



Butch O'Hare

IPMS / USA

The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

March 2012

Aboard the USS Turner Joy 1964



Story and Photos by Kevin Stover

The USS Turner Joy's keel was laid in the fall of 1957 in her new hometown of Seattle. At 418 feet, she was the last Forrest Sherman class destroyer ever to be built. When she officially retired in 1982, she gave way for a new class of destroyer, the Spruance Class, that carried as its main armament guided missiles, radar-controlled Gatling guns and tomahawk cruise missiles.

What the USS Turner Joy is mostly remembered for is the part she played in the opening act in the Vietnam War. On August 2, 1964, the destroyer USS Maddox claimed that she was attacked by North Vietnamese torpedo boats 28 miles off of the Vietnamese coast. President Lyndon Johnson ordered continued patrols and for the USS Turner Joy to assist the Maddox.

Two days later, the destroyers again claimed to have been attacked. Gunners aboard the USS Turner Joy even stated that they sunk or damaged four of the attacking gunboats.

This was the famous "Gulf of Tonkin Incident." The action directly led to U.S. involvement in the Vietnam War. During the rest of the war, the USS Turner Joy was mostly responsible for destroying land targets with her 5-inch guns.

The USS Turner Joy was also semi-famous for a "hang-fire" incident that killed three men when they tried to clear the jammed muzzle of one of its 5-inch guns. Refitting and rearming in the 1970s left her without her 3-inch guns and her ancient hedgehog weaponry.

Eventually, delays in her propulsion system upgrades led to years of inactive duty. In 1976 the USS Turner Joy spent most of her time awaiting more costly upgrades and overhauls. Two years later saw her in port most of the time.

As for the tour, based in Bremerton, Wash., the Turner Joy is standing tall. She's all buffed up for a full "history" deployment. The memorial, created in 1988, is now a permanent attraction. Stop by if you have the time.

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- PT-596 "The Hard Way Round," part II. Pages 9-13.
- "Sharks of the Air," reviewed by Walt Fink, page 15.
- The USS Enterprise in 1/72 scale, page 17.



Important Stuff:

- Next Club Meeting at St. Paul's on Friday, March 9, 2012, 7:30 pm.
- Special Theme: "Dirty and Rusty"



Above: The USS Turner Joy in her home port of Bremerton, Wash.



Top Right: Joy's 5-inch gun (2).

Center: The forward magazine compartment.

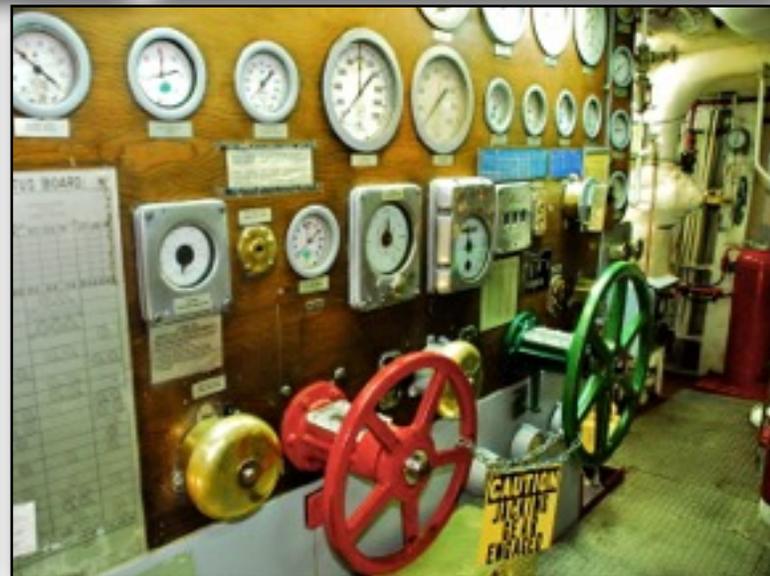


Center Right: The command bridge. Notice the brass megaphone. High technology!



Lower Left: Mid access hatch above one of the berthing compartments. One of two card tables peeks through.

Lower Right: One of the many engineering rooms that was aft.



Our February meeting was well attended with 37 members in attendance. The main business report for the evening informed us that we have received confirmation from IPMS and we are official for another year.

The highlight of the evening was Steve's workshop on airbrush maintenance. Steve was able to get rid of many of the myths about airbrushing that some modelers see as roadblocks to using one of the most important modeling tools and one that every modeler should have. We are very fortunate that in our club we have two members who have strong ties to two different airbrush manufacturers - Iwata and Badger. So if you have any questions about airbrushing, at the next meeting track down either Steve Day or Kurt Van Dahm. I am sure that they will have the answer to your question.



Membership

IPMS/USA is dedicated to the hobby (and fun) of scale modeling. It was started by Jim Sage of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our local regions and chapters sponsor model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With **IPMS/USA** membership, you will receive the outstanding *IPMS/USA Journal* six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in **IPMS/USA** sanctioned contests, particularly our world-famous **National Convention**, held each summer. As a member, you'll also be able to access our online discussion board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to **IPMS/USA** members.

