

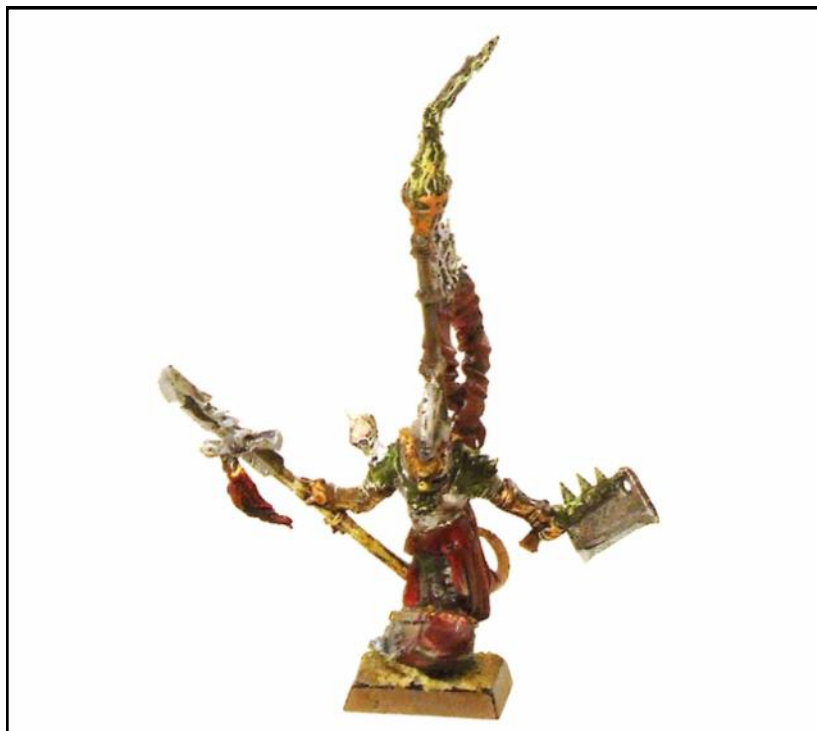
THE CORSAIR

The Monthly Newsletter of the Craig Hewitt Chapter



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Sean Marshall's Citadel Skaven Warlord was the winner in the novice class at the February meeting. The contest theme was "Tiny".

President's Message

Greetings, everyone. Another month goes by too quickly. Seems to be happening more and more frequently for me these days. It used to be there wasn't enough time in the day. Now there doesn't seem to be enough days in the month. Ah, well...

March is going to be a busy month. Bill Sanborn will be leading a Make-n-Take at one of the local schools (and can use some assistance, by the way). Mike Cholewa is having his quarterly swapmeet in a couple of weeks. Luke Days, the air show at Luke Air Force Base, is that same weekend. The semi-annual Buena Park Kit Collector Show is, well, that weekend, too. Plus, we have the 7th Annual Southwest Military Transport show the last weekend of the month at the CAF Museum. I'm sure I forgot something in there and, if I did, I apologize and blame it on deteriorating memory.

We're still looking for ideas for programs for the rest of the year. I've received some good ideas for group discussions and some ideas for demonstrations, but we always need more. Just let me or Sam know what you want to see and we'll bend someone's arm till they are willing to demonstrate it for you. This month will be a demonstration of wash techniques using watercolor paints.

This month's contest is Hollywood. Any model of a person, place, or thing that has been in a movie or on TV qualifies.

Don't forget, it's March already and, if you haven't paid your dues for the year, you need to. It's still only \$12 for the whole year.

See you Tuesday.
Steve Collins

January 2011 Meeting

For the second meeting in a row the meeting was presided over by our Vice President, Jim Pearsall. Our President, Steve Collins did manage to make it at the tail end of the meeting, after Jim had done all the hard work. Jim Pearsall also gave a biographical account of the military service of one of his neighbors, Ed Cooper. Ed was a Naval aviator during World War II and flew the Coronado flying boat. Jim did a marvelous job relating Mr. Cooper's adventures. Sadly, Jim reported that on February 6th Ed Cooper passed away. All of our members extend our condolences to his wife and family.

The monthly contest was "Tiny". The advanced winner was John Brubaker with his Father Christmas figure. The novice winner was Sean Marshall with his Skaven Warlord. Good work, gentlemen!

To see more pictures from the meeting, visit the Gallery on our website at www.ipms-phoenix.org.



John Brubaker's 1/87 scale Father Christmas.



Ed Kucharski and Chuck Ludwig teamed up to build this 1/72 Fokker F-27 firebomber.



James Hinderliter took a break from all those Gundams to build this '68 Camaro Z-28.

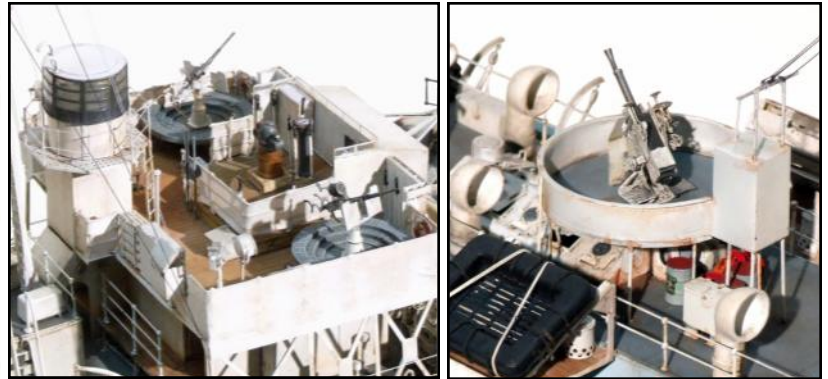


Gary Thomas built this M3 Stuart from the 1/72 Hasegawa kit.



