

## The Iron Works

By Bill Schwarz, President



Welcome to the July, 2017 NJIPMS Newsletter

Fellow members, Hope you are all having a great summer !!!!!!! It's a little to muggy for me. I like it cool!!!!!!!!!!!!!!!!!!!! I am actually in my shop because I have some time. I'm working on my gasser and just black based my Tomcat. Both fun kits in very different ways. I hope to have both done soon. That's it on my end as far as that goes. I am getting confirmations for MCON already. Deans is in and Microworld games just jumped on as well. Hopefully we will be able to sell out but we will see.

On other fronts, Our friend Buzz is feeling better and I hope he kicks this thing and comes back to us. I for one miss him. (He is one of my few hero's!) Get well fellow vet! I hope you live

**HOME**  
**OF THE**  
**FREE**  
**BECAUSE**  
**OF THE**  
**BRAVE**

forever!

Next up is the Nats, They are rapidly approaching and NJIPMS will be well represented! The Tomcat build and awards is something extra from us as well. I hope to see a lot of them on display no matter which kit!

With that said, There is a new club forming. Mike Terre, Ivan Ordonez and Mike Witkowski are forming a Del Marve Peninsula club. They are organizing now and I hope they get all the

guys that don't have a club to go to and form a club that is like ours. Good Luck Fellows! I'm sure you will do fine!

Last up for me this month is we are losing a long time member! It always makes me sad to see one go but life takes strange turns and we do what we must and move down this short road called life! The member is Ernest Conner! He is moving and will be piloting in the islands! Good luck and Godspeed Ernest. You were a great member and friend! Come back whenever you can! You are always welcome.

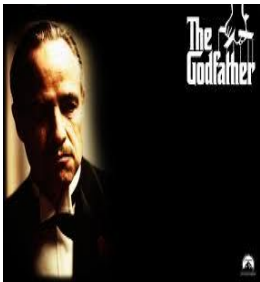
Thats it for me this month. See yall at the meeting. Enjoy the summer, build models and enjoy life! It's a gift and very short in the grand scheme of things. P/S Hope you all (That came) Had a great time at the annual outing at Famous Daves !!!

Regards/Friendship

"Big Bill"

## From the Vice President's Desk

By Vince D'Alessio



July is here hope you all had a great time on our great country's Birthday, 1776 time really flies.

I have been working on a Tamiya P47D for quite awhile, one of those so called shake and bake kits. Tamiya kits are always state of the art molds no flash anywhere and this one goes together very well. The only complaint is the rear belly of the fuselage- the fine detail here is very easy to lose during joining and then sanding the area; I was very careful. I am using Alclad Aluminum 101 as the base coat or primary finish, it took me at least a week to decide if I wanted the very bright or somewhat milder finish. I went with the milder finish. Spraying Alclad wear a mask and have an open window with an exhaust fan. I'm using other Alclad metal colors and I'm hoping to not create a patch work quilt finish, you can get easily carried away. The Decal sheet I have narrowed it down to several (here we go again another week) one is Thunderbolts part 2 Aero Masters sheets.



The P-47 was built by Republic Aviation in Farmingdale Long Island about 30 miles from where I was born in Queens New York. (does my Accent give it away). About 16,000 were built. A lot of us members have been to the Republic Aviation Museum and Airport, if you have not you should make the trip it's worth it.

Tamiya makes several variants of the P47, pick your favorite, they all look great. I found mine on Amazon for 25 bucks including shipping. Shop around, these kits have 40 to 50 dollar price tags on them.



The P-47 was a powerful weapon, imagine going against it in a dog fight! It had 8, 50 caliber aviation modified machine guns- that's 800 rounds a minute a gun- that's 6,400 hundred rounds a minute from the 8 guns, holy cow the feared German MG-42 shot 1,200 rounds a minute. Imagine the damage! They could also strap on 10 rockets. The Thunderbolt was an amazing weapon the Army Air Corps went from the Brewster Buffalo in 1941 to this weapon in less than 3 years.

Stay Happy and stay modeling

I don't know how Buzz Lockwood is doing. I did email him the other day but have not heard back from him.



Guys please remember to keep Buzz in your prayers.

VINCE

# From the Vice President's Desk

By Joe Smith



I would like to thank Big Bill for a great time at Famous Daves and hope everyone had a safe and great 4th of July as well.

Joe Smith

## THE JUDGES TABLE

By Jon Da Silva



This month's theme reminds me of one of my favorite television commercials. A few years back, Fiat released a commercial that was a spoof on Paul Revere's ride, except he realized the cars weren't British and proclaimed "the Italian's are coming!" I expect to see some really cool British themed models this month on the table. We've had a very consistent turnout each month for our contests. It's always a good feeling to see great work on the table, but the models are not all this club is about. Sometimes it's great to just socialize, talk history and have a laugh with one another, especially when it seems as if members are fading away one by one.