Memberships are available in several types:

Junior: 17 years old or younger, \$12 per year

Adult: \$25 for 1 year
\$49 for 2 years
\$73 for 3 years

Family: Adult membership plus \$5 (additional membership cards as requested)

Canada or Mexico: \$30 per year

Foreign: \$32 per year (*Journal* via regular mail) or \$55 per year (*Journal* via air mail)

Payment Information: Online payment may be made via credit card only.

[Downloadable IPMS/USA Application Form](#) (in PDF, 100KB).

Applications using payment via check or money order should be printed and mailed to:

IPMS/USA
Dept. H
P.O. Box 2475
N. Canton, OH 44720-0475

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Office Manager, **Ms. M.J. Kinney**, at manager@ipmsusa.org.



letters



to the editor

Kevin,

Wow! Nice article on the loss of the Space Shuttle Columbia 9 years ago, and your picture of the Museum of Flight tribute. I'm gonna send this around to a few folks here, and I'm sure it will end up at the Museum "somehow..."

It's great that you mentioned the location of the statue near where the school buses unload.

Thanks for keeping me on the mailing list. I'm glad we made the connection and all the aviation visiting in August. Take care...Nice newsletter!

Dave Lawicki, Boeing Engineer

No problem, Dave. It was my pleasure to see so much of what was going on at Boeing. Many of our members are not only current and ex-airline pilots but really specialize in airline modeling. I'm sure the Boeing Company would be surprised at our collective talents in modeling your product.

Thanks again, The Czar

===== **Museum of Flight Response** =====

Here is the response I got from The Museum of Flight:

Thank you for sharing the newsletter.

In addition to the statue, a scholarship fund in honor of Col. Anderson was created. The scholarship provides underserved children of color the opportunity to take part in day-long activities promoting STEM disciplines here at the Museum. The program also gives the students the opportunity to meet and learn from successful individuals of minority groups who have been inspired by aviation and science. You can read more about the program on our website:

<http://www.museumofflight.org/programs/michael-p-anderson-memorial-aerospace-program>.

Best, Tara

*Tara Cashman
Individual Giving & Membership Manager
The Museum of Flight
Seattle WA 98108*



The Display Table



← Carl Knable's Ju-188 is in winter scheme.

Don Grajek's EP-3E Orion sub hunter is very nice.



← George Bruckert's twin F-14 A and D cockpits are well done!



Don's Dayton-Wright DH-4 is truly vintage.



← Ron Carlson's A-10C looks pretty realistic in 1/72 scale!!!





The Display Table

What? Don with a modern JET!!?



Carl's Beechcraft 18 looks great in "float shoes."



It must have been Beechcraft night for Carl with this AT-11!



Don's S2F-2 Tracker is a welcome modern addition to his fleet.



Don's TBF-1 finishes off his fleet recognition series forever!

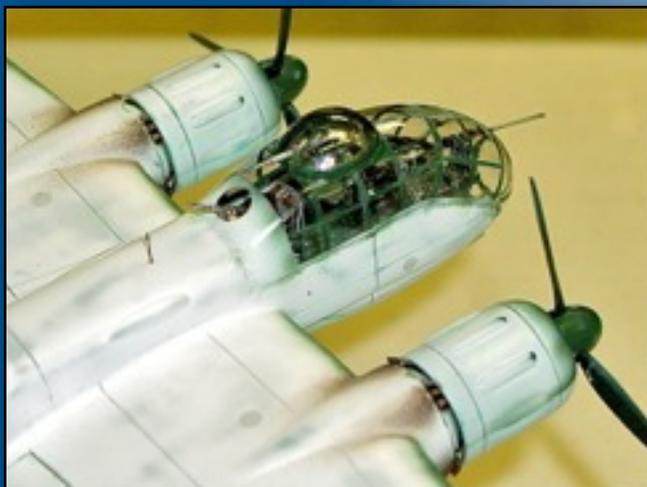


The Display Table



Steve Day gives a little class before the real class begins.

"This is the correct way to hold an airbrush, students."



Carl says he's pretty much done with F-105s. This one is a beauty.

Here's winter JU mode from behind.



John Kauffman's F-16 is in traditional colors.

JOIN/RENEW BUTCH O'HARE SCALE MODELERS

Name: _____ Telephone (____) _____

Address: _____ E-mail: _____

City: _____ State: _____ Zip: _____

IPMS Membership # _____ Exp. Date: _____

Additional Family Members: _____

OK to publish my information on the membership list (except)

____ Address ____ Phone Number

Send To: Butch O'Hare Model Club
7513 W. Roosevelt Rd.
Apt. A103
Forest Park, IL 60130

Dues: \$20 per year. Make checks payable to the Butch O'Hare Model Club.