This 1/72 Breda Ba-65 was built by Brian Baker from the Azur kit.

More February pictures...



Kevin Wenker's beautiful 1/72 Matchbox Canadian Corvette with a couple of detail pictures to show what a work of art it is.



Somebody brought in this very interesting see-through Space Shuttle in 1/72 scale. Unfortunately they didn't put their name on the sign-in sheet!



Dan Wong's 1/35 Tamiya Humvee.

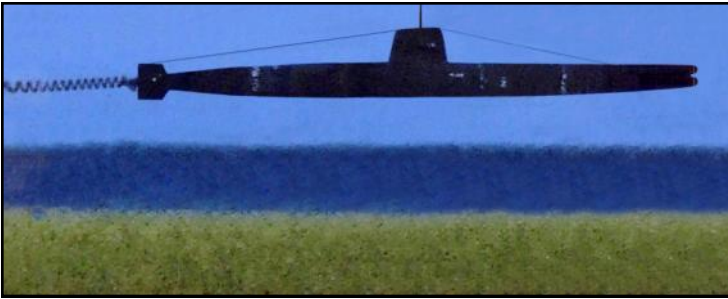


Mike Pabis built this in-flight 1/72 Hasegawa S-3B Viking as Navy 1.



Jim Pearsall brought in this tiny 1/144 Dragon Marder.

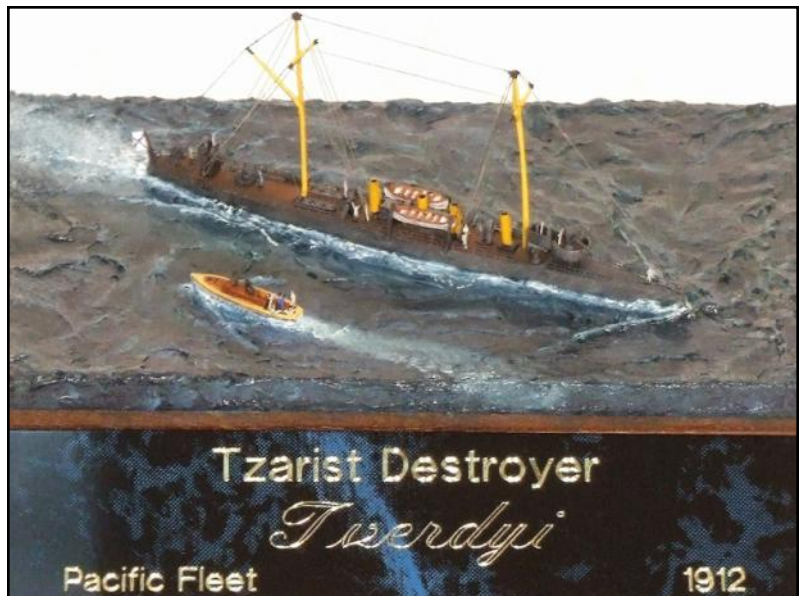
More February pictures...



Jay Steward brought in two insanely small Japanese subs that were encased in clear plastic. Somehow our photographer, Jim Hough, was able to make them visible in these pictures.



Something you don't see a model of every day - a Velociped. This is a 1/87 Preiser kit that was built by John Brubaker.



This 1/700 Tzarist Destroyer was done by Jim Stute.



Gary Thomas built this 1/72 XP-77 from the Special Hobby kit.



Jim Pearsall's 1/144 Trumpeter F-86 wears the markings of the Arizona Air National Guard.

The Craig Hewitt Chapter

The club meets at 7pm on the first Tuesday of each month at the American Legion Post #1 in Phoenix. Check the club website at www.ipms-phoenix.org for more meeting info.

American Legion Post #1

364 N. 7th Ave.
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The post is located South of I-10 just a few blocks North of Van Buren. Look for the huge American flag.

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Test of the Grand Slam Bomb

by John Szalay

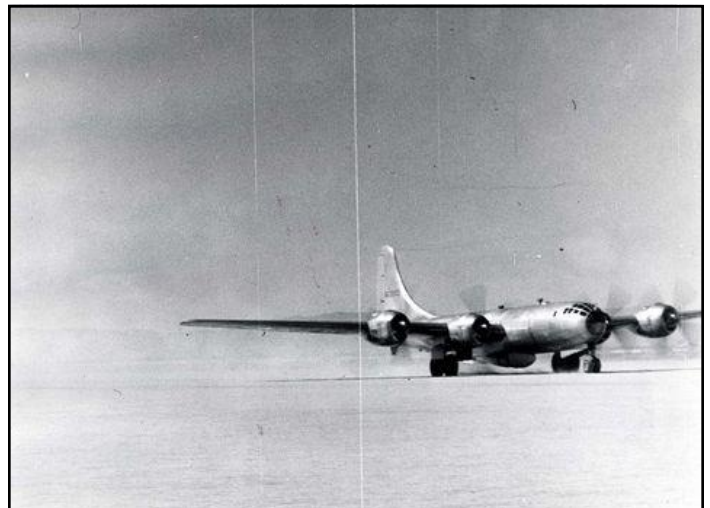
The aircraft chosen for the alterations was a B-29A, No. 44-62263. The Wichita, Kansas, Division of the Boeing Company performed the fuselage work. Part of the body section under the wings was cut away, the rear bomb-bay doors were removed entirely, and the front bomb-bay doors were cut away to allow the nose of the bomb to protrude. In spite of these modifications, about half the missile hung out beneath the plane. The aircraft also required special instrumentation to measure wing deflection, "G" forces exerted on the plane, and acceleration of the aircraft upon release of the bomb. A separate instrument panel with the necessary equipment was installed so that a special camera mounted near the panel could photograph the instruments. The wing tips were painted with black and yellow strips of known width which could be photographed and the wing deflection computed.