In other news, I hope all those attending the nationals have a great time. I'll be giving Bill the challenge coins for the F-14 group build as well as some other prizes. The scale of this event really has blown me away. I hope that one day, at Mosquito.con, we can have a club display in this fashion. I think it would be a great idea to shed some light on what we do as a club for those attending the show, and perhaps a good way to draw in new members. If we plan on sticking around for another 20 years, we're going to have to get some more young blood in!





Lastly, some of you might be interested to know that Academy has released a 1/700 scale properly tooled WWII USS Enterprise, and Zvezda has released an odd scale (1/10000?) Imperial Star Destroyer that is absolutely phenomenal. I plan on picking one up at it's reasonable price of under \$100. I look forward to seeing everyone at the meeting. Remember, August currently is an open themed night, so if someone would like to sponsor it, please let me know asap.

My best,  
JON

## The Contact's View

By Mike Pavlo, VP



### The Contact's View

It's getting to be very close to that time of year again...the IPMS/USA Nationals. By meeting time, it will be only about 2 weeks away. Through good luck, good timing and a little bit of fate, I was fortunate enough to have attended the last three Nats. This year the string was broken since I won't be able to attend. Several of our members are going and they'll have an outstanding time for sure. I'll certainly miss being there since it is so much fun. Next year is Phoenix, and Chattanooga is in 2019. It will be interesting to hear where the venue will be in 2020 – the announcement should be made during the awards banquet this year. To the members who are headed there this year, I wish you a great show and enjoy every minute!

I hope everyone had a wonderful July 4<sup>th</sup> celebration. There's still lots of summer left. And don't forget to work on some modeling on those rainy days, just like when we were kids.

Stay Cool,

Mike P.

**Editor's note: Here is another Terre-gram from our Mike Terre. Good luck in the formation of a club in Del-Marva. Perhaps Big Bill could put together a tutorial video on how to run a meeting!**



Finished the Supermarine Stranraer!



All done took about three months...it was a nice fun build...did not go crazy with the details.



**Mike also sent in a review in Honor of "The British are Coming" theme for the July Meeting. Ed.**



Frog 1/72 Scale DH-60G Gypsy Moth

In view of July's "The British are Coming" theme night I offer this review and build of the Frog 1/72 scale DeHavilland DH-60 Gypsy Moth. This kit was issued in 1965 in both bagged (kit #F227F) and boxed (kit# F169) versions. The reason for this dual issue was that Frog was converting from bagged to boxed kits for its smaller models and the Gypsy Moth was issued during this conversion period. It's interesting that the bagged kit contains a standing pilot figure of Amy Johnson (more about her later) but the boxed kit does not. And you thought you got more stuff if a kit came in a box!

The kit comprises 24 parts on three sprues of gray plastic, there are no clear parts and the windscreens must be made from scrap. The decal sheets contain markings for Amy Johnson's "Jason" or for the RAF's 601 County of London Auxiliary Squadron.

The kit is typical of Frog kits from the mid-1960's, two part flight controls, minimal cockpit interior, however the parts are well molded with no flash and it goes together easily. The wing struts are very well molded and are to scale, as is the landing gear assembly. It's not that bad a build for a biplane either. If you take your time and carefully position the carbane struts (wing to fuselage) the top wing will almost drop into place. After that the interplane struts (wing to wing) are easily positioned and secured.

In building Amy Johnson's version you have to do a few small modifications that are not mentioned in the instructions. First as she flew this aircraft solo, the front cockpit was used as a baggage compartment and a hatch must be made. This hatch was made from heavy tin foil with stretched sprue for the hold open arm. Also the landing gear strut arrangement must be slightly modified, easily accomplished with some Evergreen rod stock. However this really doesn't have to be done as there's pictures of Amy's aircraft with both types of landing gears. By the way if you choose to do the RAF version you'll have to build the extended exhaust pipe as it's not included in the kit.

I scratch built the cockpit side wall structure with some Evergreen strip stock. Also scratch built was the control stick, instrument panel, rudder pedals and throttle quadrant. I modified the kit supplied pilot's seat with a little putty and some sanding and made the seat belts from tape.





Some people don't like older kits as many have separate flight controls and this, in their opinion, makes them "toy like". In some kits this is true but not this one. All flight controls are well molded and very thin and conform beautifully to the wings and stabilizers, giving a very realistic feel to the model.