Local Hobby Shops



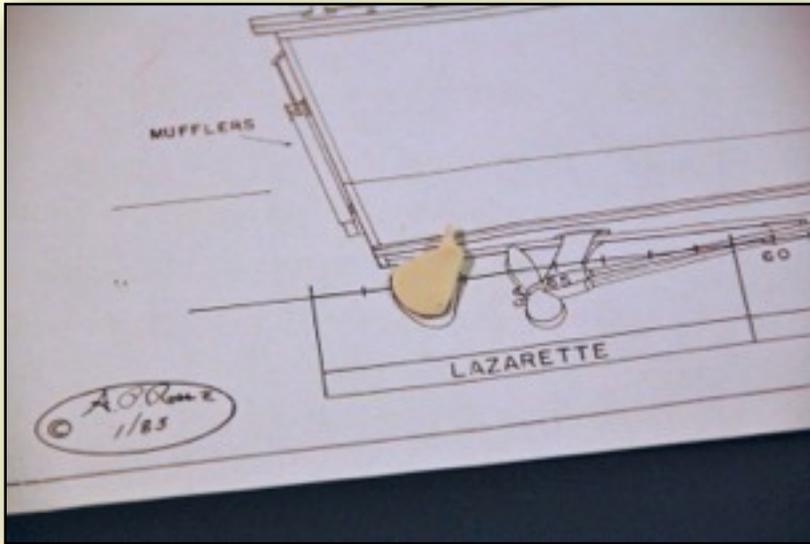
- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848
<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
- **Des Plaines Hobbies**..... 1468 Lee St., Des Plaines, IL, 847-297-2118
<http://www.desplaineshobbies.com/store/>
- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908
www.alshobbyshop.com
- **Adventure Hobbies**..... 23 Huntington Lane., Wheeling, IL, 847-537-8669
<http://ad-venturehobbies.com/>
- **America's Best Hobby**..... 865 Maplewood, Itasca, IL, 630-467-1102
<http://www.americasbesttrain.com/>
- **La Grange Hobby**..... 23 S. La Grange Road, La Grange, IL, 708-354-1220
<http://lagrange.patch.com/listings/la-grange-hobby-center>
- **Ron's Mundelein Hobbies**..... 431 N. Lake St., Mundelein, IL, 847-949-8680
<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
- **M & Models**..... 9329 S Cicero Ave., Oak Lawn, IL, 708-423-7202
<http://www.r-jweb.com/tpt/Armor/Kits/MModels/MModels.htm>
- **Woodstock Hobbies**..... 124 Cass St., Woodstock, IL, 815-337-8770
<http://stores.woodstockhobbies.com/StoreFront.bok>
- **Past Time Hobbies**..... 9311 Ogden Ave., Brookfield, IL, 708-485-4544
<http://www.pthinc.com/>
- **Greenfield Hobby**..... 6815 W. Layton Ave., Milwaukee, WI, 414-281-1800
<http://www.greenfieldnewsandhobby.com/>
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900
<http://www.oakridgehobbies.com>



PT-596 "THE HARD WAY ROUND" part II

By John Bishop

I next tackled the rudder problem – probably the most glaring engineering mistake in the kit. As you can see from the comparison of the kit part to the plans below, the prototype has an elliptical shape rather than the trapezoid shape in the kit.

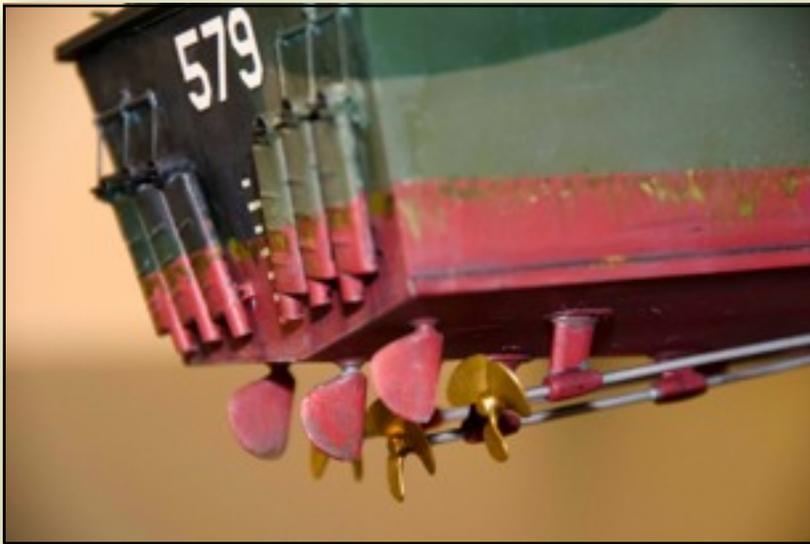


To fix this I used the kit part and glued sheet plastic around the outer rear edge. I then used a photocopy of the plans to make sure I got the correct outline as I removed excess plastic with my Dremel tool. I filled in the gaps with putty, and attached toothpicks to act as "sprues" for pouring resin into my RTV mold. Here is a picture of the part with the resulting mold (left).

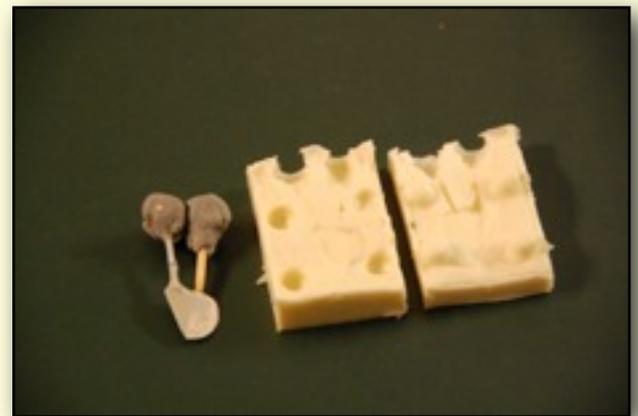
Some casting and filling in of mold defects yielded three identical rudders (shown here with the original kit part).