The instrumentation work was accomplished at Muroc AFB. In addition to the modification of the B-29, a special bomb lift had to be built to handle the 44,000-lb missile. The Boeing Company designed a 50,000-lb lift that would hoist a 25-ton bomb 12½ feet in the air, roll it 360 degrees in either direction, shift it 4 inches either side of center and 10 inches fore or aft, and tilt it 6 degrees up or down. One man operating six levers could load one of the bombs into an aircraft.



Squadron C, 608th AAF Base Unit, Chemical & Ordnance Test Group, stationed at Muroc, was selected to drop the first TI2.16 Preparations for the drop continued throughout the fall of 1947 and early 1948. After modification, the Superfortress and its crew were sent to Eglin AFB, Florida, for special training. Air Force and Ordnance experts refused to speculate on what might happen to the B-29 when it suddenly became 22 tons lighter after the bomb was dropped.

The Superfort reached Muroc in December, and the 50,000-lb lift arrived the following month. A series of minor problems then delayed the actual drop for some time. The lift had been damaged en route to California and had to be repaired. Squadron C armament personnel had to be trained to operate it. A pit had to be dug to get the bomb and lift under the B-29. After money problems for digging the pit had been solved and the earth excavated, a heavy rainfall filled it with water and delayed pouring of the concrete. The same rain also saturated the Muroc Dry Lake from which the aircraft would have to take off, and it was feared that the program might be further delayed.



Several days were devoted to loading the bomb into the plane and to static drop tests. It was also necessary to load the bomb into the Superfort, weigh it, and find the center of gravity before the first take-off could be made. A crew of weight and balance experts from the Sacramento Air Depot were called in to assist in that function. But in spite of these little difficulties, everything was ready for the big event by early March.

Just before noon on 5 March 1948, the bomb was released from B-29 No. 2263, piloted by Captain William A. Looney. The Group historian recorded the event in these words, "On this date the heaviest bomb the world has ever known, weighing 43,755-lbs was dropped from a B-29 aircraft from an altitude of 25,000 feet. The entire mission was highly successful and the bombing results were excellent."

By 19 April 1948 the personnel of Squadron C and B-29 No. 2263 were veterans, having dropped six of the extra-super blockbusters. Their part in the operation was completed.

A Chance to Catch a Helldiver

by Doug Solomon

Traveling eastbound on the 202 on Saturday, February 12th I quickly approached the off-ramp for Greenfield road. I was on my way down to Phoenix Mesa Gateway Airport to see what, if anything, the military had decided to fly in for the weekend. I knew driving south down Greenfield to catch the 60 as opposed to continuing on the 202 would enable me to drive past Mesa's Falcon Field and the Commemorative Air Force museum and ramp. There might be a good chance the CAF has something sitting on the ramp this afternoon. So, I decided to take the Greenfield off-ramp.

As I drove down Greenfield and closed-in on the CAF museum, I noticed a low-wing, single-engine aircraft on final to runway 4R approaching from my right. At first glance, I thought perhaps the CAF might be flying their SNJ on this particular afternoon. However, as the plane got closer, I soon noticed that the aircraft had a bigger engine cowling than the SNJ, a wider landing gear undercarriage and wider wingspan. As the plane passed overhead I discovered that it was a U.S. Navy SB2C Helldiver, an aircraft I had never seen in person. Watching this airplane fly-over and land was enough incentive for me to pull into the CAF museum, buy a ticket and watch the aircraft taxi back to the CAF ramp.

As the SB2C taxied its way toward the CAF hangers, the pilot had decided to fold-up the wings, apparently in anticipation of a tight fit inside the CAF's east hanger.



After the pilot shut-off the engine though, the ground crew realized that the aircraft would have trouble fitting into the hanger with its wings folded, so the wings were extended.

Once parked and chocked, the crew of two hopped out of the plane and was greeted by staff members from the CAF's Arizona Wing. Listening in on the

conversations, I discovered that the Helldiver had originated from its home base in Houston, Texas earlier in the day and was scheduled to spend the night in Mesa, and then continue on to its final destination to Naval Air Station Lemoore in California for formation flight-training in preparation for the upcoming air show circuit.



This CAF-operated Helldiver is a SB2C-5 model that is assigned to the West Texas Wing of the Commemorative Air Force. This aircraft has been assigned registration number N92879 and wears the markings from a naval air unit that flew-off the aircraft carrier *U.S.S. Franklin (CV-13)* during World War II.

Going into my research on the Helldiver, I had a very basic understanding of the airplane itself and the battles and role this design had played in the Pacific theatre during the war. As I did more research, I learned that the SB2C was developed as a dive-bomber for both the U.S. Navy and Marine Corp. Helldivers began to enter active service in 1942 and would eventually be used to replace the Navy's workhorse SBD Dauntless dive bomber. Manufactured by the Curtiss-Wright Airplane Company, the SB2C was



powered by a Wright R-2600, 20-cyclone radial engine producing around 1900 horse-power, helping the aircraft to produce a top speed of 295 knots and range of 1012 nautical miles.