I used Tamiya XF-16 Flat Aluminum for the wings and tail assembly and Tamiya XF-26 Deep Green for the fuselage. This was followed by Tamiya TS-13 Gloss for decal application. The propellor blades were painted Tamiya XF-78 Wooden Deck Tan and streaked with Tamiya XF-64 Red Brown for a wood effect. The spinner was painted Tamiya XF-7 Red with propeller decals from an Americal Gryphon sheet. Micro Gloss finished off the prop. Oh, almost forgot, for the tires I used a fairly new Tamiya paint, it's XF-85 Black Rubber and it gave a very convincing rubber look, not completely flat but with a little sheen to it, highly recommended.

I was ready for a battle with the decals as they were over fifty years old but much to my surprise they worked perfectly and settled right down with a little Micro Sol. Of particular interest was that the registration letters "G-AAAH" and the aircraft name "Jason" were painted in silver on the real aircraft and these were splendidly duplicated in the kit decals. After the decals were on the model was over sprayed with TS-13 Gloss.

Rigging was made from stretched sprue and the model rigged in a few hours. Overall this build took about fifty eight hours spread out over two weeks and was very enjoyable. This model is easily found at most shows for under \$5 and makes for a great biplane "first build".

Ok, now here's your aviation history lesson. Amy Johnson was born in Great Britain on July 1, 1903 and from childhood wanted to fly. Her father paid for her flying lessons and she soon became famous for her flying adventures. Perhaps her most famous flight was her Australian flight of 1930. She flew "Jason", a second-hand De Havilland DH-60G, purchased by her father, solo from Great Britain to Australia. The flight began May 5, 1930 at Croydon Airport London and ended May 24 at Darwin Australia. The route was Croydon, Vienna, Constantinople, Aleppo, Baghdad, Bandar Abbas, Karachi, Jhansi, Calcutta, Rangoon, Bangkok, Signora, Singapore, Tjamal, Surabaya, Atambua and finally Darwin. AND IT WAS ALL DONE SOLO!

When the war broke out Amy Johnson volunteered for Ferry Command and flew many different types of aircraft. On January 5, 1941 she was flying an Airspeed Oxford trainer from Prestwick Scotland to Black Pool in Britain. The weather was very bad and she became lost.



With her aircraft out of fuel she bailed out over the ocean and was observed descending in her parachute by a British destroyer who attempted to rescue her. This rescue was not successful and her body never recovered, she was thirty seven years old.



There are many different stories about the events leading up to her death and it makes for some interesting reading, just "Google" her name and you'll see what I mean.

Well thanks for reading, hope you've found this interesting. Hope to make the July meeting....now forget about cutting the lawn or washing the car....get down to your bench and build something!

Mike Terre

**Editor's note: We are also pleased to present an article by Simon Vichnevetsky.**

Yermolaev ER 2



As I usually point out when I write one of these reviews, I am an old dude into my sixth decade of scale plastic aviation modeling. And even though I am not sure that there will be as many of us around in ten years, today the variety and quality of products available to us are greater than at any time in the past.

There are some model companies out there with unbelievably large catalogs of obscure aircraft types available for those of us who have a leaning for those things.

One company that comes to mind is Anigrand/ A&W Models from Hong Kong. All their output is resin, not super-detailed but always a good work base, and truly eclectic.

Another company with a truly amazing catalog of aircraft is A Model / Eastern Express. Being well-versed in things ex-Soviet I have never been able to figure out whether A model is based in Russia or the Ukraine ; their models are exported through Poland , but I suspect that's a way for them to avoid sanctions on Russian made goods. Eastern Express is openly produced in Russia. The molding style and markings on the sprues make me think that both brands come from the same producer.

A Model has a tremendous catalog of kits available, mostly in 1/72 nd scale, with a focus on Soviet types, but also a good number of other choices . For instance, they offer a 1/72 Tradewind and a 1/72 Spruce Goose !

Eastern Express focuses on 1/144 airliners and transports, Soviet and western. Eastern Express kits have some of the best decals around and are inexpensive ; do stay away from the odd old Frog kits on their catalog! A Model kits have OK decals, and are a little pricier; they also sometimes include appropriate P.E.

All the kits from this/these outfits are characterized by rather well- molded parts , including clear ones. These will entice you into wanting to build what you see in the box , but make no mistake about it, these kits will make you sweat! On Russian modeling web-sites , modelers congratulate each other for " Victory over A Model " upon showing their completed kits. Do count on filing, shimming , filling and sanding . How bad it gets depends on the kit ; a few, such as the recent 1/144 Tu 104, I would rate as not being worth the hassle . But most others will clean up pretty well.

