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Model Kit Report

Hasegawa CV-22 Osprey United States Air Force

One of the most unique aircraft in military service.

Over the years, Hasegawa has released multiple versions of its V-22 Osprey kit in 1/72 scale. The US Marine MV-22B Osprey was the first kit released, followed by the MV-22B Osprey JGSDF, VMM-162 Golden Eagles and most recently, the CV-22 Osprey United States Air Force Limited Edition kit.

The V-22 tilt-rotor aircraft was conceived after the failure of the Iran hostage rescue mission in 1980. The US armed forces needed a new type of aircraft that was capable of hovering and landing like a helicopter, but one that was capable of the range and speed of more conventional airplanes. After several years of problematic development, the Osprey was finally operational with the first USMC squadron established in 2006. Since then, the V-22B has been used in the Middle East for routine cargo and troop movement, as well as for combat missions involving troop insertion. The version for this build review is the CV-22 Osprey kit #HSG2074, depicting one of the aircraft used by three Special Operations Squadrons for the US Air Force.

Like most plastic model aircraft kits, the construction begins with the cockpit and interior. The inside of the fuselage, the bulkheads, and the cockpit tub were painted with Dark Gull Gray, the standard interior color for modern US aircraft. The instructions indicate



several points in the fuselage where holes should be drilled for attachment of various small exterior parts later in assembly. And it is a good idea to check and double-check that this is done completely. It is not easy to do once the fuselage has been glued together (I found out about that the hard way).

Included in the kit is a display stand molded in clear plastic. It is important to think ahead with this build as one panel on the bottom of the fuselage should be left off, or loosely fitted for easy removal, should the stand be used. For this build, the model would be displayed on its



Like most model kits, construction of the Osprey begins with the painting and detailing of the cockpit. Once this was completed the engine nacelles and other small components were assembled in preparation for painting.

landing gear, so once again, thinking ahead, some weight would be added to the front of the fuselage before it was closed, just to be sure the model would sit level on the landing gear.

The cockpit was completed by painting the seats, side consoles, and overhead console Flat Black, and then applying the decals for the instrumentation.

Deviating from the instructions, the cockpit

assembly was set aside to be installed into the fuselage later in the build. This way, the fuselage seams could be filled and sanded before installing the canopy without worry of dust or debris getting into the cockpit area.

The next steps involved assembly of the wing and empennage, the horizontal and vertical stabilizers of the tail. These were assembled and then mated to the fuselage. The landing ramp and doors were also glued on the bottom, as there is not an option with this kit to have the ramp open. While there is an option of having the wing flaps lowered, they were attached in the flight position as it provided a cleaner overall appearance. The wings and tail are not complicated assemblies, but some filling was needed on some of the seams. Some other small parts were attached, like the radome, infrared camera, and strakes on the fuselage. The landing gear and the associated bay doors, along with the antennae and other small parts, were left off until the final assembly phase. Since the display stand would not be used, the landing gear were painted in Light Ghost Gray and assembled for installation later.

At this point, the pilot figures and seats for the cockpit were painted and assembled, since this seemed like the best time to install the cockpit into the fuselage. While the glue was curing on that assembly, the inside of the canopy top was masked and sprayed with a transparent smoke color to tint the upper window areas. After the paint had dried, the masking could be removed and canopy could be glued into place. There was a small issue with the canopy, as it was spread slightly at the bottom rear corners, requiring a bit of extra work to be sure it fit the fuselage opening. The plastic was flexible enough that the corners could be taped flush with the fuselage sides until the glue could set.



It takes many layers of paint too properly finish a military aircraft. And to begin the camouflage scheme, Light Ghost Gray was first painted on the underside of the wings and fuse, then chased with Gunship Gray on top.



Full-scale aircraft are delivered pristine and begin to age from use. To accomplish this effect, after the base colors had been completed, the decals were applied before any shading and weathering was begun.

Once the canopy was secured, the clear window areas were masked for painting, and the Dark Gull Gray interior color was sprayed over the frames so they would appear to be painted that color when viewed through the windows. In every article that appears in this publication, regardless of

the author, it is stressed to read and re-read the entire instruction manual, and there is a good reason. In this case, even though the instructions cover the engine nacelles and rotors in later assembly steps, these components were actually assembled during the construction now so they could be painted the same Gunship Gray camouflage color as the topside of the fuselage and wings without having to clean and then load the airbrush again.