A crew of two manned the Helldiver: a pilot and a tail-gunner. The aircraft was armed with x2 wing-mounted 20-mm cannons with x2 7.62-caliber Banning machine guns used by the tail-gunner to defend against enemy fighters. The SB2C was designed with an internal bomb-bay that could house a bomb-load of 2000 pounds, depth-charges or even a torpedo if necessary. The airplane also had hard-points under its wings which enabled it to carry a bomb-load up to 500 pounds or carry wing-mounted rockets.

Over 7,000 copies of the aircraft were produced and delivered during World War II. After the end of the war, many of these aircraft continued their service lives with foreign militaries, including the French who used the aircraft to combat Ho Chi Minh and his Vietminh forces in French Indochina in the early 1950s'.

At first, the Helldiver was not well-received by its crews; the aircraft model number SB2C would soon come to stand for 'Son of a Bitch 2nd Class.' However, after several design changes and upgrades and as pilots became more familiar with the airplane's handling characteristics the Helldiver soon gained the respect of its flight crews. Helldivers would participate in many battles in the Pacific during the Second World War, including the Battles of the Philippine Sea, Okinawa, Iwo Jima, and Leyte Gulf and would also participate in the destruction of the Imperial Japanese Navy battleships *Musashi* and *Yamato*.

The following morning I decided to drive out to the CAF in hope of catching the Helldiver take-off for California. As I pulled into the parking lot, I saw the aircraft sitting out on the ramp, glistening in the morning sun with its tail facing west. A small crowd of people had gathered in front of the

CAF hangers, eager to watch the airplane roar-off into the blue sky. At around noon, having finished-up all the necessary paperwork and any last-minute details, the two Helldiver crewmembers climbed into their plane, turned the propeller twelve times to ensure oil was in the cylinders, then fired the engine up. After running the engine for several minutes, the pilot decided to once again fold the wings to ensure that what was supposed to be locked was locked and loose was loose. Once the wings were extended, the airplane began its taxi roll to its assigned departure runway.

After completing its engine run-up, the Helldiver taxied and lined-up onto Falcon's runway 4R. Both the pilot and tail-gunner closed their canopies and the aircraft began its take-off roll, quickly lifting-off the ground and darting-off toward the northeast. After flying a 040-heading for a couple of miles the airplane made a left-bank turn before leveling out toward the northwest. As the aircraft flew-off to California, I could only stand on the ramp and imagine what thousands of U.S. Naval aviators had experienced flying the Helldiver into combat against Japanese forces during World War II.



Surfing the web

From Hal Sanguinetti comes a video of a test run of a pulse jet engine. Be sure to turn on the sound! <http://www.youtube.com/watch?v=z8Q9oAPrvZo>

From Ed Kucharski comes a website telling you everything you ever wanted to know about the development of the Wright R-3350 Turbo Compound engine, including pictures! <http://www.enginehistory.org/Wright/Kuhns/CurtissWrightTC18/TurboCompounds.shtml>

From Mike Pabis comes a selection of sites showing some of the paint jobs that are showing up on Navy aircraft to celebrate the centennial of Naval aviation.

<http://airpigz.com/blog/2011/1/19/navy-skins-retro-paint-for-2011-centennial-of-naval-aviation.html>

<http://www.fencecheck.com/forums/index.php/topic,21468.0.html>

<http://www.militaryphotos.net/forums/showthread.php?193369-Centennial-of-Naval-Aviation>

<http://www.airshowbuzz.com/forums/index.php?showtopic=7015>

<http://www.ar15.com/forums/topic.html?b=1&f=5&t=1146360>

Moebius The Hanging Cage

Kit # 637 ■ MSRP \$29.99

by Mike Hinderliter

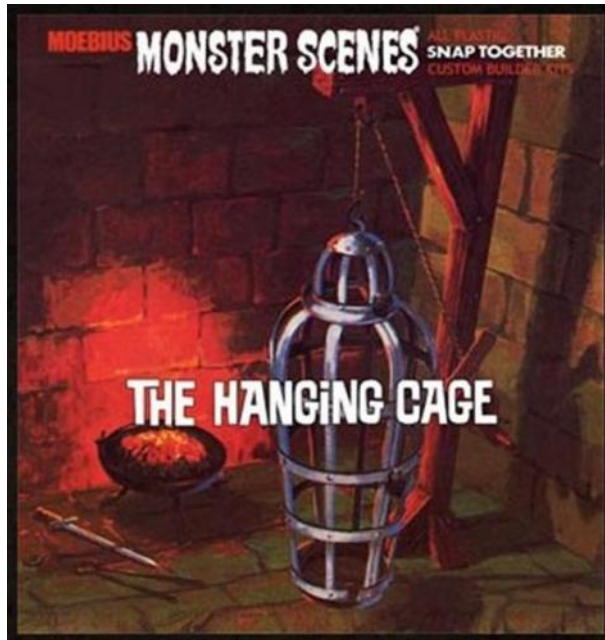
My family really loves the old Universal Monster movies and Hammer films. We regularly have the family movie night so we can eat popcorn and get nostalgic. This kit reminds me of some of those films with the mad scientist and creatures that they created in their labs. You can almost feel Vincent Price or Bela Lugosi about to come around the corner. My wife had already started to collect this series and we are going to have a shelf in our display case look like a small dungeon.

