

The Phantom Phocus

Volume 2, Issue 14

August 2010

What's Happening in September:

- 2 Demos in September: Weathering Aircraft by Bill Powers & Japanese Zero Colors by Will Nichols
- Model photography by John Bergsing
- Models, models, & more models!

Inside this issue:

Tamiya Type 52 Zeke pt.1	1
Vagabond Decals	5
1/16 Japanese pilot / F-22A Seat	6
Dr. Phil / 1/48 GE F-110	7
N.S.E.A. Protector Review	8
1/48 Mauve P-40N pt.1	9
Editorial	10

Tamiya 1/48 Zero Type 52 'Zeke' Part 1

By William Nichols

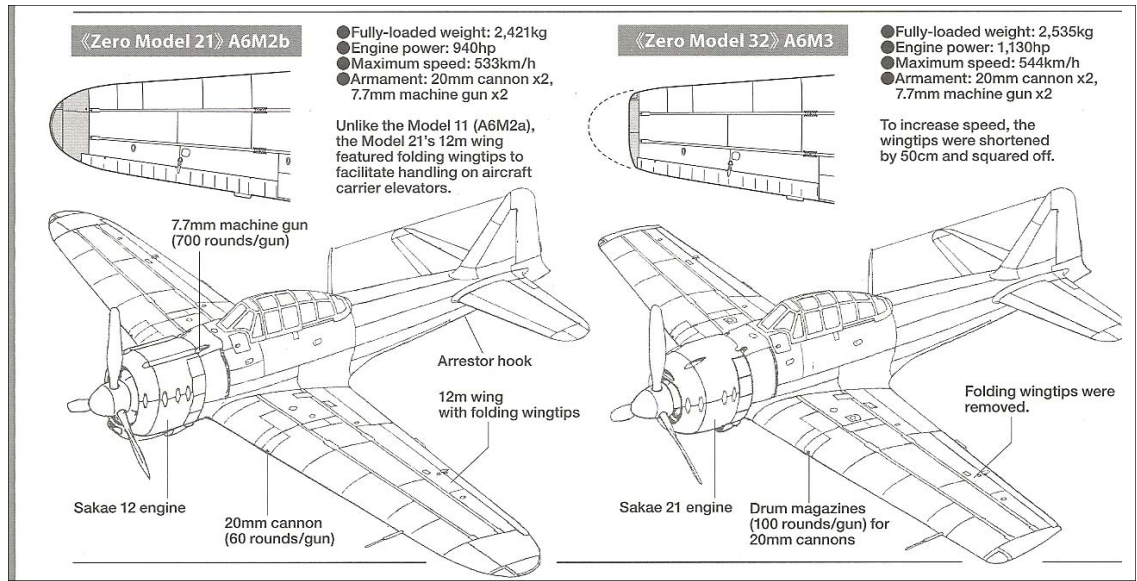
Kit:	Mitsubishi A6M5/5a
Scale:	1/48
Kit #	103
Manufacturer:	Tamiya
Price:	\$52.00
Decals:	3 options
Reviewer:	Will Nichols
Notes:	Best late Zeke available



At the outbreak of the Pacific War, the Mitsubishi Zero was an excellent fighter plane. As the war progressed, upgrades in the forms of the Model 21, 22, and 32 were introduced and all received numerous improvements such as greater speed and armor reinforcement. The Model 52 appeared over the Solomon Islands in 1943. The wingspan was designed 100cm shorter and in a semicircular shape, which differed from the Model 22 (the type 32 also featured this shorter wingspan, but had clipped wing tips). With the improvements of the plane's balance, speed, armor reinforcement, maneuverability, and cruising speed, it resulted in an excellent fighter. The Model 52 Zero took part in the Marianas Turkey Shoot, Iwo Jima, and Okinawa, and continued to support the Navy and land forces at the frontlines until the end of the war.

