



**MIKE ASHEY PRODUCTIONS
PRESENTS**

**BUILDING TRUMPETER'S 1/32 SCALE MIG-3
BY
MIKE ASHEY**

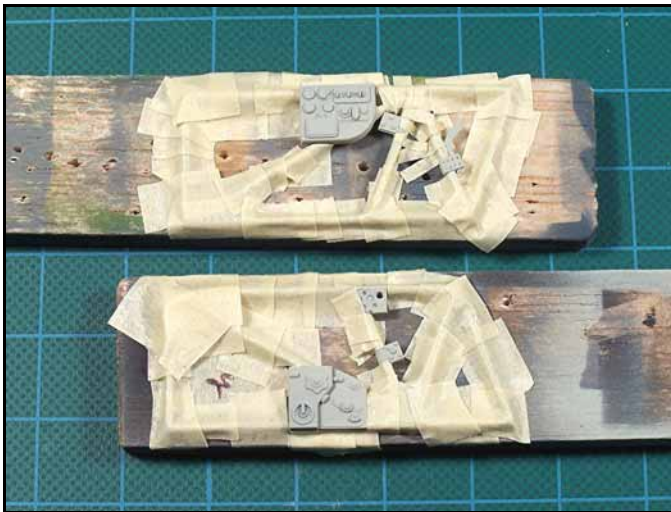
This kit was built using a few parts from Eduard's photoetch detail set and painted with Testors Model Master enamel paints. This was my first Trumpeter kit and my first experience with their metal hinges for the control surfaces and a canopy/fuselage section part. To deal with the metal hinges I cut off the ends so that the metal hinges would slide into their respective slots inside the wings and tail after they were assembled.. The canopy/fuselage part presented an interesting challenge. I was not sure how the clear plastic would react to super glue and to scraping and sanding and I was also not sure how to protect the clear sections of the canopy from super glue fumes. I decided to glue the part into place with Testors glue and then fill the seam line with Elmers white glue. After painting the model I realized that this approach was not such a good idea. I did note that the clear part was flexible and not brittle like traditional clear plastic. On my next Trumpeter build, which was their 1/32 scale P-38, I tried a different approach and it worked great (check out the article).



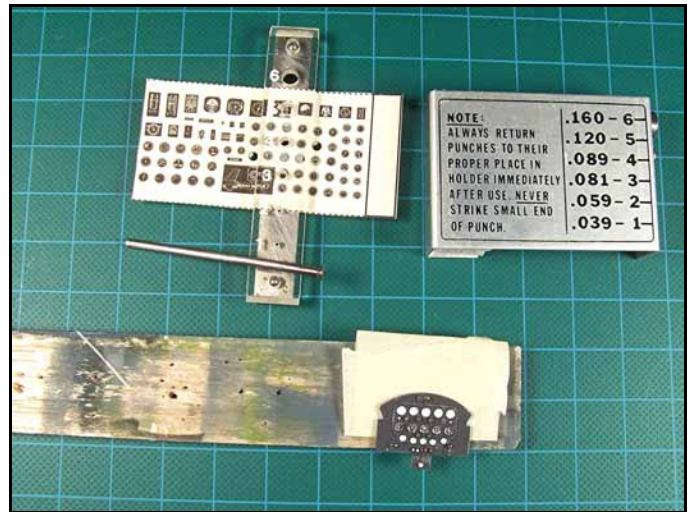
All the major components including the cockpit parts were taped together. This is always my first step.