The Model

Moebius has taken the old Aurora molds and reissued the Dungeon series. The kit is a snap-together, but not necessarily something simple for the beginner because I found it to have very large mold pins which need to be cut out. You get two large bags of gray parts. The instructions are very clear and comic book like and give a good order of assembly given to you by a skeleton host reminiscent of the old horror comic books. There are no painting instructions as such, leaving the colors to the imagination of the modeler.

Painting and Assembly

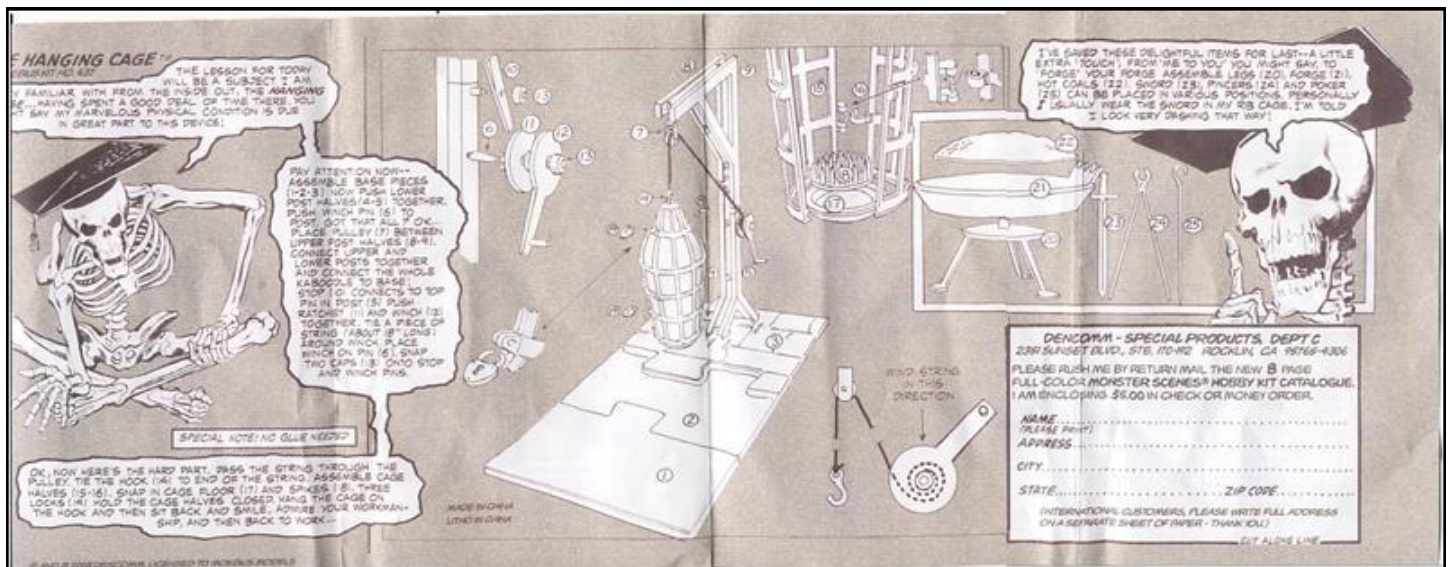
The first thing I needed to do was put the dungeon floor



together. It comes in three pieces and fits like a jigsaw puzzle so that there are no seams in any of the blocks. I filled the two seams with Squadron putty and then used Woodland Scenics' stone gray liquid pigment for that stone look. I then washed the floor, no pun intended, with The Detailer "Black It Out" black detailing liquid to bring out the stones' detail. This is not too hard to do because the molds have excellent detail for the stones and the beams to hold the cage have great wood grain detail.

The beams were a little harder to put together because of the mold pins that needed to be removed and they are thick. Once together I painted the beams with Model Masters © Wood # 1735. This wood color is fairly light, but once I washed it in The Detailer brown detailing liquid, the wood looked perfect and the wood grain detail really popped out. To finish it I used Floquil old silver on the bolts and pulley.

The cage went together nicely and is held together with padlock pieces that snap in place. They are easily removed if you need to open it, to place a victim inside. I was trying to figure how to do the color for this, because I didn't like the way "steel" looked. What I came up with was to paint the whole thing in Floquil's Engine black and then wash it in Model Master Burnt Iron Non-buffing Metalizer. The





Metalizer says “for air brush only” but I thought I would experiment with it and it seems to make a pretty good wash because of how thin it is. I also liked the way that the black came through. I painted the brazier the same way, as well as the poker and pincers. The sword was painted with Floquil silver and the hand grip with Model Master tan.

The fire was done with mixtures of red, orange and yellow enamels and the washed with some of the black detailer liquid and then I also added a wash of yellow and red inks from Citadel Color.



Overall Assessment

Recommended. I really enjoyed building this kit. The biggest thrill I had was the memories of when I was a kid and these kits first came out, I was really hoping that someone would reissue the old monster and dungeon kits. The second thing that made it so much fun was how I started to think of all of the old horror movies that my family and I watch together.

The only problem I had was the large mold pins but they were easily taken care of. This is understandable because this is one sturdy model when it is put together. Now my wife says we are going to build kit # 636 The Pendulum. I guess we'll call it the family dungeon.

Thanks to Moebius models for the review kit, and IPMS/USA for the chance to build it.

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Model Kit Recycling

by Brian R. Baker

For those of us who have been building models for a long time, the obvious question is, “What do I do with the older models I built in the past before I reached by current skill level?” The usual answer is, “Throw them out or maybe give them to the kids”. This is what most of us did over the years, but about 20 years ago, when I was pruning out my model display cases of models that no longer met my standards, I decided to disassemble them and store them in plastic bags with the idea that they might become useful many years later. Of course, most of us saved some of the components, such as wheels, engines, props, etc., but I came up with the thought “Why not rebuild the kit to modern standards?”