When first released in 2008, the Tamiya Mitsubishi A6M5/5a Type 52, Allied codename 'Zeke', was widely hailed as the 'Best Zero' in 1/48. That certainly holds up today, even though it now shares that crown with its brother, the Tamiya Mitsubishi A6M3 Type 22 in 1/48. What you get when you open the box is 115 parts in grey plastic that compose the air-

Tamiya 1/48 Zero Type 52 'Zeke'



frame, eight parts in clear; four standing pilot figures made up of 21 additional grey plastic parts; polythene caps; self-adhesive canopy masking sheet; and decals for three marking options. Whew! That's a lot of plastic crammed into Tamiya's standard sized kit box.



Those familiar with Tamiya's 1/32 family of Zero's will notice some commonality between these kits, as much of the 1/48 kits fine details are based on their superlative large scale brethren. The cockpit is one of the most complete that has ever been presented in a quarter scale kit, lacking only some piping (which is easily recreated from fine solder) and either Mitsubishi or Nakajima style seat belts (Mitsubishi built have a shoulder restraint, while Nakajima built planes did not). Take note of whether you plan to builds a Nakajima or Mitsubishi built Zeke, as each manufacturer used a different interior green color. The Mitsubishi color is close to US interior green, and its Nakajima counterpart is close to British interior green.

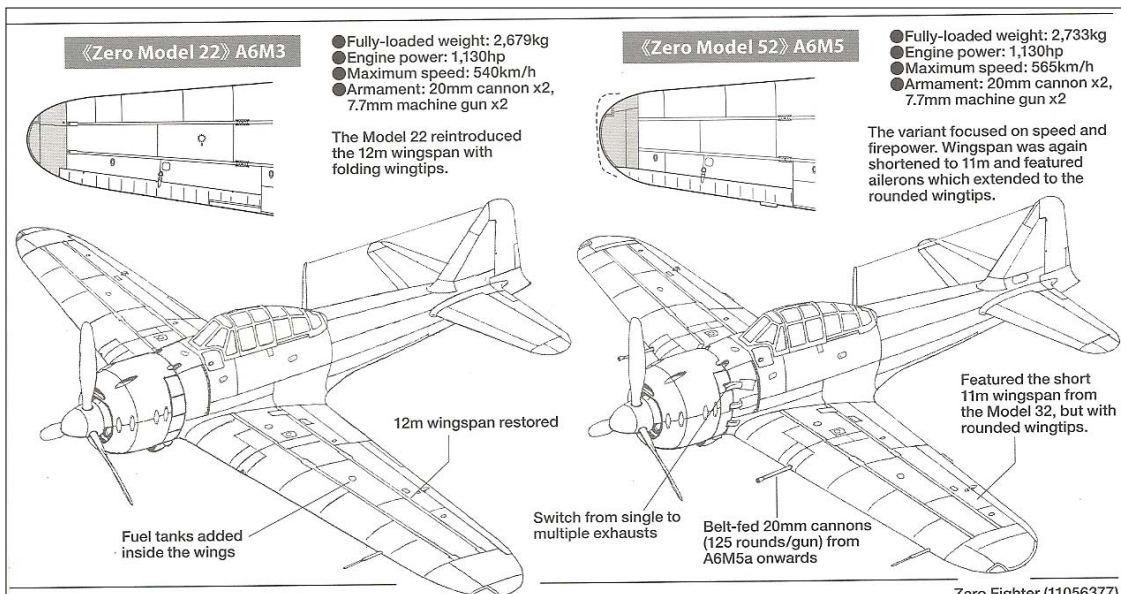
I have my kit built to the painting stage, and I can make the following comments about the construction of this model:

- Overall fit is excellent, but care must be taken in several places:

Here's my kit to date with the cowling, prop, & engine finished. A base coat of Mr. Surfacer has been sanded waiting on the Midori-iro & Tsuchi-iro coats

Tamiya 1/48 Zero Type 52 'Zeke'

1. Attach the vertical fin to the fuselage halves first. This will eliminate any steps at the tail base. Also be careful with the insert panel at the base of the tail on the left side. Carefully remove it from its frame and you will have no problems.
2. The attachment points to the fuselage halves are on the mating surfaces. Try to not sand a gap like I did when cleaning them up. If you do, wedge a shim of .005 styrene in the gap as filler.
3. The wing gun inserts on the leading edge are the one place of poor



fit in the kit. Align them to the top wing, and will on the bottom. That's the best I can come up with.