Another quirk these models tend to have is needlessly complicated assembly and resulting fragility of elements such as landings gears , which I suspect is due to the manufacturers' fascination with high quality technical drawings of older soviet aircraft that used to be found in publications such as "Aviatsiya/Vremya".



Even though it is little known in the West, the Yermolaev Er 2 was more than just a minor type. It was derived from the Stal 7 , a modern airliner designed by Roberto Bartini , an Italian engineer who emigrated to and (mostly ) made himself a happy home in the Workers Paradise .Almost 500 were built, in small numbers in 1941 , and again after a series of improvements

starting starting in 1943 . Aircrew liked it because of its performance , good armement and crew accommodations. It was a modern and state-of-the art medium bomber successfully used in the later stages of WW II. Its one weak point was its Charomsky Diesel engines ; in spite of continuing work motivated by the lure of low fuel consumption, these were never brought to a fully satisfactory level of reliability.

After relative neglect due to the priority of short range air operations over the Eastern Front during 1941-1943 , the need to reconstitute a long range bomber force, the Dalnaya Aviatsiya, again became apparent to the Soviet Air Force Command late in the war. The decision had already been made, quite correctly as it turned out, to equip this renewed force with the Tupolev Tu 4 , a reverse engineered B29 produced from 'requisitioned ' US planes that had landed on Soviet territory . These provided the Russian aircraft manufacturers with a rich harvest of new technologies that influenced Russian aviation for decades afterwards. They also promptly made older -technology long range bomber types such as the Yermolaev Er 2 obsolete, and it was dropped from production in 1945 . It disappeared from service rapidly thereafter, as did the Pe- 8 and B -25 and Li-2 NB with which it served .

The A Model Yermolaev Er 2 kit came out several years ago . I promptly acquired one and enticed by the rather nice -looking parts, began assembling it . The comments I made above hold up : looks good ,but loads of lousy fits and over-ambitious detailing ! I didn't even bother with some assemblies such as the fuselage bomb racks and fuel tank . Having succesfully gotten through about 90% of the build I took a five-year pause ; this is my standard M.O. I probably have about thirty models waiting to be finished , and I do eventually get back to many of them!

Having dug up the box from my basement I pulled out a rather nice filled and primed airframe waiting to have its interior and landing gear assembled . Russian interior color for WWII is a semi gloss medium gray-blue ; I don't know the name of this paint, but I've seen it and mixed my own . I am aware that these days you can buy highly specialized sets of paints for German/Soviet/ Japanese or whatever other aircraft types ; I suspect a lot of creative thinking has gone into their production !

The Er 2 has loads of transparencies . The parts offered in the kit are fairly good; I wish I'd dipped them all in Future ,but I didn't . The rather old-fashioned dorsal turret is needlessly in 2 parts . This is a pain , as is installing the 20mm ShVAK cannon into it . The very prominent nose transparency is well molded , but slightly narrow, and I was only partially successful in making the step disappear. I used Mini Wing brass UB machine guns from the Ukraine for the nose and ventral stations. They are available on E Bay along with a range of other products , not expensive, and their quality is incredible.

I figured I'd already expended a lot of energy assembling this kit, so I chose overall black for my external finish , using sprayed-on Floquil Locomotive Black for this. Aircraft number 11,one of the kit options is in this color ; it is well documented , and appears fairly clean on available photographs. Russian sources indicate that this black finish was applied over its original green and brown paint , which eventually began reappearing , resulting in a much shabbier appearance ! I used pastels for light weathering behind the exhausts and on the wing top surfaces.

Kit decals were used . They did silver quite a bit even with the usual precautions. As I usually do, I gave my model a final coat of Testors Satin Cote ; I've always found this to give a realistic finish that blends in paints and decals well. It also doesn't really cloud up clear parts, and if you look at real aircraft, you will notice that their cockpits usually do NOT look freshly dipped in Future ! Though not perfect, I am pleased with the results. With the exception of the above-mentioned UB machine guns from Micro Wing, small red/ green wingtip lights from my spares box and small rhinestones from the fingernails section at Harmon's for landing lights , this was an entirely OOB project.



Currently having a little bit too much time on my hands because of a knee surgery followed by a second, emergency surgery six weeks later, I've also almost finished A Model's Yermolayev Er 2 ON , the even more obscure staff transport version of this plane. When it's finished I'll send in a few pictures and a BRIEF article for the newsletter. Keep cool and happy modeling!  
Simon V.

**Editor's Note: Whew!! That is one long newsletter. Hope everyone enjoys reading it. Remember to bring something "Veddy British" on Friday.**

## JOIN IPMS/USA

**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!

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