One major factor is the condition of the kit. In years past, we didn't have the excellent glues and solvents that we have today, so kits were relatively easy to break apart. If we had used Tenax or Microweld then, it would be virtually impossible to break a kit apart without doing some very serious damage. But with the old tube glues, breakdown is relatively simple.

Another factor is the paint. I've always used enamels, and enamels, even when airbrushed on, can be removed provided the proper method is used. Fortunately, years ago, I heard from some local IPMS'ers that standard automotive brake fluid was an excellent emulsifier, and that it would



remove paint from styrene plastic without hurting the plastic itself. I tried it with mixed results, and the idea languished for a long time. A few weeks ago, however, I decided to try it again, and see what I could do. I had an old bottle of brake fluid in my workshop that I had bought at a yard sale for fifty cents, so I figured that I would see how the system worked. I don't know how this would work on lacquers

or acrylics, as I've never used these.

The big question now was equipment and materials. In addition to the brake fluid, I assembled an old hospital pan that I've had for years, some old toothbrushes, a pair of metal tweezers, some storage jars, an Xacto knife, a scotchbrite scouring pad, some paper towels, a couple of flat plastic drawer organizer trays, some round toothpicks, a few wooden coffee stirrers, and some pipe cleaners that I normally use for my airbrush. I also got a cheap kitchen strainer. Now that I had much more than I would actually need, I started the trial.

I had several old Frog Fokker D.XXI kits that I built many years ago, including one that a friend had given me that he had used as an airbrush paint test target, shooting a bit of paint on it before painting the model he was actually painting. This plane must have had twenty coats of various colors, ranging from silver to red to black. I figured that if this method would rejuvenate that model, it would work on anything. I was ready to begin.

The Process

Keep in mind that this is an extremely messy process. Brake fluid has the consistency of light motor oil, although it seems to wash off with soap and water. Do this step in the process outside, in the garage, or in a workshop. If you are married, and want to stay in that condition, DON'T do it on the kitchen table or sink. If you're single, the choice is up to you.

First, I filled the pan with some brake fluid. It doesn't have to be full, but it does need to cover the parts being treated. I then dumped the parts into the pan, and allowed them to soak overnight. The next day, I began the paint removal process. In the case of the heavily painted Fokker parts, the upper coats just peeled off, but there were plenty



of coats remaining. It took three or four soakings to get all the layers of paint off, but most normally painted models only require only one or two treatments. I spread several layers of paper towels on my workbench, and went to work with an old toothbrush. It was pretty slow going, and I would have given up except that I decided to try using a scotchbrite pad. I recalled using these years ago in cleaning the residue of a gasket off of a cylinder base on the airplane engine, and found that it was a strong enough abrasive to clean off the gasket material without scratching the aluminum. When I tried it on the plastic, it worked perfectly. I just had to rub it briskly, much like using sandpaper. It took the paint off but left the surface detail. For hard-to-get places, I used a toothbrush. It took a little more time, but it wasn't long before I had a virtually paint-free kit that I could rebuild into a state-of-the-art model. The key to the abrasive pad is that it has to be hard enough to remove the paint, but not as hard as the plastic. Have several pads available, and cut them into four or six sections. They're easier to handle that way. Also, you might want to trim off as much of the sponge backing as you can, as it is useless in the process.

Once the paint was removed, I dumped the parts into another pan, using the metal tweezers to pick them up out of the fluid. It is a lot cleaner than using your fingers. I then took the pan inside, and filled it with hot soapy water. After soaking the parts in hot soapy water for half an hour or so, I gently rinsed them off and set them on a folded paper towel to dry. The next morning, my parts were ready to use.

Lessons Learned

I found this to be a good way to begin the restoration process on old models, especially those that are still basically good kits but are hard to find or expensive today. It also works for items you have taken from the spares box and want to reuse. I found that the better brand of scouring pads (NOT steel wool) worked better than the dollar store variety. Any brand of brake fluid should work, but I have not tried other materials, such as oil or transmission fluid. I don't know about the toxicity of the stuff, but I haven't started mutating yet, so I think I'll be OK. Let's just not tell OSHA, or they might send out some TSA types, and you know what that can lead to.



BUY, SELL OR TRADE

Mike Pabis is looking for the following items:

- 1/72 Italeri/Testors B-57G
- 1/72 Italeri/Tamiya AH-6 Night Fox
- 1/72 Hasegawa EP-3E
- 1/72 or 1/48 Two Bobs decals for SEA Heroes with "Chico the Gunfighter"
- 1/72 Monogram F-16XL

E-mail Mike at mpabis525@aol.com if you can help him out. He is willing to pay a reasonable price for any of the above items.

RVHP 1/72 Grumman E-1B Tracer Conversion

by Carmel J. Attard

History

The Tracer was a carrier Airborne Early Warning aircraft manufactured by Grumman. First flight took place on 17th December 1956 and went into service with the US Navy in 1958. When the E-1B joined the fleet during early 1961, it soon replaced the remaining Douglas AD-5W Skyraiders as the standard shipboard AEW aircraft. The E-1B was also used in sea search crew training role. 88 Tracers were built. The type was retired from service in 1977 when it was replaced by the more modern E-2 Hawkeye,

The E-1 was designated WF under the old US Navy system; the designation earned it the nickname "Willy Fudd". Since the S-2 Tracker was known as S2F under the old system, that airplane was nicknamed "Stoof"; the WF/E-1 with its distinctive radome gained the nickname "Stoof with a Roof." The E-1 featured folding wings for compact storage aboard aircraft carriers. Unlike the S-2 and C-1 in which the wings folded upwards, the radome atop the fuselage necessitated the E-1 to fold its wings along the sides of the fuselage.