- Here are some general painting notes for the Zeke:
 1. The decking under the greenhouse portion of the canopy *is not the color of the cockpit*. It is blue-black on Mitsubishi built planes, and flat black on Nakajima built planes. Same goes for the engine cowling based on which company built the Zeke. While we're discussing black, the inside of the canopy frames were also painted flat black, so reduce glare. Tamiya XF-69 NATO black is a good in-scale choice for the flat black, while White Ensign Colour Coats makes the blue-black in their range.
 2. Gear bay color also depends on manufacturer: Mitsubishi built planes have their gear bays painted the same color as the undersur-

Tamiya 1/48 Zero Type 52 'Zeke'

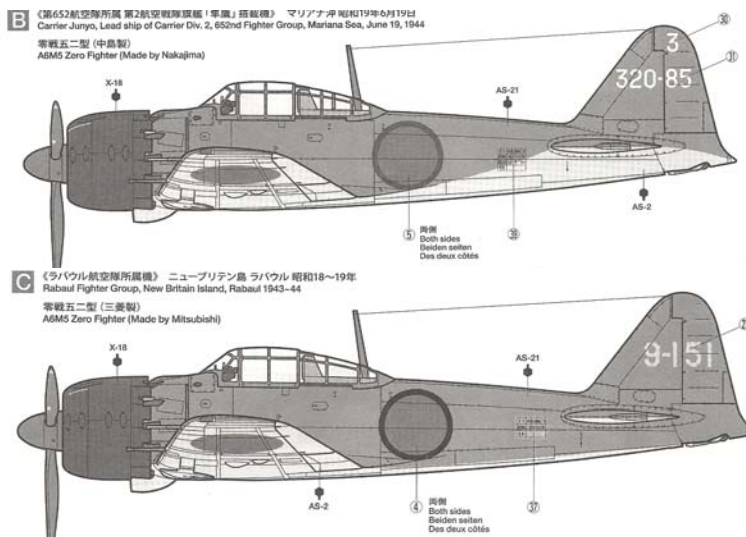
faces whereas Nakajima built planes have gear bays that are over all Aotake (clear blue-green over aluminum). The gear doors from both manufacturers are the underside color. Struts are black, and wheel hubs are either aluminum or undersurface color. Check your references.



- 3. Flap interior from both manufacturers are Aotake. I mixed my Aotake from a TLAR (That Looks About Right) recipe of Tamiya Titanium silver, Metallic Blue, and clear green. No two batches are the same, and this works. Aotake exposed to air turns becomes more

green than blue, such as the artifact from the Zeke that crashed in the Enterprise off of Okinawa that I photographed at NAS Pensacola this summer (shown above).

Note the demarcation lines on the profiles: Nakajima is on top, then Mitsubishi.



- 4. The demarcation line between the Midori-iro upper surfaces and the Tsuchi-iro lower surfaces varied by

Manufacturer. On Mitsubishi built planes it extended in a straight line from the wing root to the end of the fuselage. Nakajima built planes featured a swooping demarcation line where the Midori-iro arched up to the horizontal stabilizers and then back down to the tail cone. I am building option 'C', pictured above.

Other additions I have added to my Zeke include the superb Quickboost exhaust pipes and the Master Details turned brass gun barrels. Both are worthy upgrades to this kit. Pictures of my built up Zeke and the conclusion of this article will be in next months *Phocus*.

Images not taken by the author come from the Tamiya instruction sheet.

