

RUN

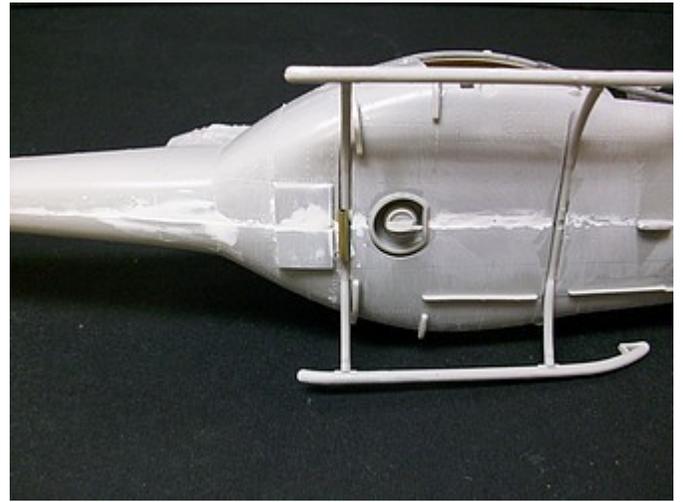
October 4, 1971

Huey C

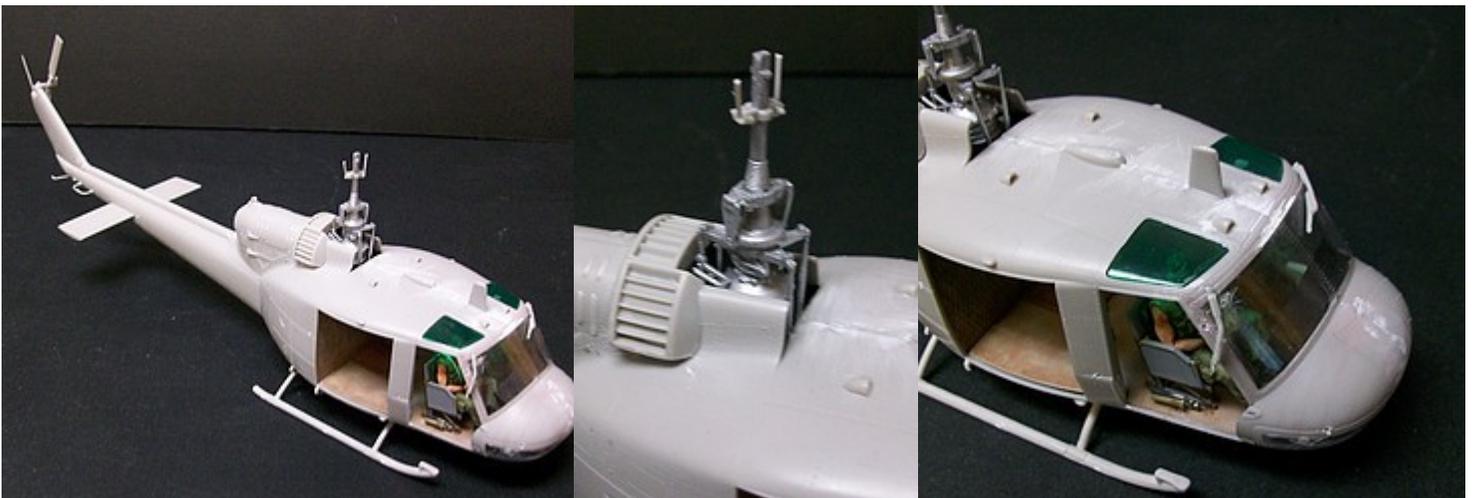
www.vietnamdioramas.com



Made from the Academy kit which came out in 1994. This one kit had problems from beginning to end. The plastic is much thinner than DML or Panda kits and was warped in several places. The outer roof sections on both halves, the inner cabin roof and the bottom of the rotor hub were warped. This led to a very bad fit on the bottom of the model and a misaligned windshield. The rotor hub turned out alright except the stabilizer wouldn't sit straight. The parts of this entire rotor assembly are very delicate and break very easily. The main supports were missing and were made from metal rod. Even assembled the whole thing is extremely fragile. The main fuselage was held together for an exact match at the top, leaving the bottom which will not be seen for the shimming and filling.