The final result looks very nice. It's worth pointing out here that the rear exhausts were very tricky to handle correctly. The linkage to the muffler bypass is VERY easy to break (don't ask me how I know). I had photo etch valve replacements, but I found making my own using a circular die punch set worked very well after I managed to lose one of the pieces.

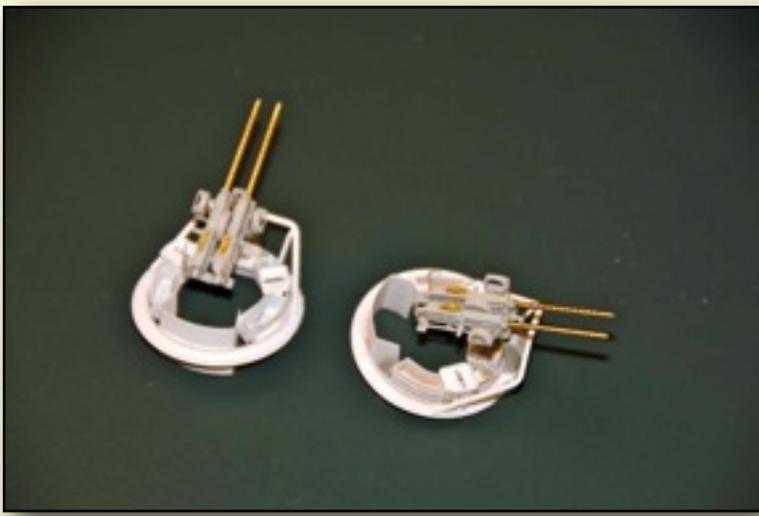
At this point the photographic record gets a bit spotty – the November Butch O'Hare contest was rapidly approaching, and I began to feel the heat of the deadline! I removed the molded



stitching on the .50 caliber gun tub and replaced it with thin copper wire. The stitching was really no problem, but be SURE to have enough wire. I had what I thought to be "more than enough" and it almost turned out to be "almost enough." For something like this, I think you need at least enough wire to wrap around the tub two or three times.



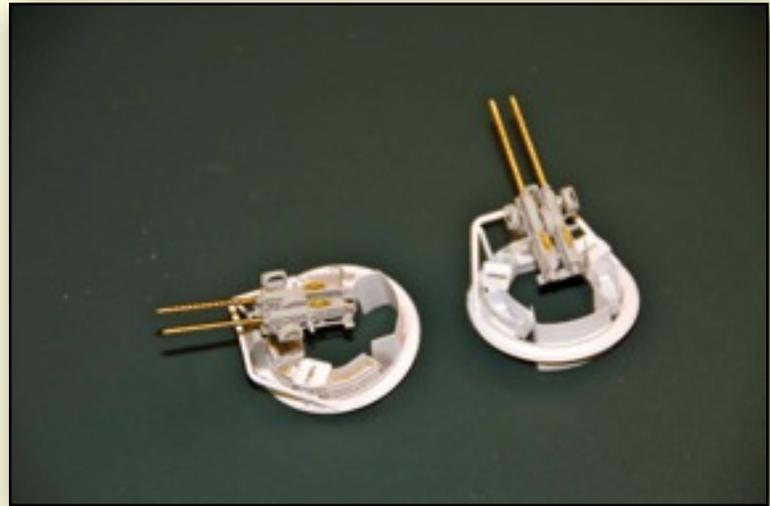
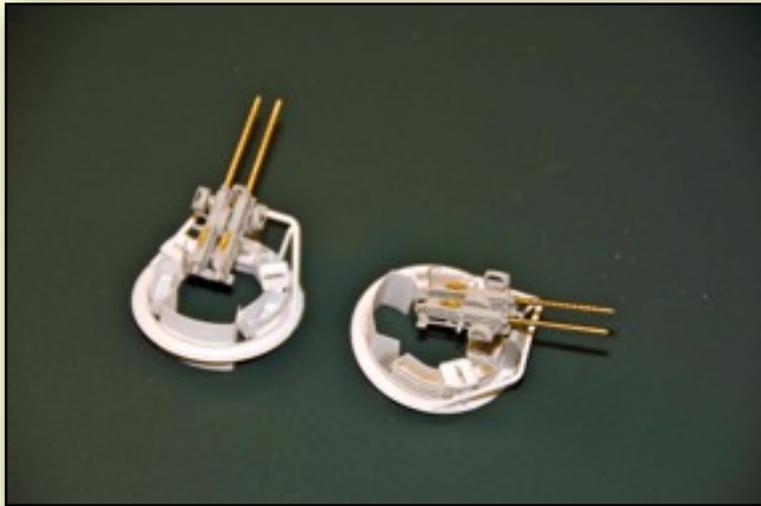
The mounts themselves are almost entirely photo etch, shown here primed in white with the unpainted barrels attached. Here is the painted, completed mount – the ammo feeds are photo-etch with middle primed and