The Tracer was fitted with the Hazeltine AN/APS-82 in its distinctive radome. The radar featured an Airborne Moving Target Indicator (AMTI), which analyzes the Doppler shift in reflected radar energy to distinguish a flying aircraft against the clutter produced by wave action at the ocean's surface. Separating a moving object from stationary background is accomplished by suitable hardware.

XTF-1W/XWF-1 - aerodynamic prototype (BuNo 136792) without electronics, later rebuilt as a standard C-1A, retaining the twin tail.

WF-2 - Airborne Early Warning version of the TF-1 Trader redesignated E-1B in 1962, 88 built.

E-1B - WF-2 redesignated in 1962.

Also known as E-1B Tracer it carries a crew of 4, two pilots and two Radar/Intercept Controllers. It is powered by 2x Wright R-1820-82A Cyclone 9-cylinder radial piston engine, 1,525 hp take off power each. Giving a maximum speed of 283mph at 4,000ft and a cruising speed of 163 mph and a range of 1,035 miles. An endurance of 4.63 hours on station at 150 nm1 at 5,000 ft.

The Tracer featured a lengthened fuselage 18 inches longer than the C-1 Trader and a modified tail section to support the



radome. The tail section consisted of twin outer fins with a short middle fin. The large middle fin served as the rear support of the massive APS Radome, mounted on the top of the fuselage by a series of three struts. The overhead wing folding arrangement of the S2 and C-1A was replaced on the Tracer with a rearward-folding wing similar to those used on F4F and F6F fighters. A steerable tailwheel was installed to

help maneuver the Tracer on the deck since the aircraft was tail heavy with the wings in the folded position.

A known aircraft of the type on display is on the flight deck of USS Yorktown CV-10 at Patriot's Point Naval and Maritime Museum in Mount Pleasant, SC. There is another at the Intrepid Sea-Air-Space Museum in New York City.

The Tracer saw extensive service during the Viet Nam war, providing combat air patrol fighters with target vectors, and controlling Alpha Strikes over North Vietnam.

When the E-1 Tracers were withdrawn from service 48 were sold to Consolidated Aeronautics in Tucson. Although all have suffered spare parts reclamation, they were offered for sale as potentially flyable. The Tracers were replaced by the E-2 Hawkeye.



The Kit

The kit of the E-1B Tracer was released by RVHP some years ago and was a vacuum cast Polyurethane resin conversion set for the Hasegawa/Hobbycraft Grumman S-2A. The cream colored resin consisted of a 2 part radome, two outer fin

and rudders. A two part main fuselage with the cockpit area have empty space to provide for the crew office seat and instrument arrangement and which was made in such a way so that the clear Hasegawa kit parts fit with little of effort. Two engine nacelle rear parts are also provided which complete the set.



Construction

Using the drawings provided as a guide to parts location, each part was first cleaned from any excess resin located at the periphery of parts. Heavy resin runner was carefully parted using a fine saw. In doing so a face mask was worn as the fine powder emanating from the cutting can be a health hazard if ingested or inhaled. The Tracker (Hasegawa kit) to Tracer conversion entails a new fuselage, tail section, rear engine nacelles and adding a radome. When all the components were all prepared for assembly, the main radome supports were made out of thick plastic card. The kit also contained a steel strip (extruded metal struts) in case it can be used for same radome supports. These were measured and fixed to upper wing decking. The secondary support stay location were marked on the radome low surface.

Turning to the wings, the folding lines on the Hasegawa kit were filed flush and new ones were scribed using a pointed scribing too. The wing parts were assembled according to the instructions and the search light fairing on the leading edge was filed flush. The Hasegawa engine nacelles were cut off at the



vertical panel lines in line with the rear of the wheel wells and in place fitted the new conversion parts using super glue to join the parts together. The fuselage and wings were assembled. As the radome was going to offset the weight to result into a tail sitter I added lead weight to the nose area. The horizontal tail-planes were then fitted and these were matched to vertical at right angle. A new radome antenna was made from plastic card. When all the assembly was in one piece the huge radome was brought to the fuselage. To simplify matters I made a dowel pin to the radome struts which inserted into a precisely measured locating drilled hole and this saved the day as the radome simply glued at the correct spots.

Reference to photos indicated the location of the single wireless that joins the tail plane to fuselage.

Painting and markings

The underside of the radome was airbrushed in semi gloss white before assembled on top of the fuselage. This was then joined to the fuselage and the underside of the assembly was given coats of the same Model Master white. With the undersides masked the rest of upper fuselage and wing areas were airbrushed in gull grey FS 36440. A coat of Johnsons Klear prepared the kit to receive the decals.

After making drawings for the correct size of decals that I was planning to apply to the Tracer I sent these to Phillip Weston of Auckland, New Zealand who made for me a perfect set of decals for which I am thankful. These were applied to the kit and finally the Tracer model was given a coat of semi gloss clear MM varnish.

Conclusion

This was my second kit of the Tracer AKA Willy Fudd and was more a straight forward one since the conversion parts were readily available to me when compared to my previous build where the parts were carved out of wood.

Overall this is a very nice conversion kit which I thoroughly enjoyed building. I'll be looking out for more conversion products from this manufacturer in the future.