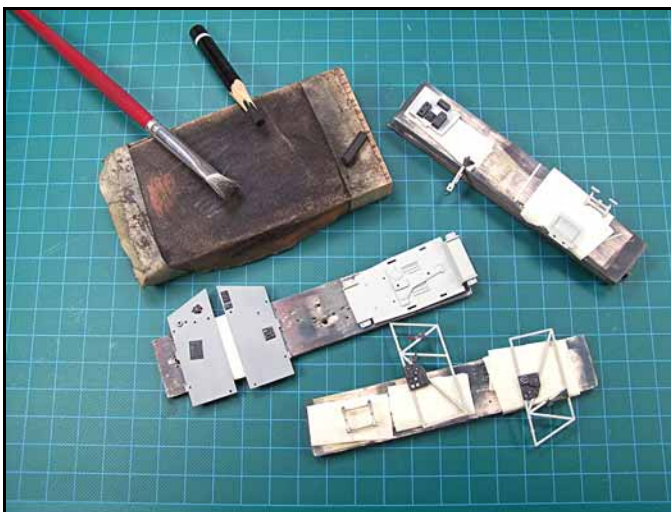
There are several fit challenges on this Mig-3 and all of the them can be fixed with different thickness of plastic strip, super glue and some careful sanding.



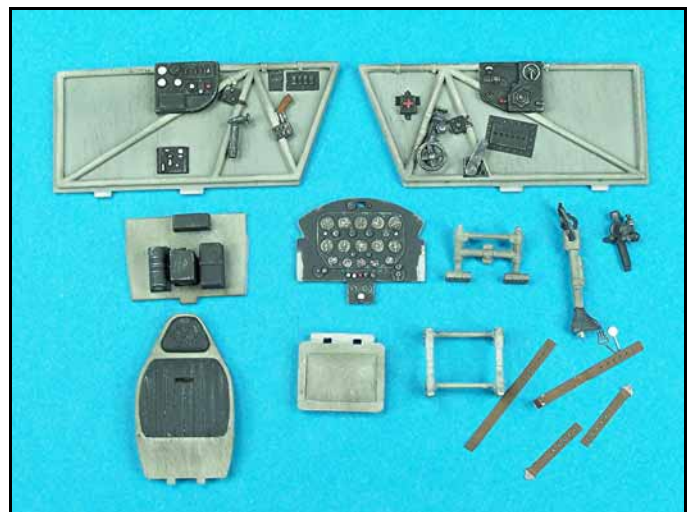
All the cockpit interior part were carefully masked and airbrushed.



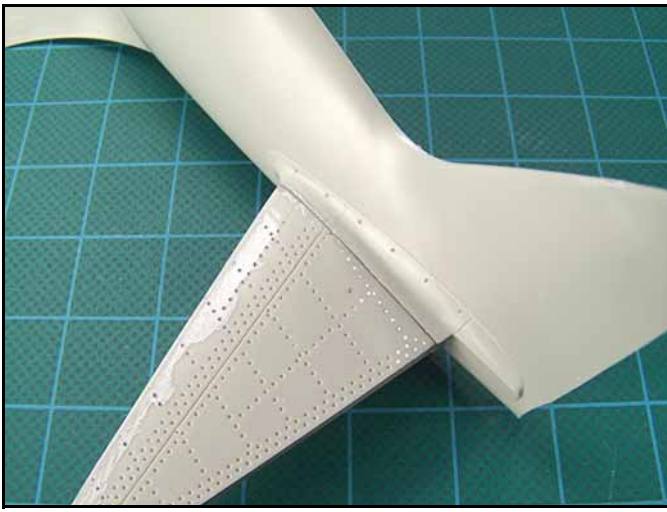
To enhance the appearance of the console I used my Waldron punch tool and an instrument decal sheet. I added small drops of white paint to the instrument locations so that the detail on the decals would show up better.