Vagabond Decals

Vagabond Decals is a new outfit headed by Brian Marbrey (formerly of VF-Decals) and Mike Hazelwood. I picked up Vagabond's first sheet at the Anniston show this past April direct from the source. It covers three Hawkeyes from VAW-125 The Tigertails. The large 8½ by 11 inch sheet of decals is nicely printed by Superscale. Two of the subjects have the older, four bladed props, while the third has the newer eight bladed Hawkeye 2000 style props. A set of walkways and stencils are included for one aircraft as well.



- Subject 1 is a black-tailed CAG (Commander Air Group) modex 600 with a torch, lightning bolt and trident on the tail.
- Option two is a white-tailed option sans torch, lightning bolt, and trident with a modex of 602 on the nose.
- The third and final option is the most eye-catching. It is a Hawkeye with eight bladed propellers and the most art on the tails. The tails are black, featuring the red and yellow torch, trident, and lightning badge, along with a stylized double A airgroup letters in yellow. The modex of this plane is 600 as well.



All subjects sport the full color unit emblem on the nose just aft of the cockpit. Sized for the Kinetic (and thus the Italeri reboxes) kits, the sheet retails for \$16.50 and is available directly from Vagabond via their web store. Highly recommended.

Imperial Japanese Navy Pilot by Will Nichols

Kit:	WWII Imperial Japanese Navy Pilot
Scale:	1/16
Kit #	36312
Manufacturer:	Tamiya
Price:	¥1300
Decals:	Badges & insignia
Reviewer:	Will Nichols
Notes:	Good intro level figure



The latest figure from Tamiya in their 1/16 World Figure Series is the World War II Imperial Japanese Navy Pilot.

The figure is clad in the early war style flying suit, flying cap, goggles, and life vest. Even though the pose and parts count of this figure is somewhat basic, you can choose between either folded arms or a set holding a katana in the right hand. A nice set of pres-

sure sensitive decals are included for the pilot's rank and insignia.

With less parts and options than the other 1/16 Tamiya figure kits, this model would be an excellent first foray into figure modeling for those who have been wanting to branch out in the hobby. Highly recommended to modelers of all skill levels.

Eduard 1/48 Brassin F-22A Seat by Will Nichols

Item 648002 MSRP \$13.00

Eduard of the Czech Republic is well known for their color photo-etched sets and line of Profi-pack kits. Now they have entered into the resin parts market with their new Brassin' line of accessories.

This review covers the 2nd item of this new line, an ACESII ejection seat for the Academy F-22A Raptor. The seat kit, and yes it is a kit, comprises 4 resin parts and a color fret of 28 metal parts. The resin makes up the seat and frame, while the photo-etch comprises the details and the belts.

This new line from Eduard promises to be a nice addition to their line of aftermarket parts. If you just want to add a great looking ejection seat, check out Eduard's new Brassin' line up.

Recommended. Available from Sprue Bros.



Dr. Phil: Home Made Punch Set by Phil Hale



Go to the Hobby shop and get various sizes of brass tubing and then go to a Vet or a Veterinarian Supply House and get the largest sizes of hypodermic needles.

You'll need at least 18 G through 12 or 14 G needles. Make sure you get the re-useable kind because they have the steel shanks. The plastic shanks will sometimes give and allow the back side of the needle to slip through and cause serious damage to your finger.

Cut the brass and the needles to whatever length you fell comfortable with and then bevel the outside edge. This will need to be very sharp as this will cut through the sheet plastic.

You can chuck this into a Dremel and use sand paper or a file to bevel the edge. Do the same with the needles. You'll need small brass rods/piano wire to push out the disks. We'll need these home-made tools to punch out plastic disks to make knobs and buttons. The larger brass tubes can be used for trim wheels and such. This is cheaper and more effective than the Waldron Punch and Die sets.