To begin painting the camouflage on the airframe, the undersides of the fuselage and wing were painted with Light Ghost Gray. The instructions indicate painting the front landing gear bay in Flat White and the main landing gear bays in Light Ghost Gray, but I deferred to my references [Reference material has great add-on sale potential. Almost every scale modeler is interested in the history and details of the model being produced or he wouldn't have made the purchase in the first place - ED] which show all the bays to be the same Gray color. Once the bottom color had dried, the fuselage and wings were masked. Then, the topside of the fuselage and wings, as well as the vertical stabilizers and rudders, were painted with Gunship Gray. This is also when the assembled engine nacelles were painted. Once the paint had cured completely, clear gloss was sprayed overall for a smooth

base surface for applying decals.

The kit provides decals for two different aircraft, which are in identical camouflage colors. The first, and the one chosen for this build, is the USAF Special Operations Command 58SOG Commander aircraft, with tail number 58OG-0027 and the names of the crew stenciled on the sides. The other aircraft is listed as a Special Operations Command aircraft with the tail number 0026. The decals are complete, but no crew members or other special markings are included in the kit.

The Hasegawa decals are thin and clear, and are easily applied over the clear gloss. Each decal is cut from the sheet individually as needed, dipped in water, then placed on a paper towel to soak. While the decal is soaking, a few drops of water were placed on the surface where the decal is to be applied. Once the decal is freed from the backing paper, it can be slid off the paper onto the surface. The decal, suspended in the water, can be easily manipulated into its proper position, and the excess water is wicked away with a piece of paper towel or cotton swab. If the decals are being applied around or over raised details, then most setting solutions may be used with no problems. Once all of the decals were applied and allowed to thoroughly dry, another coat of clear gloss was sprayed to seal the decals in place.

It may sound a bit odd to apply the decals, and then begin the weathering, but this is how it works on a full-scale aircraft. The airplane is delivered factory fresh, but use and exposure begins to show on the surface. To duplicate an aircraft that has seen active service, a thin wash of acrylic Flat Black paint was used to darken the shadows in recessed areas like the panel lines and around raised details. Once the wash had dried, a clear flat was sprayed over the model to bring everything to the correct flat sheen. Small details were hand painted after the clear flat

had dried. Molded-on features were painted the appropriate colors, including some of the antennae, the top radome area, formation lights on the fuselage and engine nacelles, and the interior of the engine exhausts.

The final assembly deals mainly with attaching the landing gear assemblies and various small parts to the fuselage. The attachment points for some of the antennae on the top of the fuselage are provided simply as raised outlines, which were effectively obliterated during the filling and sanding of the seams. If the antennae had been attached earlier in the build, in addition to the danger of breaking them off during handling, two of the them



Parked on the ramp somewhere in the Middle East, Special Operations Command 58SOG, tail number 0027, has seen plenty of action and is just starting to show the wear and tear that all military aircraft are subjected to.

would have been difficult to paint correctly. Using a trick known to experienced modelers, the bottom of each antenna were drilled with a pin vise and a #80 (.0135 inch) drill bit. After painting, tiny wire was used to “pin” the antennae to identically sized holes drilled at the attachment points on the fuselage. This way, they could be positioned correctly without smearing or marring the painted surfaces with glue while trying to attach them to the fuselage.

The rotors and the engine nacelles are attached using vinyl grommets trapped within the assembled parts, which in-turn slide over sturdy plastic posts. This allows the rotors to move (although not in synchronization as on the full-scale aircraft) and the engines to be rotated upward for a landing position, forward for an in-flight display on the stand, or in-between for a transitional appearance.

The Hasegawa 1/72 CV-22 Osprey United States Air Force is an outstanding kit of a unique subject. Because of the complicated assembly and the multitude of tiny parts, the kit might be best suited to more experienced modelers, but with adequate assistance, even a novice could build this into a nice piece. The finished model is exceptionally nice, and could easily be a contest winner built straight from the box. **HM**

Perseverance Is The Father Of Accomplishment

During a lifetime of enjoying the hobby, every scale modeler will occasionally have a build where anything that can go wrong, will go wrong. This was one of those builds for me. I had numerous problems, that had absolutely nothing to do with the quality of this excellent kit, which plagued me throughout the build.

Mistakes in construction, errors reading the instructions, misplaced parts that took hours to find, small parts

irretrievably lost requiring me to scratchbuild replacements, problems with the paint application, and so on. I have always said that the true test of any good modeler is the cat-like ability to make a mess and cover it up, but there were many times that I came very close to giving up while building this model. Necessity may be the mother of invention, but perseverance is unquestionably the father of accomplishment. **HM**