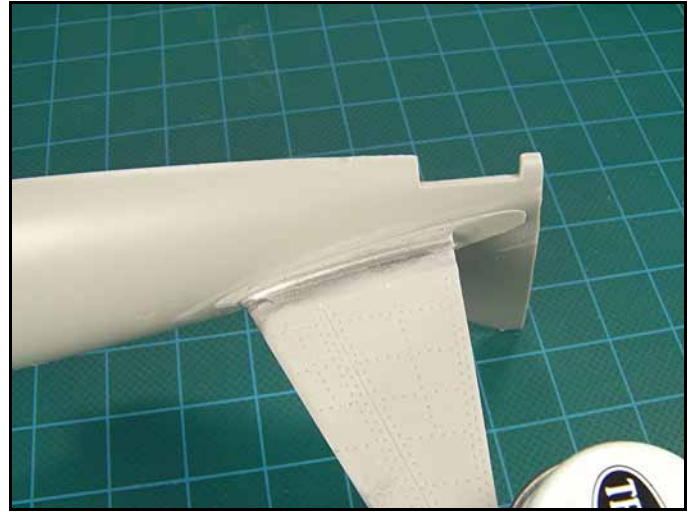
I used pencil pastels to slightly weather the cockpit parts. After applying the pastel dust I blew away the excess and then sealed it with a coat of clear flat.



All the cockpit parts have been painted and weathered and they are ready for final assembly. I had to drill a hole in the seat backing so that the seatbelts would be positioned correctly.



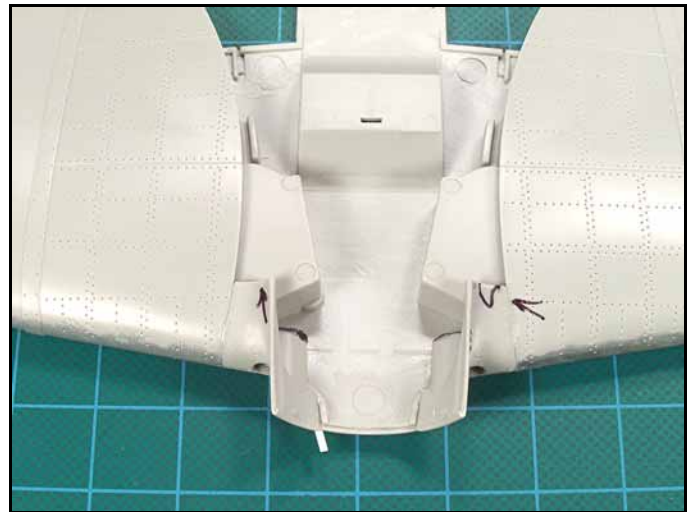
The fuselage was taped together and then I glued the elevators in place. I find it easier to work with the seam lines on the elevators before the fuselage is glued together.



Several super glue applications and sanding were necessary to get the seam line smooth and contoured.



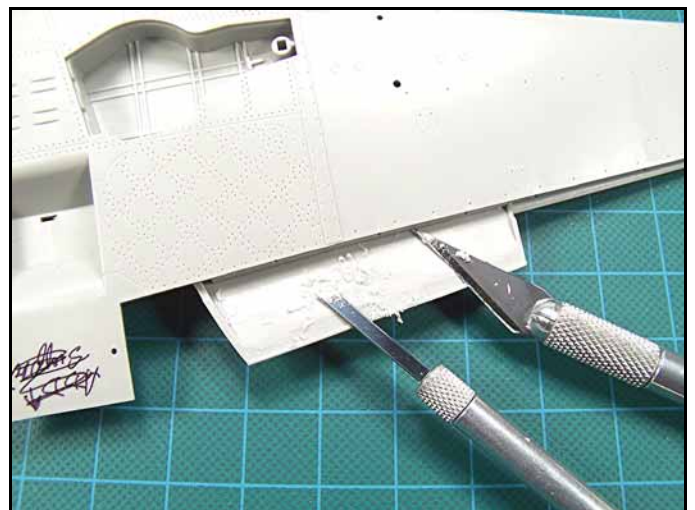
I removed the molded on air intake screening and replaced them with photoetch screening.