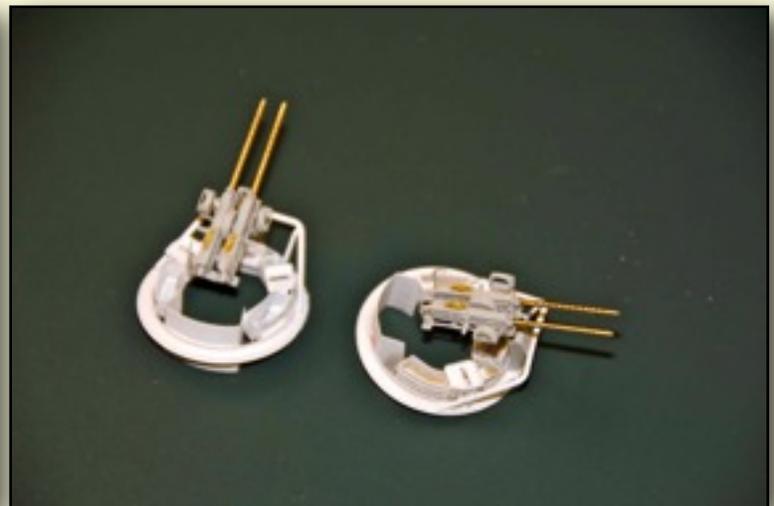
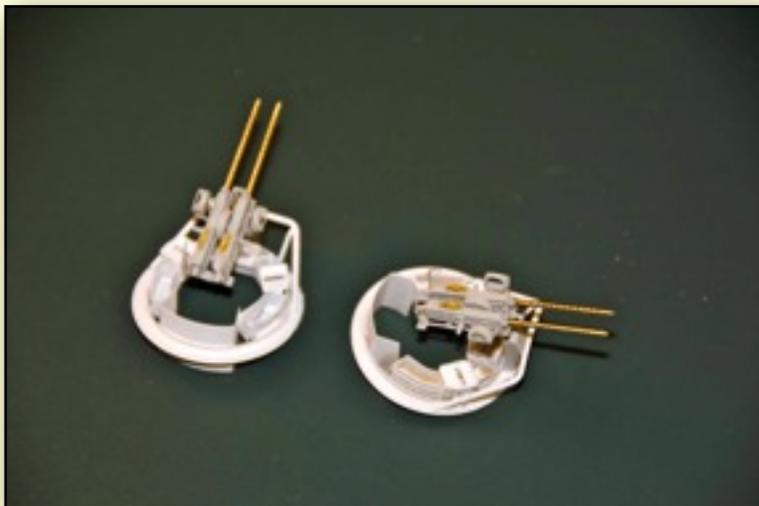
painted gunmetal. For anyone wanting to do more research on these mounts, there are some nice scenes of one in use in the movie "They Were Expendable." Also visible is the dinghy, with its photo etched retaining straps.

The life raft molded line detail was removed and replacements added by drilling into the bands at an angle so that each hole created a "V" that allowed thread (simulated rope) to pass through. I gave the paddles a simulated wood finish by masking panels on the flat portion of the paddles and streaking on a darker brown color.

The dinghy tie-down straps were removed, and photo etch replacements added.



Having completed most of the construction, it was time for the painting/weathering of the model! This is always an exciting and somewhat terrifying phase for me because at this point you have a substantial investment in terms of time and effort in the model, and yet the urge to try something new to make a good model "great" is always with me.



For overall color to replicate Measure 31/20L I used White Ensign enamel paints: WW II US Navy Antifouling Red, #2 Green, #3 Green, and Deck Green. Deck Green is very close in shade to #3 Green but is a bit darker.

These paints are very accurate, but I had a few doubts as I applied them because I've seen so many interpretations that differ drastically from what my research indicates is correct. I've also learned that if you attempt to use black-and-white photographs to try to figure out what any dark color is, it is pretty much a guessing game. You can be absolutely dumbfounded if you happen to come across a color picture of the same object and find out what the color really was. Be careful out there!!!!



In general I chose to paint the hull before attaching the deck, as that allowed me the flexibility of leaving the running gear off until the last minute. I primed the hull and then gave it an overall coat of black, because Kurt Van Dahm suggested that this provides a good base for the anti-fouling overcoat. I then painted the bottom red using the White Ensign enamel. The White Ensign enamels are accurate, but they are somewhat difficult to work with. The granularity of the pigments is coarse, so it is difficult to get a thin, even finish – even on a model of this size. They are also enamels, which means you have ventilation issues when spraying a large

surface. Finally, the paint comes in tins that don't seal very well if you get paint on the edge – which you will if you try to pour it out because there is a depression before the edge that is a guaranteed paint trap. A bad seal means the thinner medium evaporates.....and you can guess the rest.

I painted the deck and superstructure before attaching it permanently to the hull. I wound up having to mask the deadlights anyhow, as I found some research that showed some boats had these installed with an unpainted brass surface, and I liked the way that looked better than just painting over everything! So remember – if you are following in my footsteps I recommend leaving these off entirely until one of the last acts of completion.