The windshield itself was scratched in several places even though it was sealed in a plastic bag. The deep scratches were removed with 1000 wet. Then it was sanded with 6000, 8000 and finally 12000 sandpaper. It was polished with standard toothpaste and then a jewelers red rouge polishing cloth. It turned out 99% ok. (The polishing tip with the 12000 sandpaper came from Mike Gondor, Stratford IPMS)



The green tinted “glass” fell through the openings which were the exact size of the glass so they had to be fitted carefully so cement would not flow on top of them. The windshield fit good on the bottom and sides but not on top because of the warped roof. Sanding it would remove the frame detail, so it was left sticking above the roof line. This line was first filled with Tamiya white putty and after drying, lightly sanded with 600 wet. Then a bead of Loctite Professional was applied and the assembly was tilted back and forth so the Loctite would run evenly across the top of the windshield. The model was masked off and then sprayed with Model Master FS34087 Olive Drab with a drop of black added. After a half an hour of drying, Vallejo Air Model Black was sprayed in a random “sloppy” manner. The rear stabilizer area was oversprayed again with Olive Drab without a drop of black. Now it was allowed to dry overnight.



A center protection plate is visible in the cabin on the floor.

The fire extinguisher is sprayed in OD for low visibility. The seats are dark gull gray. The interior is light gull gray.

Since there are no doors, it takes on a lot of dust and also a lot of spraying blood.

The oversprayed rear stabilizer section can be seen at the picture on the right. It is slightly lighter.



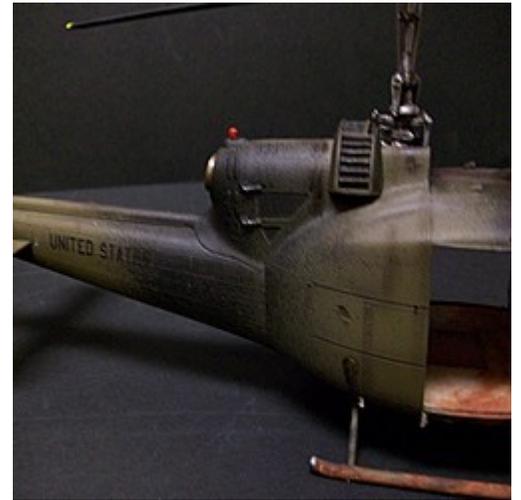
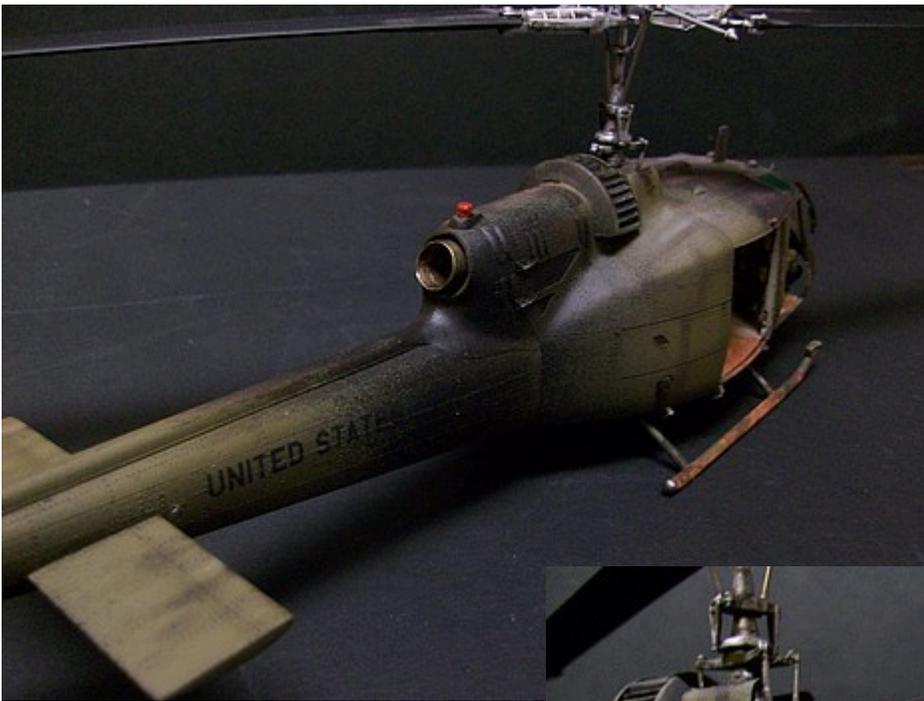
There were still many flaws in the upper windshield area, but there was combat damage in that area which diminished the visibility of these flaws. Spots of the windshield frame were left in bare metal. Also, looking at the rotor shaft mechanism there is black and olive drab overspray. The same can be found on parts of the interior. The Academy decals were used since they were in good condition. The decals, and most of the model were coated in Dorlands Wax tinted with Sepia to bring out the fuselage details. The exhaust area was done in Dorlands with Sepia Extra. This also gives a good foundation for using pastels. Dorlands was used on the clear glass for a base for pastels. The spotty black overspray was left as it was. The rear stabilizer area was left "newer" looking since it had seen recent repairs.



