

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS

November 2016 Edition



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Military Aviation Museum
Ricardo von Puttkammer Photos

The Iron Works

By Bill Schwarz, President



Hi All! Sorry I didn't write an NL article last month. Some of it was lazy and the rest was a lot of us were in Virginia Beach having a blast. It was very good to see all of you who attended. The show was at a beautiful venue and was a decent show. I was a bit disappointed at the show turnout though. The Tidewater guys always put on a great show as they did here. If you can make one down there in the future, please do! That's one of the reasons we have region 2 conventions so we can all get together at on venue and enjoy our hobby! Anyway, well done Tidewater. Looking forward to doing it again!

Next up is 'skeetercon. It is on-track on my end and the contest end is well In-hand. I'm hoping for 100 tables again but we will see. With gas tax and tolls forever rising, I can honestly see why Joe Average can't or won't make the up to the PAL! MosquitoCon 26 boys! That's a long time we have been doing this and do it well you all do! Great Job!

Ok, Just a few more things then you can move on to Vin's contribution! #1 is I have gotten a sizeable amount of donations (modelwise) from various sources over the past several months. That coupled in with the leftovers from IHobby and this year's MosquitoCon we have a sizeable donation for the vet services we give to. I am going to ask the members if they can to contribute a few bucks for shipping costs. The club will pick up the rest. Any donation for this cause as

you all know is greatly appreciated by the vets that have served and are in need now. Give from the heart!

Second, Devin is still looking for a new NL editor. If one of you has the drive and the experience, PLEASE step up. Devin has done a great job and has given a lot of himself to make sure things are done right. See Devin if you are even a bit interested. If not, I will be eventually closing the website due to lack of participation! So if you can, step up as Devin and others have done. The club needs you! Great Job Devin! Bravo-Zulu to you!

Finally: Reminder,
Reminder, Reminder,
Reminder!
"PAAAAAAAAAAAAAY
YOOOOOOOUR
DUUUUUUUUUUUUU
UES"!!! If not, it's the
deadbeat diary for you :)

That's it for now, Have a

Next
Meeting:
Friday,
November
11th

Upcoming
Events:

November
Finish
What
Someone
Else
Started

November
19th
Marauder-
Con. Harve
de Grace,
MD

December
Annual
Christmas
Party and
Chrysler
Night

January
Out of the
Box Night



great day, and don't forget Maraudercon in Havre De Grace, Maryland, November 19th 2016.

~"Big Bill"

From the Vice President's Desk

By Vince D'Alessio

Bill, Vince and myself attended the Region 2 show held in the Virginia Military Aviation Museum. While the amount of models was on the light side, the aircraft this Museum has is very nice!

The W.W. I airshow was great also! If you ever get chance, I highly recommend the visit! Congrats to our club members that took home awards in the contest!

~Joe Smith

From the Vice President's Desk

By Vince D'Alessio

My fellow modelers, the November meeting is here and the Presidential election is only a few days away. Please remember to vote.

Winter will soon be here and model building should shift into overdrive. I'm currently working on a Panzer 4 Ausf E, Dragon Kit, having completed the C and the D, the E is an up armored version of the previous variants. The E has the same main gun same engine and same suspension. I'm thinking of painting it German Gray. I'm also building a P-47 Bubble Top, the Tamiya kit. This build has been a very slow process because of all the detail on the fuselage; I just hope it's done by December. Also there are many

various Submarines in different stages no completion dates on any of them.

Also underway is an Indy 500 car, Monogram kit number 9. It's really just in the planning stage. I'm getting resin and photo-etch parts from American Racing Miniatures in Baltimore they are still working on suspension parts which should be ready in a couple of weeks. I think this should keep me busy for a while. Can't wait for Christmas and the New Year, Yea right.

Stay healthy and stay modeling.