Shull24.com 1/48 GE F-110 Exhaust Nozzle for F-16 by Will Nichols MSRP \$12.00

This is a simple upgrade set for GE engine F-16's (Blocks 30, 40, 50, and 60). The set is made for the superlative Tamiya kits, but



can be modified to fit the Hasegawa (and probably the Kinetic kits as well) kits. The set comprises of five well cast pieces of gray resin. The flame holder, inner and outer pieces of the exhaust are exquisitely detailed. When compared to the kit pieces, the level of detail difference is obvious. Paint call outs are primarily in Alclad metallic's.

This is a highly recommended upgrade to the Tamiya F-16. I plan on suing mine to convert a small mouthed Block 25 into an early small mouthed block 30 for the Afterburner Bentwaters sheet reviewed in the last installment of the *Phocus*.

This set is available only from www.shull24.com

Photo credit goes to Shawn Hull, used for illustrative purposes only.

Galaxy Quest NTE-3120 N.S.E.A. Protector

by Trey Rush

Kit:	Galaxy Quest NTE-3120 N.S.E.A. Protector
Scale:	1/1400
Kit #	9004
Manufacturer:	Pegasus
Price:	\$29.99
Decals:	Insignia
Reviewer:	Trey Rush
Notes:	By Grabthar's Hammer!

Ok, who hasn't seen the movie, and wanted to build the model of the N.S.E.A. Protector? Finally one is readily available! Pegasus Hobbies kit No. 9004 is the first plastic kit of the N.S.E.A. Protector

First impression upon opening the box is that there are a lot of loose parts, which usually isn't a good sign. Since this is my

first Pegasus kit, I don't know if they're all like this. However, the more I looked at it, the better it looked. The details in the parts are very precise and clean. Especially since this kit is essentially a snap together kit.

The pins and holes used to 'snap' this kit together are huge and numerous, but surprisingly, the sink marks that you expect with this size pin system are few and very minimal. Most of the (ABS) plastic in this kit is in the 8 parts of the body of the Protector and the sprue. Of the rest of the 40 pieces, 4 pieces for the stand, 10 clear blue parts, and the rest in the detail parts. Also included are 4 strong magnets used to make the "command ship" removable.

I couldn't resist and almost immediately started putting pieces together. The fit is surprisingly good, and you get a good idea of the size once you get a few pieces together. The complex contours of the inner wing/fuselage joint are again surprisingly very smooth and should only require a little cleanup and filling.

The more you look at it, you realize that there are some parts that need to be 'trapped' between the wings. Some of these can be made to be inserted after painting, but the clear blue engine parts have to be inserted before assembly. I'm thinking of using liquid mask for them. All of a sudden, I realize that I've almost finished the kit while writing this review.



Mauve 1/48 P-40N Part 1 by Will Nichols

***Don't give me a Peter 4-0
It's a hell of an airplane I know
But she's a ground looping bast-
tard
And you're sure to get plastered
NO don't give me a Peter 4-0!***

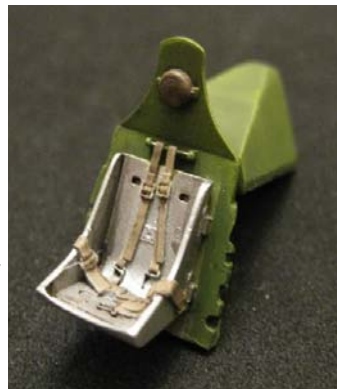
old AAF drinking song

My Mauve old P-40N is on the bench too right now too, so here it is. The cockpit is a cobbler together of an Ultracast seat and rear bulkhead, True Details floor, side-walls and forward bulk head, and an Eduard Zoom instrument panel. Here is the seat assembly. I love how Ultracast made the seat integral to the rear bulkhead. The drape of the belts over the little spacer bar is correct too. The base cockpit color is FS 34102 from the Model Master line up. The seat was painted with Testors aluminum from the small bottle range. The belts are Citadel Commando Khaki and the head rest is Citadel Khemri Brown. These are excellent acrylic paints that I use on my wargaming minis, and they translate over to the modeling world well too. The 34102 took a drybrush of Tamiya XF-4 yellow green, and everything took a wash of Citadel Delvan Mud wash.