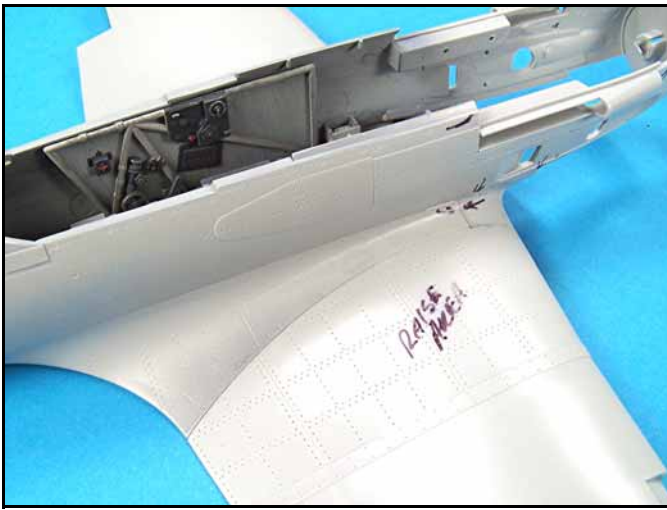
The air intake parts did not fit well into their respective locations and some extensive sanding was necessary to get the parts to contour into the forward section of the wings.



Where possible I like to use small strips of plastic to fill seam voids.



The inside area of the flaps had mold marks that needed to be removed. I carefully scraped the plastic flat and then wet sanded the plastic to get a smooth surface.



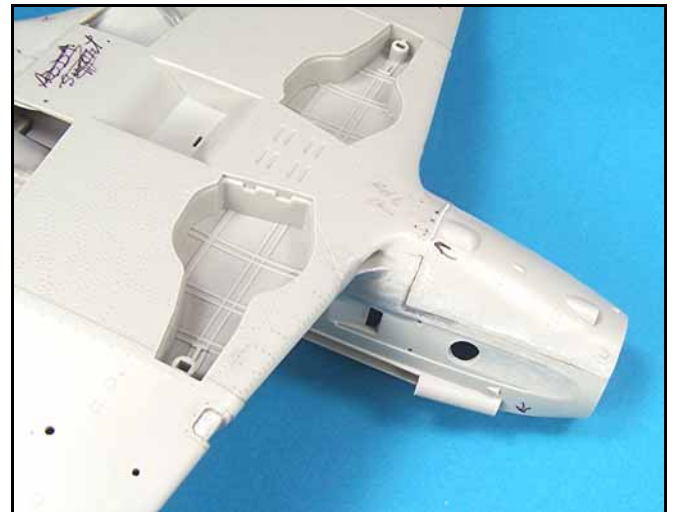
I like to use an indelible marker to identify areas that will need attention. The wing to fuselage seams were filled with super glue



I used various sizes of balsa wood and sandpaper grits to smooth out and contour the seam lines.



The final step was to check the seam for any flaws. I used Testors silver as a flaw detector.



I added various sizes of plastic strip to fill the void on the lower, forward fuselage section.



When all the seam work was completed I polished the plastic with 0000 steel wool.



The next step was to restore the panel lines and the rivet detail.



The upper forward fuselage had two sections that needed to be glued together. The resulting seam line needed work so I reinforced the underside to prevent the seam from cracking.



Some careful scraping and sanding was necessary to work around the raised areas. I worked very slowly being careful not to gouge the plastic.



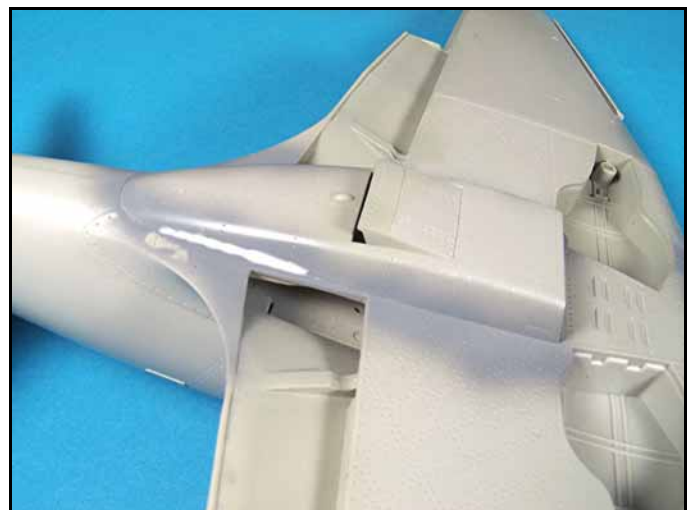
Due to all the seam work that needed to be done, I gave them a coat of primer as a last step in detecting any flaws.