~Vince

THE JUDGES TABLE

By Jon Da Silva

We find ourselves at the end of another year. I hope everyone had an enjoyable Halloween, however it was spent. One is never too old to dress up and go out to a party. Now as we

look towards the Holiday season and the "winter build" time of the year, may you all finish those projects you just couldn't find the time or motivation to during the past



year. I hope to finish my HMS Tiger, Graf Spee and Saratoga before MosquitoCon. Realistically it'll only be the Tiger or Graf Spee, but one can dream. Speaking of models, don't forget that November is the group build kit swap night. Those that swapped kits should bring them in to be judged by Bruce Wilson. I am working on Art's Mosquito and it's actually not that bad! We have our custom Lindberg car group build coming up, so make sure those are finished by the December meeting. We might actually need another table since December is model of the year as well. Some final thoughts. If you'd like to sponsor a night for next year, let me know. We have Out of the Box in January, Nostalgia in March, and I

believe I'll do Sci-Fi in September again. I'm fairly confident October will be Russian night and then MosquitoCon is the Cold War. Let's see what other creative themes we can come up with! Additionally, I know I may not be the most seasoned model builder in the club, but I am curious if anyone is interested in a tutorial for how I do my water for ships? My method works at any scale and really does not involve much acrylic gel like many other methods do. If anyone's interested, I may do a write up for the December or January issue as I'll be creating a base for my Graf Spee.

~Jon



The Contact's View

By Mike Pavlo, VP

A big thank you to Bill for setting up last month's end of summer party for meeting

night. The giant subs were terrific and all the food was great.



I was able to attend ArmorCon up in Danbury again this year. I'm always amazed at the workmanship on the armor pieces and dioramas that are on display. Several entries really caught my attention and I went back to them over and over. There was a good turnout of vendors also, with some interesting new products and hard to find kits and supplies. I was looking for a particular hard to find kit and I found it on two different vendor tables, so that was a

plus. The same venue will play host to the 2017 AMPS show, several weeks after MosquitoCon.

I hope everyone is enjoying the cooler autumn weather, and I look forward to seeing everyone at the meeting.