I painted the overall scheme and then began with the weathering – and ran into some significant problems. It's always a challenge trying to decide if a "good" paint job can be made "great" with a new technique without ruining the entire project. In my case, I experimented with filtering a bit. Filtering involves dabbing various shades of oil paint onto an acrylic seal coat and then blending the pigments together to add color depth that can look quite striking. Before you do this, you should experiment a bit on a piece of plastic with the same base colors as your model. I found that certain color combinations result in an absolutely HIDEOUS result.



For example, using blue as a shade for darker areas over green is NOT recommended. You will wind up with a bluish corroded bronze color that looks entirely out of place on a plywood boat. I cleaned this up successfully (I hope) and used white and green. The white worked out really well on a vessel like this, as saltwater will leave a whitish residue behind after it dries.

Weathering was pretty straightforward. This vessel saw active duty for less than a year, so it probably didn't get too beat up. I did show patches of dark gray underneath the deck green where wear would have occurred, and occasional patches of wood where even the base coat might have been worn through.

The following picture shows these techniques to good effect. The boxes and rope were resin cast and came from Royal Models. The stencils were part of Archer Fine Transfers 20mm, 37mm, and 50mm ammo box stencils adapted for use. I felt I needed SOMETHING on the crates to make them a bit more realistic.



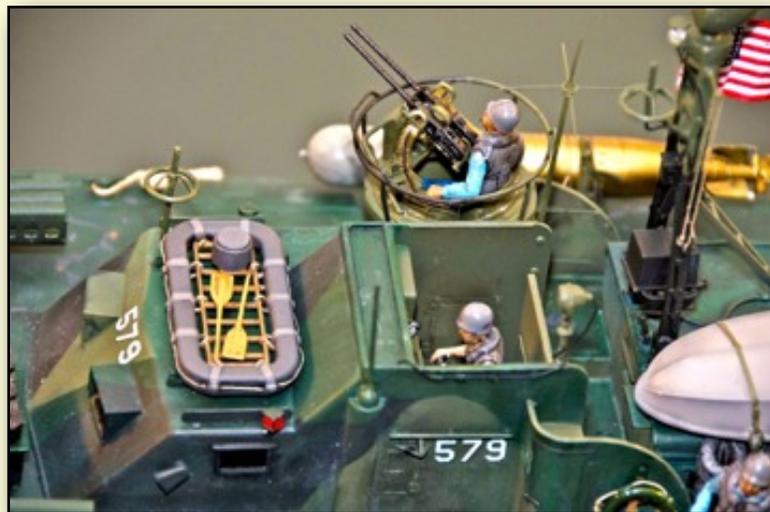
I was afraid that I wouldn't be able to properly use the resin cast lines, but I gave it a go and decided the result came out very nice indeed. I first cleaned up the part – not as trivial as it might sound because the entire bottom needed to be sanded down so the rope coil would sit flat and snug against the deck. I then painted the part gloss black, and after drying, I used dry brush technique to lay on the primary “rope” color. I gave it a future top coat and a dark brown wash to add a bit of color variation and further darken the shadows. The final coat used was Testor's flat clear coat.

I used black streaks on the red portion of the hull to simulate mold, and two shades of green at the waterline to simulate algae. Here is the completed model on its base. The model is dedicated to Machinists Mate 3rd Class Bill Keeney, who was the uncle of fellow IPMS BOH chapter member Mike Ferguson. The patches are the PT boat emblem, the Samar P.I. base patch, and the PT RON-39 patch. The forward 20mm and port 5” rocket launchers are in stowed position.