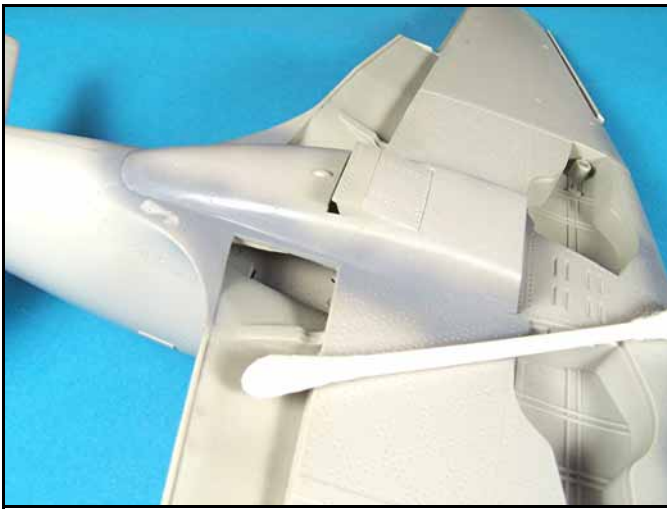
I drew lines and dots to give me a visual reference as I restored the panel lines and rivet detail on the fuselage.



To fix the seam on the lower fuselage assembly I primed the areas around the void. The primer provided a good bonding surface for the white glue that I used to fill the voids.



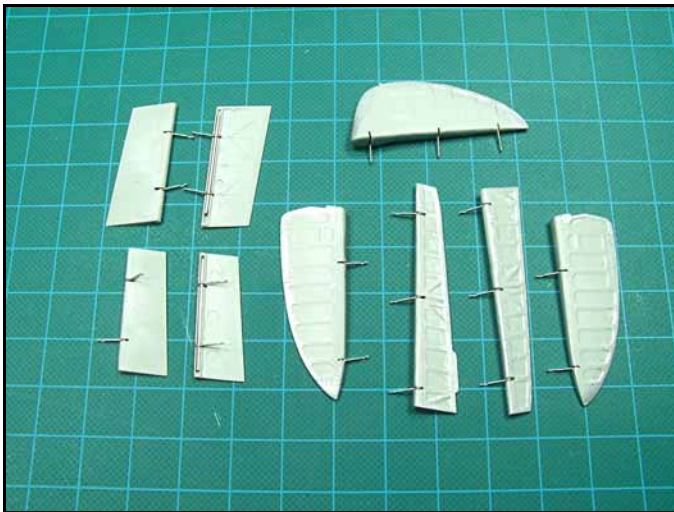
I applied a liberal coat of Elmers white glue applied with a round toothpick.



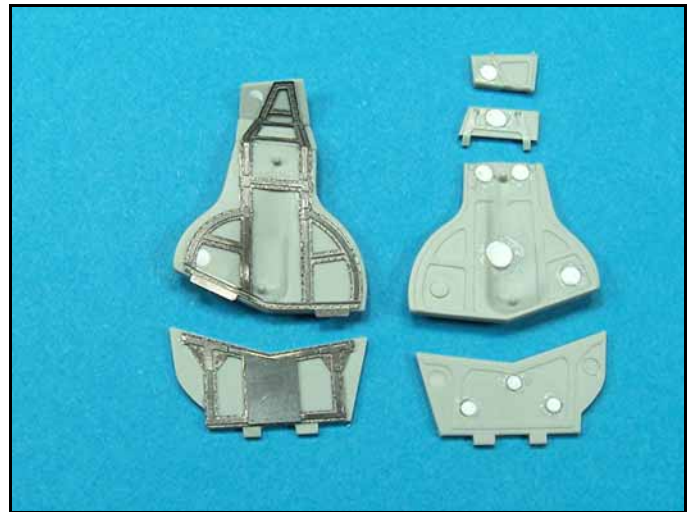
To contour the white glue I lightly dampened a Q-Tip and ran it across the white glue. Its important to do this while the glue is wet and before the surface gels over.