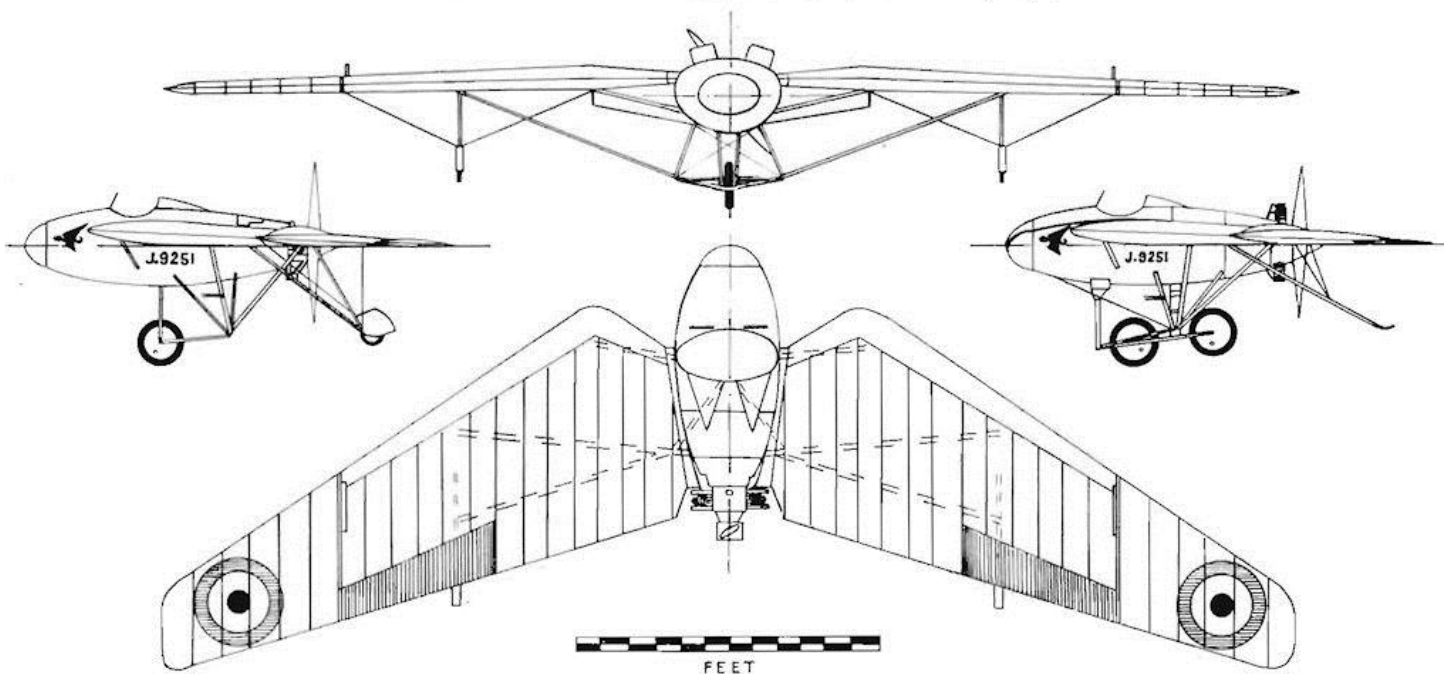
Best Wishes,

~Mike

It's a Peri What? Building the Westland Pterodactyl

By Mike Terre

WESTLAND-HILL PTERODACTYL Mk. IA/IB/IC



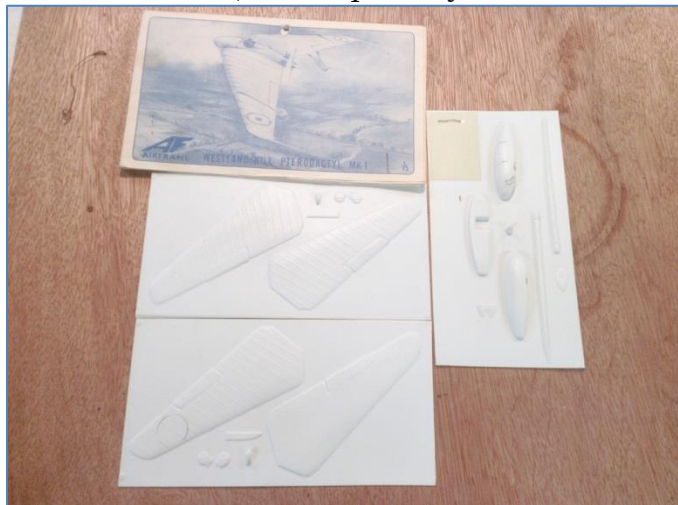
It's a Peri what?

Glad you asked grasshopper. It's a Westland Pterodactyl, an early flying wing aircraft developed by Westland Aircraft of

Great Britain. First flying in 1926, it was the first in a long series of Pterodactyl aircraft, the last being a Pterodactyl V, a two seat fighter prototype whose first flight was in 1934.



The aircraft maintained directional control through the use of wing tip "Tiperons" and mid wing split flaps. According to Derek James's book *Westland Aircraft since 1915* all of the Pterodactyl series of aircraft were robust and easy to fly. The British test pilot, Harald Penrose, was especially fond of them.



This is the Airframe 1/72 scale Vacuform kit of the Pterodactyl Mk.1a. I chose however to modify the model into the Mk.1c version as it had a unique tandem landing gear. Please see the picture further in the article on all the landing gear configurations.

The Airframe kit dates from about 1974 and was made by John Tarvin of British Columbia Canada. Airframe kits used male molds, meaning all the detail was on the inside of the vacuformed part. As such very thin plastic had to be used so that the detail on the male mold would be pushed out to the exterior of the molded part. This meant extreme care had to be taken when sanding and gluing the kit parts.

I first started out by cutting the parts out of their carrier sheet, leaving a 1/16th inch excess around the individual parts. This excess is used as a guide when sanding to insure uniformity and evenness. This was extremely important due to the thinness of

the plastic. In one of the pictures you can see how close I came to sanding through the mid wing area.

Once sanding was complete I began assembly of the airframe. I had to add some stiffeners to the wing to give it strength and proper shape. A basic interior was also added to the fuselage, sidewall structure being made from Evergreen strip stock. I also added some scrap plastic to the bottom of the fuselage in order to strengthen it for the attachment of the landing gear assembly.

I wanted to show the unusual "Tiperons" so these were cut from the wing, with new strakes fabricated. Small holes were drilled in the "Tiperons", through the strakes and into the wing so that thin copper wire could be used to attach them during final assembly. These parts were "handed" so they had to be marked accordingly, UL meaning Upper Left, LR meaning Lower Right, I think you get the picture.

The Mk.1c landing gear was constructed from Evergreen strip stock with the struts made from Contrail strut stock. The wheels came from the spares box. Special care had to be taken in attaching the landing gear to the exact center of the fuselage. If this measurement was off all the associated wing





struts would be misaligned. The main landing gear struts were drilled and fine copper wire installed to give strength to the attach area.