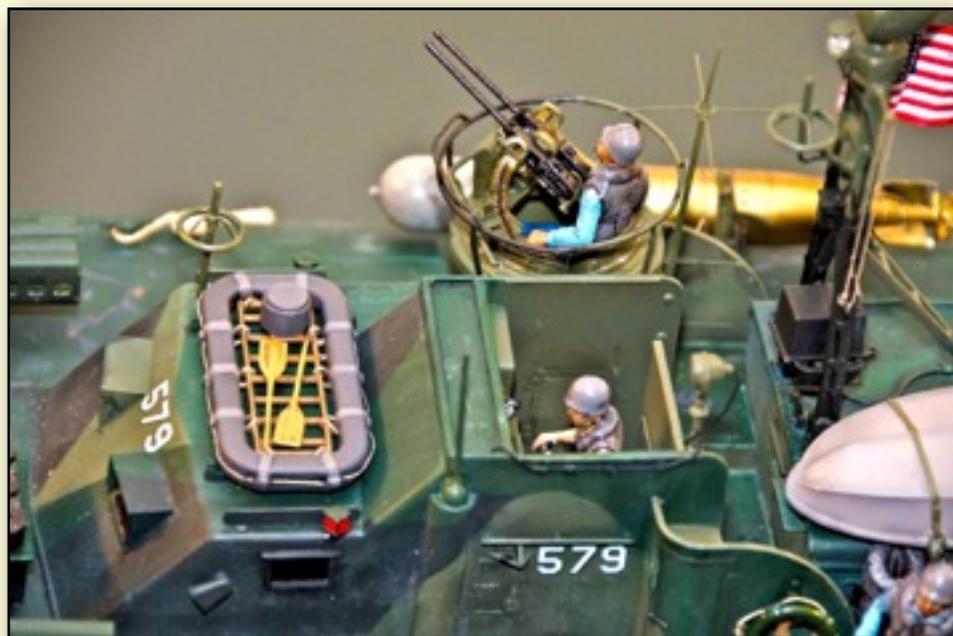
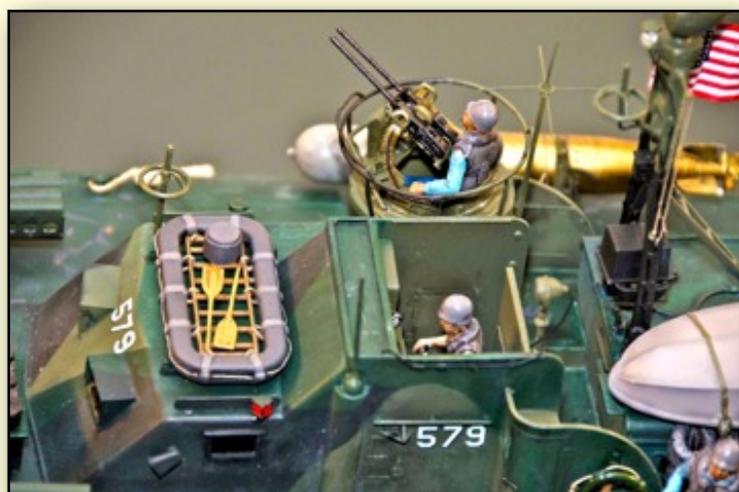
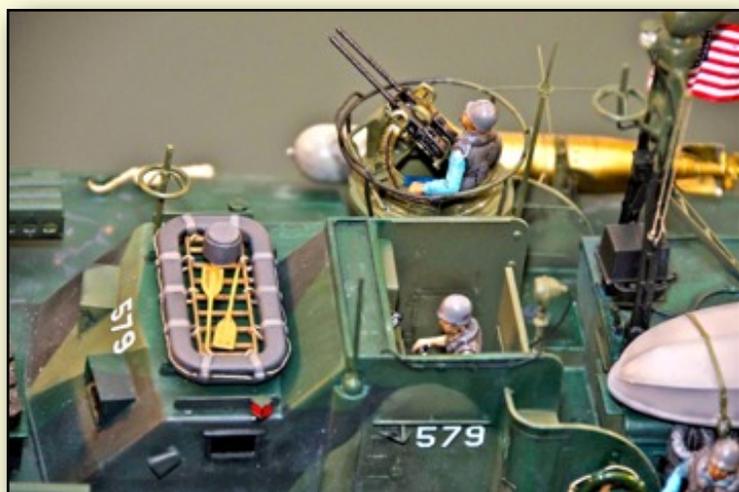


Note the clear mast headlight near the top of the radar mast. Also note the wiring for the bridge searchlight installed on the outer port wall, and the MV lens installed in the bridge searchlight. There's a nice shot of the bridge instrumentation. The radar mast has wiring added, and the molded flag hoists have been removed and replaced with actual thread. Also visible to good effect is my clear mast light replacement. I drilled a hole in the bottom of my acrylic rod section and painted it silver to give it some semblance of a bulb filament. The flag is from Archer Fine Transfers and was relatively easy to make. I used heavy foil as my backing material, and Archer included detailed instructions on how to get everything to match up. Proving even a blind squirrel can occasionally find the nut, I followed the instructions and came out with a very nice result!

Here's the aft 40mm Bofors mount (right). Note that the mounts for the lifelines are there, but I chose to depict the model without the lifelines installed as the lifelines run through the torpedo mount structures and that would have required a bit of rework. I was saved by finding plenty of documentation that showed operations without these lines installed, so problem solved!



The aft muffler system caused a few headaches. The plastic parts for the control linkages are extremely delicate and easy to break (again, don't ask me how I know). Mounted behind the engine access hatch is the stern light – I also scratch built/replaced this detail with clear acrylic rod in a manner similar to the radar mast light. This picture shows the hull weathering used – white filtering with two-tone green algae and a bit of black for mold.



This shows the day cabin, lifeboat, and rear .50 caliber mount. My research showed many photos of similarly draped life jackets and helmets – and not just for crew as PTs performed a great many transportation missions in addition to enemy interdiction. Note the ropes on the life preserver have been replaced and line provided to allow the safety device to be thrown to a swimmer and pulled back in. Also visible are some of the white/green filter effects on the day cabin roof.

This was a very rewarding project – and I got one project removed from my “bucket list”!

John



While at Nellis Air Force Base, I noticed this Iraqi T-tank with a Maverick stuck in its craw.

What a wacky sense of humor those airmen have...



This Month in Military History

March 16, 1945: U.S. troops finally capture Iwo Jima. 20,000 American soldiers are lost.



Japanese officers mistakenly called the Island "Iwo Jima" before its invasion. What was the island's original name?

March 20, 2003: U.S. troops enter Baghdad for the first time after a second round of air strikes.