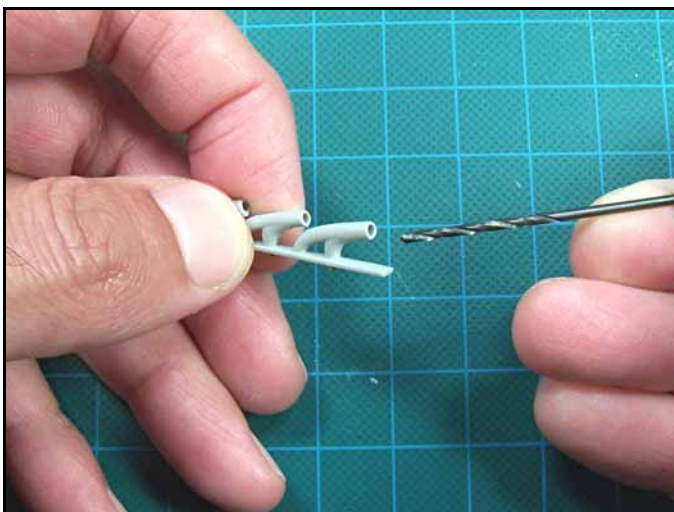
When the white glue dried, the surface received another coat of primer.



The control surfaces and flaps were assembled using the kit supplied metal hinges. I cut the tips of the hinges off so that they would slide into the small slots molded into the inside areas of the wings and tail.



The Eduard photoetch detail set provided excellent detail parts for the inside of the landing gear doors. I used my trusty Waldron punch tool to fill the round indentations.



I cleaned up the exhaust ports and then drilled them out using various size drill bitts.



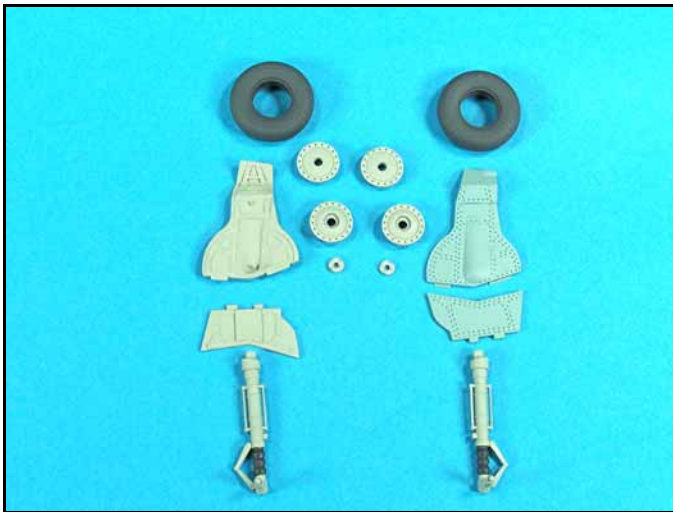
The canopy parts were masked on both sides using small sections of 3M painted masking tape.



I primed all of the subassemblies and then checked them one last time for flaws.



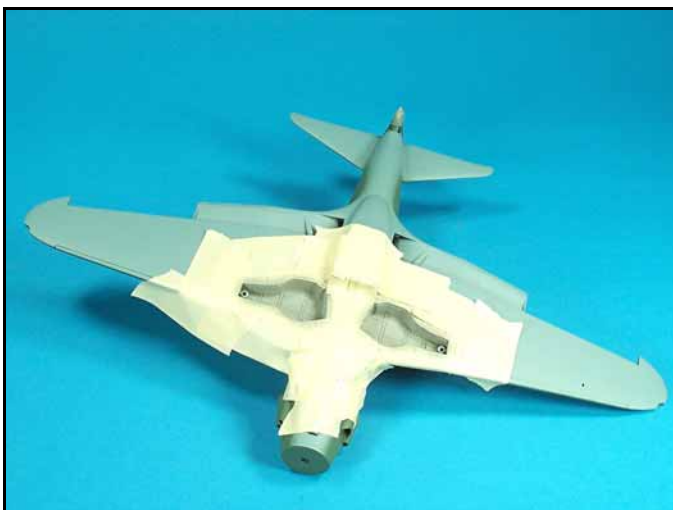
The underside of the model was painted with Testors Russian underside blue.