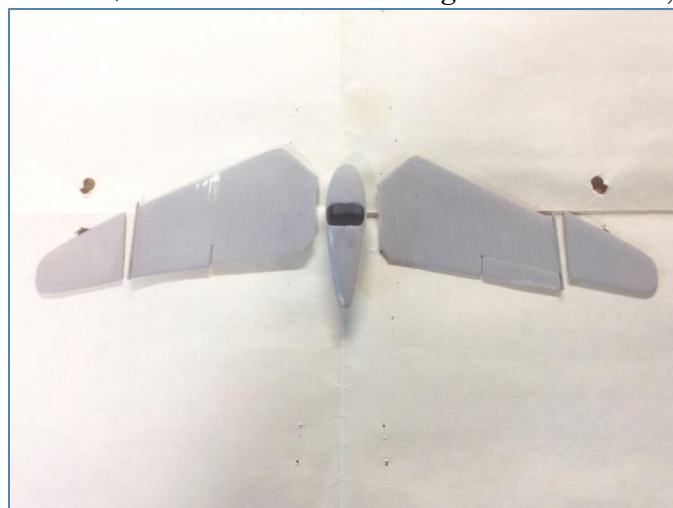
The model was then painted Tamiya AS-12 Bare Metal Silver, followed by Tamiya TS-13 Gloss. Decals, roundels and serial numbers, came from a Pegasus sheet. A note about the markings. The Pterodactyl series of aircraft always had a stylized Pterodactyl on their nose and this would pose a problem. Naturally there's no Pterodactyl decals available and my hand painting skills are nonexistent. What the devil am I going to do? Rummaging through my decal box for the hundredth time inspiration hit me. I had these old automotive flame decals that are used on hot rods, God knows where they came from. By careful cutting of certain portions of the flames two Pterodactyl outlines were made which came damn close to the original aircraft markings. This proves an old modeling adage, NEVER THROW ANYTHING OUT! Once the decals were on the model was over coated with Tamiya TS-79 Semigloss.

Assembly of the major pieces was now started. The landing gear assembly was attached to the fuselage using the copper wire method discussed earlier. Once the gear

was secured the wing strut work was attached. The struts were made from Contrail strut stock and tacked in place with white glue. Using white glue allows easier positioning and if a mistake is made the parts can easily be pulled apart. Once the strut work was completed and properly aligned super glue was flowed into the joints to permanently secure them. The "Tipperons" were then attached and positioned to the wings using super glue and copper wire.

The engine, a five cylinder air cooled 70 HP Armstrong Siddeley Genet radial came from AeroClub as did the propeller. (Don't know what I'm going to do when my AeroClub white metal stash runs out!) The engine was painted Tamiya XF-56 Metallic Gray with a XF-65 Field Gray crankcase. The engine exhausts were particular to the Pterodactyl aircraft and were made from thin lead wire with a black pastel wash for color. The propeller was given a wooden finish by painting it first with Tamiya XF-15 Flesh, then streaking it with Tamiya XF-9 Hull Red followed by Micro Gloss.

A pilot's seat was found in the scrap box with masking tape used for the seat belts. The control stick and rudder bar (don't know what else to call it as the Pterodactyl had no rudder!) was made from Evergreen rod stock,



the engine controls were made from very thin copper wire. The instrument panel markings came from my scrap box. The windshields were made from acetate clear stock with Tamiya XF-16 Flat Aluminum used for the frames.

