characteristic of the Corsair. A gloss coat of Golden Paints Hard MSA Varnish was applied prior to decal application. Markings came from EagleCals Set #EC20. With first class printing by MicroScale, decal application was trouble free. The Hamilton Standard propeller logos were cut from a White Dog Decals B-17 sheet. After the decals had dried, another coat of gloss varnish was applied. Panel lines were highlighted with dark gray and black "sludge" washes using Polly S paints. The formation lights and ID lights were made from small decal circles punched from solid decal stock with a Waldron punch set. MSA Hard Matte Varnish was applied next. After final weathering with pastels, a final coating of matte varnish was applied.

Another project removed from my list of shame. Kits started and not finished. Only about 60 more to go.

Don Fenton



OK, we admit it. We are looking for new members. Back on page two of this newsletter is a whole bunch of information about our club, where and how often we meet, how to contact us, even how to get a membership card. So its only fair that we provide a plug for our national organization, which publishes a darn fine magazine 6 times a year, provides us with little things like support for regional and national conventions, and keeps us up to date with manufacturer's reports on ALL the latest kit releases. Hey! Its worth the money just to get the magazine, and there are always some neat modeling articles to check out. Give it a try, OK?

IPMS / USA NEW MEMBER APPLICATION

IPMS #: _____ Your Name: _____
(leave blank) *First* *Middle* *Last*

ADDRESS: _____

CITY: _____ State: _____ Zip: _____

SIGNATURE (required) _____

Membership type

- ☐ ADULT (\$21)
 ☐ JUNIOR (17 years old or younger) (\$9)
- ☐ TRADE MEMBER (\$21)
 ☐ CANADA and MEXICO (\$25)
 ☐ OTHER FOREIGN (\$28)
- ☐ FAMILY (Adult dues + \$5, includes one set of magazines) (Indicate # of membership cards required _____)

If recommended by an IPMS member, please
provide his / her name and membership number _____

Mailing Instructions

MAIL THIS FORM AND YOUR PAYMENT TO:

IPMS / USA
P.O. Box 2475,
North Canton, OH 44720-0475