Kits...and stuff



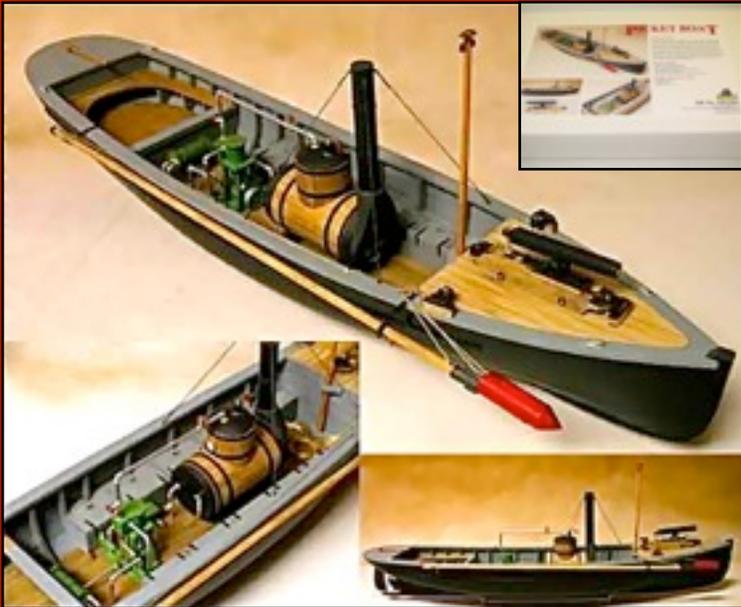
Thanks to all of the members who brought in these new releases for us to see.



Hobby Boss USS Wasp, 1/700



Tamiya Israeli M51 Sherman



Model Shipways Picket Boat, 1/24



Bronco M-24 "Chaffee," 1/35



Hobby Boss M1070 Truck Tractor, 1/35



Meng VsKfz 617, 1/35



FROM THE OVAL OFFICE



Hey BOH!

The January meeting is in the can, and we had a modest turnout due to a monster snowstorm that for the most part never came (thank God). We had a good showing of models as usual. I must say that we really have a great bunch of talented modelers in our club! Every time I look at our show and tell table, I get inspired to build something. Speaking of building, I finished my building! I will bring it in for S&T to show off. I really had a blast building my building. It was a nice change of pace, and I tried some new techniques in painting the structure. I'll do a kit review on it so you can see what I did.

The only other thing we did was hold an airbrush clinic. For those of you who missed it, I will do an article on what went on. It was really good! Our own Hector had a problem with his Iwata 4500. We figured out what was wrong with the airbrush, fixed the problem and moved on to "How to Clean Your Airbrush."

We also had some very good input from Kurt Van Dahm on the subject. What you may not know is, Kurt is very knowledgeable when it comes to airbrushes and works with Badger Airbrushes. So Hector was in good hands.

This is just another example of why a person would want to belong to a model club. Guys, we got a great club full of great guys with lots of knowledge. So take advantage of what you have, and use it! Ask questions like Hector did! Bring in a model you are having a problem with. Submit questions to your newsletter. It's your club, make it work for you. Nuff said!

See you guys in a couple of weeks and keep building!

Mad Dog

Upcoming Events

March 24, 2012

Semmex 2012

Michigan Military Technical Museum

16640 Stephens [Map](#)

Eastpointe, MI

[Jim Ashford](#) 248-399-2386

May 5, 2012

Mad-City Modelers Model Show

Doubledays Banquet House

4586 Baxter Road [Map](#)

Cottage Grove, WI

[Michael A. Luedke](#) 262-567-9147

April 13-14, 2012

WrightCon 2012 - R4 Regional

Hope Hotel and Conference Center

State Route 444 and B Road [Map](#)

Wright-Patterson AFB, OH

[Dave Koukol](#) 937-602-4033

May 19, 2012

Model Fest 2012 (R-5 Regional)

Holiday Inn

8787 Reeder Road [Map](#)

Overland Park, KS

Marty Nevshemal 816-916-8613

April 20-22, 2012

MODELFEST 2012

INTERNATIONAL PALM RESORT

1300 N. ATLANTIC AVE. [Map](#)

Cocoa Beach, FL

[JOHN A THOMAS](#) 321-636-6373

May 26-27, 2012

Wonderfest 23

Crowne Plaza Hotel

830 Phillips Lane

Louisville, KY

THE USS ENTERPRISE (CVN-65) IN 1/72 SCALE

PHOTOS TAKEN AT THE NATIONAL AIR AND SPACE MUSEUM BY KEVIN STOVER



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Club Website

www.butchoharemodelers.com

Upcoming Schedule 2012

Date	Theme	Demo/guest
January 13	****	****
February 10	****	****
March 9	<i>Dirty or Rusty</i>	<i>Working with Oils</i> Kevin Stover
April 13	**Six Wheels	Build-it Night #1
May 11	****	Auction Night
June 8	<i>Libya 2011</i>	TBA
July 13	**Royal Anything	TBA
August 10	<i>Hovering Things</i>	TBA
September 14	<i>Tank Killers</i>	Build-it Night #2
October 12	** Spy Craft	TBA
November 10	****	Contest Time
December 14	**Looney Tunes	TBA



UNCLE VADER NEEDS YOU!

Please submit
articles and send
pictures to your
friendly newsletter.

“OR ELSE!”

All meetings are held on the second Friday of the month at:

St. Paul's United Church of Christ
5739 Dunham Rd.
Downers Grove, IL