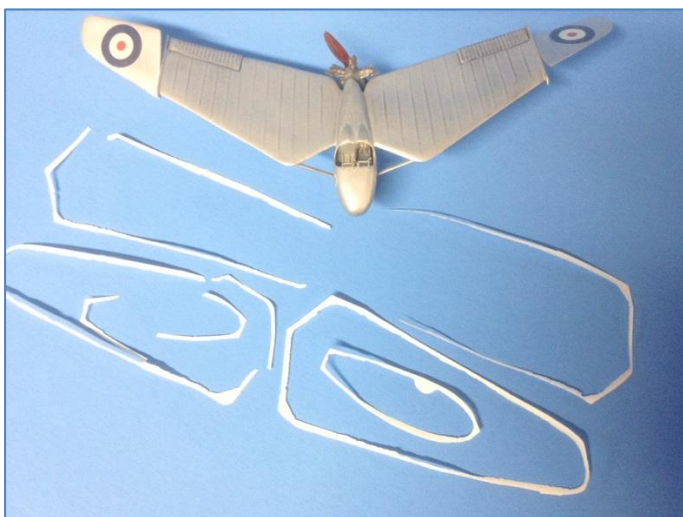
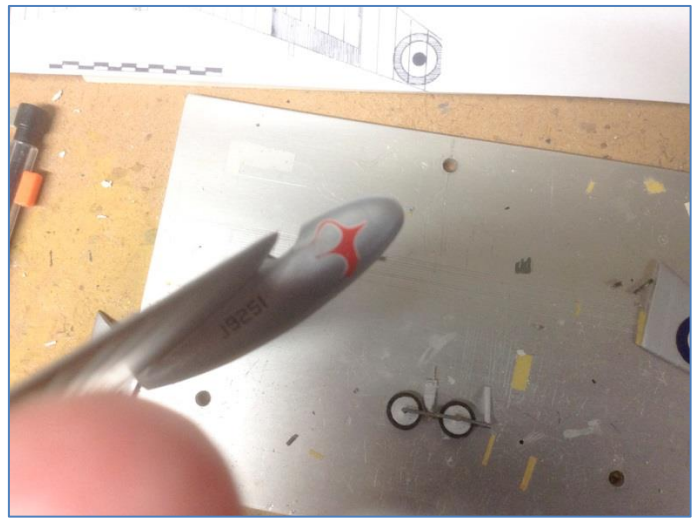
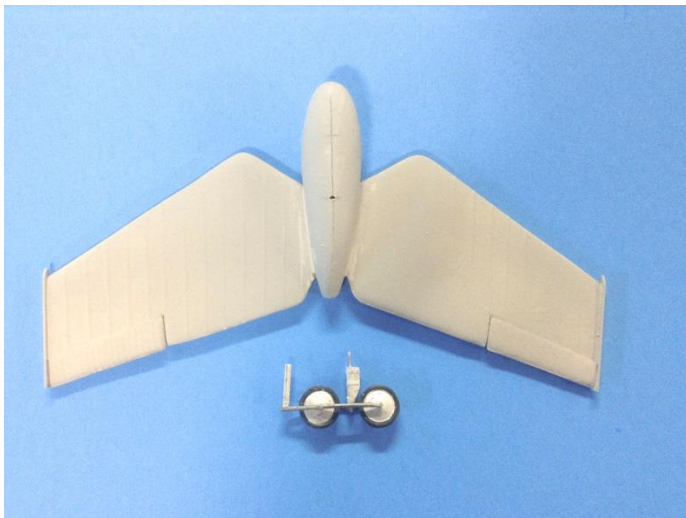
Final weathering was done using a mixture of black and gray pastels and Faber-Castell artist pencils.

This little jewel took me about six weeks to build and was a challenge to say the least. The thinness of the plastic and the care you need in working with it was really

something. In fact after building this I got a real bad case of "Modelers Block"! Just didn't want to build anything. However I got over it, see last month's build of the old Pyro/Lindberg Civil War Blockade Runner. Now that was fun! Currently beating my head against the wall in building the old Frog kit of the Vickers Vimy which is another story!

Hope you've enjoyed the article. Now get down to your bench and do something productive like build a model!

~Mike



From the Eagle's Nest

Region 2 Show & the Biplanes & Triplanes Airshow

By Mike Dobrzelecki



While the Region 2 model turn-out was pretty low, several chapter members brought home trophies and medals for their models – Congrats to all.