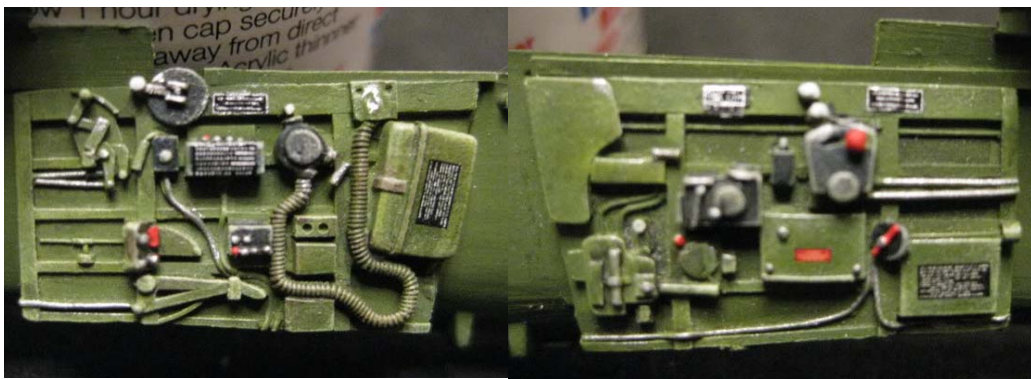
Up next is the floor board. Same painting as the rear bulk head, but with paint chips made from Citadel Chainmail. It's a nice, dark silver that looks better than a garish bright metallic scratch or nick in my eyes.

Finally for this installment are the sidewalls. Same paint as the other two pieces, but with the throttle and boxes picked out in Vallejo flat black. Good stuff. Various detail painting as been started with Citadel white and Vallejo colors. After detail painting and adding some placards from various decal sheets in my decal bin, I'm just about ready to button this one up! More Peter 4-0 madness to come in future issues of the *Phocus*! Stay tuned!

My Mauve old P-40N is on the bench too right now too, so here it is. The cockpit is a cobbler together of an Ultracast seat and rear bulkhead, True Details floor, side-walls and forward bulk head, and an Eduard Zoom instrument panel. Here is the seat



“What’s a P-400? A P-40 with a Zero on its tail!” -old AAF joke that was probably all too true...



IPMS Phantom Phlashers

Birmingham, AL

Meeting locations, dates and times

The Phantom Phlashers meet the first Saturday of every month at 1:30. We meet at the Southern Museum of Flight in Birmingham, Alabama.

Southern Museum of Flight

4343 73rd Street North
Birmingham, AL 35206
(205) 833-8226

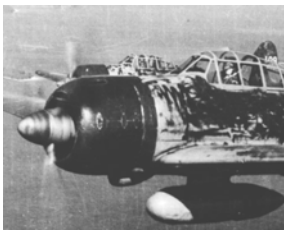
Our next meeting will be on September 4, 2010. Hope to see you there.

The Phantom Phocus

www.phantomplashers.org



Next Month:



A Message from the Editor

Summer 2010 has come in gone. I don't know about y'all bu I managed to get some good modeling done. I have 3 kits that will be finished in the near future. You read about one of them in this newsletter.

The Zeke has to be one the most fun modeling experiences that I've had in good long while. As I'll show in September, the research has been as fun as the kit.

Everything I thought I knew about Japanese colors has been thrown out the window in short order.

And that's important. We can **NEVER** know everything about a given subject, especially about an airplane that flew combat some sixty-five years ago. We can make educated guesses, and examine the relics and histories with an open mind.

When you do just that, you will surprised about what you can learn.

William R. Nichols Jr.

Propaganda Pusher, IPMS

Phantom Phlashers