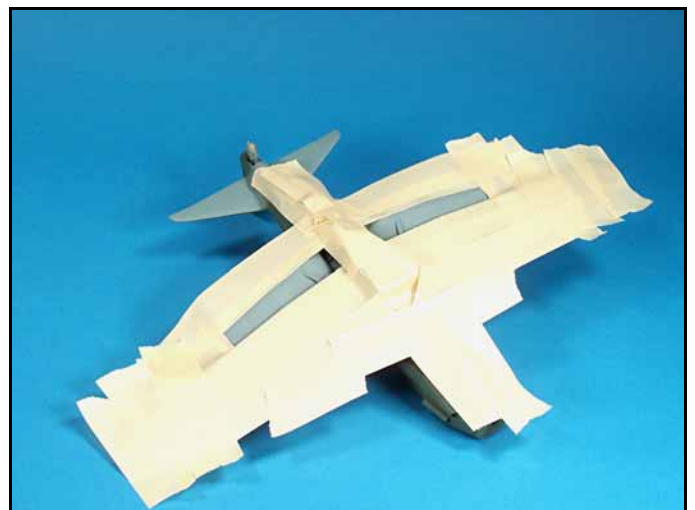
The landing gear parts were painted with Testors sea gray.



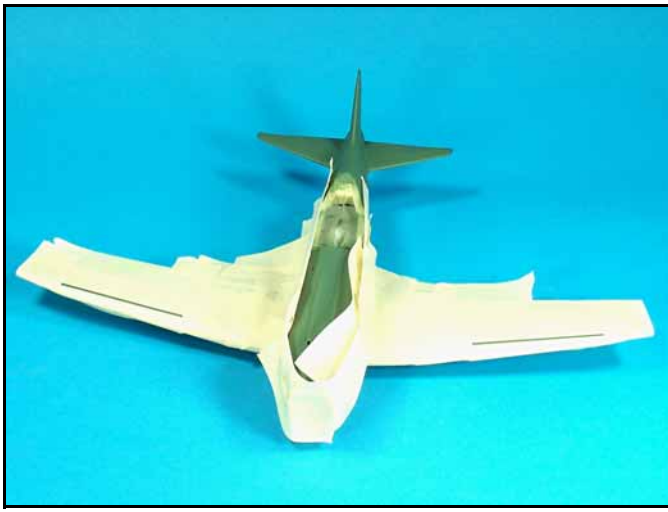
The upper surface of the fuselage was painted with Testors Russian topside green.



I masked around the landing gear bays and airbrushed Testors light sea gray using low pressure (15PSI).



Next I masked off the flap locations and then airbrushed them the same color as the landing gear bays.



Lastly I masked off the slats and airbrushed them.



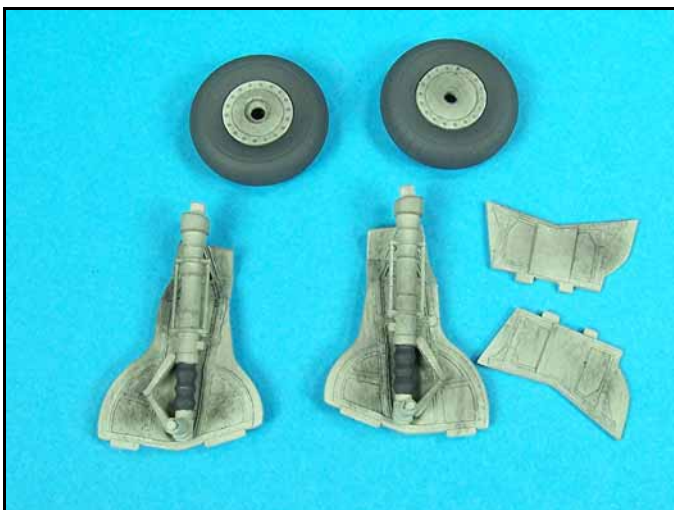
The entire surface was airbrushed with Minwax clear gloss polyurethane. This paint can be airbrushed without thinning it.