The real draw for me, and others, though, was the Biplanes and Triplanes Airshow, with a close 2nd being the museum's collection of warbirds and vintage civil aircraft. Show performers included everything from the dawn of flight through World War I and just beyond. Early flight was represented by two aircraft, the first being a Curtiss "D" Pusher, like the one that made the first launch of an aircraft from a ship by Eugene Ely from the U.S.S Birmingham, just off the coast of Virginia, and a Bleriot monoplane. WWI combatants included everything from a Fokker E.III Eindekker, Albatros D.V, a Halberstadt 2-seater, a Nieuport 24, Sopwith 1 ½ Strutter, a Fokker Dr.1 Triplane, two Fokker D.VII's, a late-war Fokker D.VIII (my personal fave) and post WWI Fokker C.1 (basically a two seat Fokker DVII). While all of these aircraft are replicas, and most do not have the original engines, it was great to see hear them start-up and see them fly. If you want original

engines and WWI aircraft I strongly suggest you check out the Old Rhinebeck Aerodrome in upstate New York. There you can hear the real "buzz and blip" of vintage WWI engines – and there's nothing like it. The show only lasted from 1-3pm, which was a good thing, since it was hot and humid down there. If you got overheated, though, all you had to was duck into the museum's air-conditioning. Everything was very close and accessible, unlike some airshows, where the action is very far away from the crowd. That's my kind of airshow.

The museum's collection include some great examples of original pre-WWII and WWII warbirds, too, including a Hawker Hurricane, a Bf-109G6, a PBY-5 Catalina, a Boeing P-26 Peashooter, a Focke Wulf FW-190D-9, a host of Russian Polikarpovs (Po-2 biplane, I-15Bis, I-153 Chaika and an I-16 Rata), as well as a, Yak-3, Mig-3, Bell P-63, Lavochkin La-9 - most of which are original, several having been recovered from various swamps and forests in the former Soviet Union and refurbished by a New Zealand company). Rounding out the collection was a DeHavilland Mosquito and a P-40E, both





which have performed at Reading PA), a P-51D, a North American P-64 replica (based on an AT-6 Texan/SNJ airframe), a B-25J, an FM-2 Wildcat, another Goodyear product in the form of an FG-1D Corsair, a Skyraider in 1950s Glossy Sea Blue camouflage and markings; and a host of others. Other aircraft were hiding in various hangars, some under restoration or construction, including another Fokker Dr.1, a DH-89 Dragon Rapide, an original Curtiss Jenny, and more. You did not know where to look next. One wild looking bird was an Fw-190A replica in silver dope Luftwaffe finish, sporting a 4-bladed prop! A docent explained that the *ersatz* Fw was equipped with a Czech-built engine (thus the 4-bladed prop) as well as, a totally “liquid” instrument panel – no gauges. They also have an original V.1 pulse jet engine, mounted to a test stand complete with fuel supply, but they did not demo it at the show.

They did demonstrate a “real” WWI radial on an engine stand, with the radial engine itself spinning around with the prop. There were re-enactors in period costume, including my friend, Lynn Ritger, resident Bf-109 and Luftwaffe *experten*, who often lurks on Hyperscale. The museum has a couple of vintage vehicles, too, including a Ford Model T with a Hucks Starter, used to spin prop blades to get the engines going in the days before internal engine starters.

Even the museum’s set of buildings included some museum pieces, the most notable of which are a WWII era control tower, of a type seen on most airfields in England, and the start of this example (wait for it, Marc Rocca) an original Luftwaffe wooden hangar that they dismantled piece by piece and erected down at the far end of the field. They even maintained the original graffiti on the structure’s beams (in Polish, I might add) written by the conscripted slave laborers who originally built the hangar. They usually keep the WWI aircraft in there.

There was a crew from “The Hangardeck Podcast” there, with very professional equipment, interviewing people at the show, including me. I told them that guy they should really interview was not me, but none other than our local NJIPMS resident hero, and my friend for close to 40 years, Buzz Lockwood, which they did, th



ankfully, at length. By the time of our October meeting, or shortly thereafter, Buzz’s interview should be up and available. I would strongly encourage every NJIPMS member to check back at the podcast’s website www.thehangardeck.com from time to time to hear this interview. And here’s why....

The NJIPMS attendees, and friends of NJIPMS, were treated to a very personal and





then went around the room, singling out Pat O'Connor's service as a Volunteer Fire Fighter, stating that every time Pat goes out on a call, he puts life and limb on the line. I really identified with that, since my eldest brother, Dan, is a Newark Fire Department vet, now thankfully, retired. Kudos to you Pat - thank you for your service, too. Big Bill made sure to underscore that those two teens understand the meaning of what they heard that night. I think they did. I think they'll remember it for years to come.