SAM Publications Modeler's Datafile 16: The Hawker Hunter

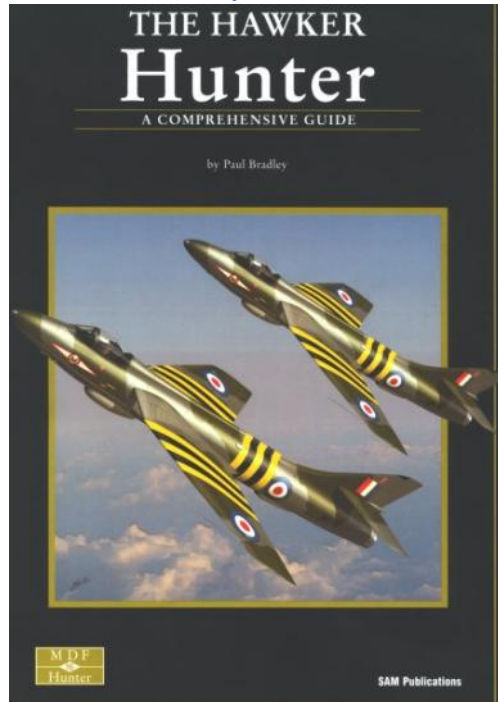
By Paul Bradley

Reviewed by Jim Pearsall

Last year at Columbus, I bought the Modeler's Datafiles 12, 13 and 14, on the F-4 Phantom. I was impressed with these books, and I'm impressed with this one too. This book has all the information a modeler needs to build a Hawker Hunter, including a kit listing, a decal listing and an accessory/conversion listing. I find I spend a lot of time looking for info on aircraft I build, and this book will save me on research next time I build a Hunter.

The table of contents is as follows:

- Development of the Hunter
- The Hunter in British Service
- Export Customers
- The Hunter in Action
- Camouflage and Markings
- Colour Side-views (sic)
- Hunter Walkaround
- Cockpit
- Ejector Seat
- Engines
- Cutaway
- Pilot
- Fuselage
- Wings
- Undercarriage
- Stores
- F.58 Specific
- Modeling the Hunter
- Kit Listing
- Accessories and Conversions
- Decals
- Hunter Specifications
- RAF Users of the Hunter
- Bibliography
- Fold-out Plans - 1/72



Whew! The best part of this book is that it is well written. I sat down and actually read this book during the boring parts of a football game. The photographs are good quality, some are excellent, and they illustrate and add to the text.

Because the Hunter was used by so many export customers, there are many choices for marks and markings for the modeler. Mr. Bradley's choices for profiles and markings run the gamut from the 1951 prototype to the 1990s Swiss F.58.

The walkarounds are also very useful and comprehensive. There are 5 pages (13 photos) of the cockpits, 8 photos of ejection seats, and the fuselage is covered by 11 pages with 42 photos and 15 explanatory drawings.

The modeler's sections are so very useful too. Mr. Bradley doesn't just describe the various Hunter models available, he built them. Not just the modern, readily available kits, but the old Frog kits, the Revell kits in 3 scales, the PJ Production resins, the Academy kits, and the Matchbox kit. There's also a listing of all Hunter kits, including some he knows of but has never seen. The accessories and decals are also quite complete.

There's also a wonderful set of 1/72 scale drawings in a foldout inside the back cover. These are an excellent reference if you're not sure of the shape of a Hunter kit, and the drawings cover from the F.1 to the G.A.11, including both straight and saw-tooth leading edges.

And in the back is one of those things I wish I had for some other aircraft. It's a listing of which RAF squadrons had Hunters, at what time, and which base they were at.

Overall Evaluation

Definitely recommended if you're interested in British Aircraft, or think you may need to build a Hawker Hunter some day. It's a one-stop modeling reference, and has everything you need except for the kit, the glue, and the paint.



Save the date!
Saturday, November 5th, 2011

ModelZona is coming!

Upcoming Monthly Contests

January - *Something Blue.*

February - *Tiny.* Any scale, but things like light planes, mini cars, tankettes, PT boats.

March - *Hollywood.* TV or movie-related subjects.

April - *Three Foot Models.* Judged from 3 feet.

May - *Prototypes and Famous Firsts.*

June - *Lost In Battle.* Custer, USS Arizona, B-25 from the Doolittle Raid, etc.

July - *U.S. Navy World War II.*

August - *Wet & Wild.* Boats, floatplanes, amphibious tanks, fire trucks.

September - *Big.* Multi-engine aircraft, heavy tanks, over-the-road trucks, super dreadnaughts.

October - *Strangers In A Strange Land.* Markings or finish not normally associated with the type.

November - *Out Of The Box.* Don't forget your instructions!

December - *Golden Age of Monogram.*

UPCOMING EVENTS

MARCH 2011

- **Tuesday 1st, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Hollywood.**
- **Saturday 19th, 8:30am-1:30pm** - Cholewa Plastic Model Swap Meet at the Postal Workers Social club - 3720 W. Greenway Road, Phoenix, AZ. Admission \$3 (children under 12 Free). For more info contact Mike Cholewa at 602-944-4096.
- **Saturday 26th and Sunday 27th, 9am-4pm** - Southwest Military Transport Show at the Commemorative Air Force Museum, 2017 N. Greenfield Rd., Mesa, AZ. For more info visit www.ahmta.com.

APRIL 2011

- **Tuesday 5th, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Three Foot Models.**

MAY 2011

- **Tuesday 3rd, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Prototypes and Famous Firsts.**