Windshield damage and frame damage are visible. Dorlands was used on the clear glass in a windshield wiper pattern for a base of light gray pastel. Dust effects are on the roof and nose. Defects on the roof line are barely able to be seen.

Visible are weathering effects using Dorlands and Sepia as a base for pastels. Light gray, medium gray and deep redishbrown. Heavy mud residue is on the rails. After this had set it was darkened. Looking at it up close it has a dried caking look to it.



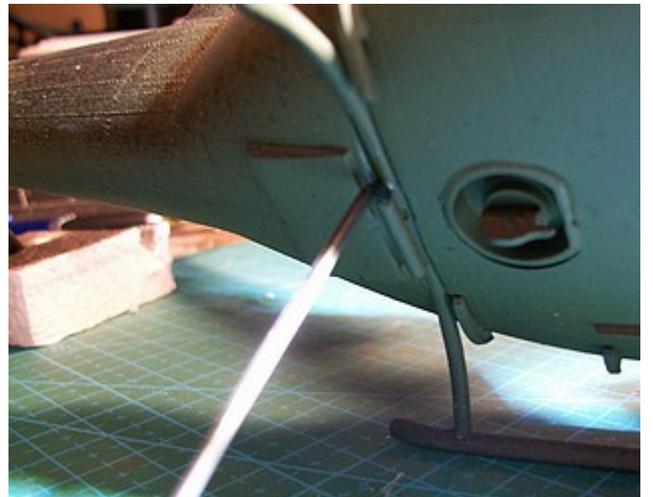


Shown are the rear stabilizers with a different tone of OD. Exhaust detail and weathering. The exhaust itself was done in the same way as the Huey D. Rotor and pivot show overspray.



The picture above shows how the Dorlands and Sepia mixture are used to bring out the fuselage detail and soften the black overspray. Windshield damage is seen. The converted Bravo 6 pilot is seen along with radio coils and sheet metal safety harness.

Shown below is the palm tree mounting device. The construction of the palm tree is in another article. The palm tree is constructed to hold 12 to 16 ounces. Also shown in the following photos are the figures inside the Huey C. The pilot is a converted Bravo 6, the right side figure is a converted CMK figure, the wounded one sitting behind is a converted Alpine Miniatures kit and the machine gunner is a converted Bravo 6 kit.





Shown without figures added



These photographs and article are the property of Sentinel Miniatures and it's owner and cannot be used, distributed or reproduced in any manner without the express written permission of the above named parties.