Don't get the wrong impression, though. This get-together in the hotel room was not just a solemn occasion. We had a blast telling dirty jokes, talking about aviation, models, movies and just about everything else under the sun. That's one of the other best things about going to these shows. The beer flowed freely, spiked with tequila sipping shots for Big Bill, the Birthday Boy. We got so loud and raucous, that the hotel manager came up to warn us about the noise level, namely that if they received one more complaint, we would be thrown out of the hotel! When I was back in college, if the cops didn't show up at our fraternity parties, we didn't consider it a good party – same here. And while I've been to dozens of hospitality suite confabs at shows over the years, this was truly one for the history books.

The other thing about VAB is the constant



intimate version of Buzz's story on Friday night at the club's usual convention get-together, this time held in Big Bill's hotel room at the Schooner. It was a real privilege to hear Buzz's stories about his service as a Loach and Cobra Gunship pilot during the Vietnam War in that intimate setting. It wasn't long before he started to direct "his message" toward the young teenagers in the room – namely Bills' protégé (aka as 'boy' and his friend, Mike). Say want you want about the short attention span of most of today's youth, these two young guys were transfixed, listening to both the specific stories and the philosophical message inherent in what Buzz was saying. They hardly moved a muscle; and the same could be said of the adults in that room. Now, I have heard quite a few of his stories over the years, especially during our long trips together traveling to the meetings, and during our dinners before the meeting, but it was quite something to witness that whole group hearing it at the same time. Buzz does not often share these stories, even with guys he's been friends with for years. He took great pains to say he did not consider himself a hero, *per se*, but simply stated that he and others just did what they had to do when the time came. Looking from outside those acts more resemble the tribute that Admiral Chester Nimitz made about Marines in combat in Iwo Jima, namely that "*uncommon valor was a common virtue*". He



free airshow (especially F-18 Hornets and E2 Hawkeyes) that goes on day and night over the beach, courtesy of NAS Oceana, the USN Amphib Base at Little Creek and the nearby Norfolk, VA, USN base. Most of us stayed at the Schooner Hotel at the southern end near the inlet. Pairs of Navy Seal boats roared in and out of the inlet. Ospreys thundered past our balconies. Seahawks hovered and, one morning, the nuclear powered carrier the USS George Washington sortied out of Norfolk in the distance (later I found out the intent was to have her positioned offshore in the event that her power plant was needed for emergency service providing power to any Hurricane Matthew ravaged coastal city).

Thanks also goes to Big Bill for organizing the dinners and other attractions the club members and friends of the club went to. Bill was stationed at Oceana late in his career and knows VAB like the back of his hand. The next club outing is the Maraudercon Show in Harve de Grace in Maryland. Buzz and I will be trucking down together from the Keystone State. This venue is a short trip from all points in Jersey, so if you want to be part of the fun with Big Bill as the Ringleader, be there, or be square.

For more of Mike's photos, visit the website:
http://njipms.org/?page_id=3329

From the Editor

By Devin Poore

Apologies to everyone for the lack of photos from last month's meeting. I wasn't able to attend, and don't believe anyone showed up with a camera. Fortunately Mike T., Mike D. gave us some good photos for their respective articles. Also, Ricardo von Puttkammer sent in some photos from the airshow portion of the Region 2 event, which I've included.

As Big Bill stated above, we're still looking for someone to take over the newsletter. I can continue to update the website, as that isn't much of a time drain on me. The newsletter, however, does take a fair bit of time between reminding the board of due dates, formatting their articles, and formatting the reviews and such. I can continue on the newsletter through next month, and maybe the January issue, due to time off for the holidays, but I really need someone to take over by February. At that point my time will be almost completely devoted to model building for work, and writing during whatever free time I have left over.

Speaking of the job, it is indeed even more amazing that I'd hope it'd be. We're past the stage where I can share photos, due to business confidentiality, but I'll be at the meeting this coming Friday and will be happy to talk with anyone about the painting I'm doing and the new tools of the trade I'm learning (3D CAD work, 3D printing, laser etching, etc.)

Finally, as part of work, I've begun to use the Badger Stynylrez polyurethane primer. It's truly amazing stuff, right up there with Mr. Surfacer, but water clean-up. Definitely give it a look.

~Devin







This month's meeting will be on:

Friday

November 11th, 2016



*Newsletter
Editor can be
contacted at:
me "at"
devinjpoore.com*

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