The clear carrier film was cut off on all the decals prior applying them. The model was then given a coat of Testors clear flat.



Next I installed the flaps. There are no positioning tabs for the flaps so I used pieces of plastic to position them.



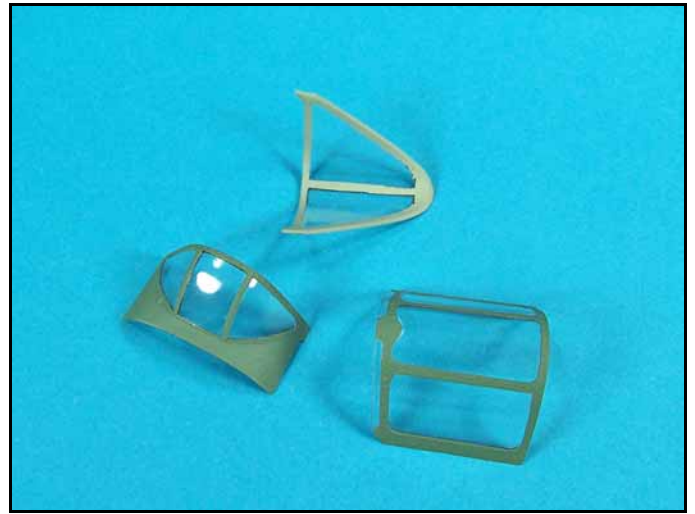
The landing gear were weathered with pencil pastel dust and then sealed with a coat of Testors clear flat.



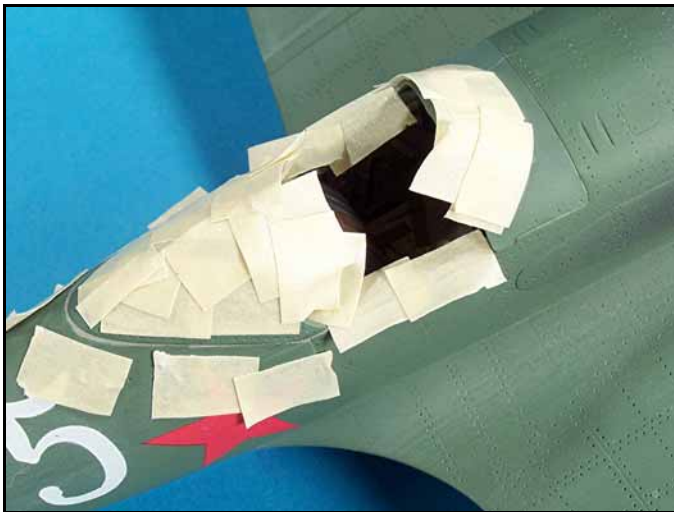
I also used pencil pastel dust to weather the landing gear bays. I think I over did the weathering!



To fade the paint on the upper surface I airbrushed a dilute mixture of water base white so that there would be a dust of it on the surface. I then streaked the paint to add and additional weathering effect.



The inside of the canopies were airbrushed first, then masked off and then the exterior surface color was applied



The rear canopy did not fit correctly so I masked off the Area around the fuselage and airbrushed with low pressure (15PSI).



The canopy did not have any positioning tabs or tracks so here again I used a small length of plastic to position it.



The engine exhausts look great with the plastic thinned out. The windscreen was a one piece part attached to a section of the fuselage.



The air intakes look much more realistic with real screening.