MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS

September 2014 Edition

The Iron Works

By Bill Schwarz, President

Hi all! How you all doing? Well another month passes, the NATS are over and we proceed with preps for MCON 24. So far we have things well in hand. I actually had a vendor we don't ever see reserve 2 tables! That's the start of something good! Now if no other organization, and you all know who I am talking about, interferes with MCON, we are good to go. More to come on that at the meeting. Next up are the upcoming shows: HVMG show is this month, the 18th I believe, as well as Maraudercon in the Baltimore area. If you guys can, see if you can attend one, the other, or both. Members from these clubs always support us! That's all I have to say on this as well. Thirdly, thanks to the membership for helping out

Bev Koribanics in a time of need. That was a wonderful thing! I really hated to see Andrei pass but I guess it's a part of life. He was gifted and contributed beautiful things to our hobby and to the people that knew him! Sad indeed fellows, sad indeed, but we move on as we always do and hope each day for us has some good in it! I am going to cut this short this month because I have a lot of things going on that need my attention. I will see y'all the 10th same time same and place. We are also good at the K of C as of this moment, so no drastic move as of yet!

Happy Modeling!!!!

~ Big Bill Schwarz

Next Meeting: Friday, October 10th

Upcoming Events:

October
Russian Night

November
Sci-Fi Night

December
Annual Christmas Party

January
WWI Night

February
Destroyer Group Build, Pt. II

Irish Diplomacy

By Martin J Quinn

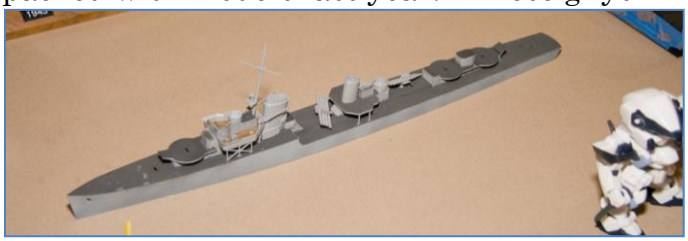
Irish Diplomacy: The ability to tell a man to go to hell so that he looks forward to making the trip.

I want to thank those people who were able to finish the destroyer models for the Tin Can Group Build. Unfortunately, there were only two of you, so we've pushed back the date until February 2015. Hopefully that will give everyone enough time to finish. Jon DaSilva made some really nice awards for the build, so I'm hoping we have a table full of entries in February so I can hand those out!

I'd also like to thank Mike O'Connor, who brought a fleet of 1/350 destroyers to the meeting, in honor of the late, great Bill Marshall, and of the theme. As I mentioned to someone who asked why the contest was being postponed when so many models were on the table, the purpose of the group build was to get guys building and to get them building something different – in this case a ship. I didn't want to hold the contest with so few of the kits we handed out complete.

Congratulations to big Vinnie D'Allessio, who took a Silver for his Hunting Tiger at the recent "ArmorCon" event in Danbury, CT. I try to make this show each year, and ran into Mike Pavlo and Eddie Minto, along with Vinnie. It was a nice little event, though turnout seemed to be WAY off this year, not that many models on the table.

Coming up in October is the Hudson Valley Miniatures (aka IPMS Mid-Hudson) show, in Poughkeepsie NY. That will be on Saturday the 18th. Again, this is a small show – but the tables (especially automotive) were packed with models last year. These guys



come down to MosquitoCon each year – if you can, try and take a ride up the NY Thruway and over the Mid-Hudson Bridge to Poughkeepsie to support their show.

The following month is MarauderCon, which will be held just outside Baltimore, MD. This show was last held two years ago, and was the size of a Regional. There will be no official Region 2 show this year, so this will probably have a good turnout again. I know some of us are planning on heading down for the day – maybe we will see you there.

Well, that's it from here. The Editor is chomping at the bit for articles, and I sense my time it up! See you all in October.

~Martin

THE JUDGES TABLE

By Jon Da Silva

Last month was a real big turnout! I suppose having August off might have had something to do with it. I hope everyone enjoyed their last days of summer. The weather is already starting to change and I for one am enjoying it. It was good to see so many new kits brought in and so many finished ones on the display table, however our Destroyer group build had to be postponed. Only a few of us finished the models (I know I didn't, but now it's almost done haha!) so we will be putting it off until **February 2015.** I ask that you please finish by then. It would be really nice if the club could display our group build together at MosquitoCon wouldn't it?

After the destroyer group build I really think we should take a break, but I want to pencil in a Science Fiction group build for next year, possibly starting in June or July and

running until January. Anyway next month will be Russian night, as per usual. Please bring something! After that, November will be sci-fi night. I think this will be a good indicator of how popular a sci-fi group build would be. It's not often we get a chance to break away from what each of us usually builds, so it should be fun. I know I personally build ships and science fiction but after joining this club I became interested in armor and aircraft as well (even though I suck at aircraft).

So in saying all that everybody remember to please participate and to vote. The social aspect of our club is obviously most important, but it is always nice to see a few models on the table and votes in the vote box.

Ciao,

~Jon

The Contact's View

By Mike Pavlo, VP

I hope everyone was able to enjoy the last gasps of Summer. Autumn is here and so are several local model shows. I wasn't able to make it to the NJHMA show, but I did trek up to Danbury for the ArmorCon show. It was great to see several other members there and share a few laughs as we checked out the vendors and contest room. I know Vince took home an award for his Jagdtiger. Congrats to him! If you are into armor and have never been to this show, it's definitely worth checking out. This year, it seemed like several scheduled vendors didn't make it, and the model entries seemed a bit lower than usual, but it was still a nice show. It's an all-armor show and there were some really nice pieces on display. When compared to MCon, I think that we garner more armor entries at our show! Surprising maybe. The host club does a good job with organization and they always arrange for interesting seminars and demos. This year was no exception. I always come away with many valuable tips and techniques. It's not far at all – only about 1.5 hours from north/central NJ. Highly recommended.

The Poughkeepsie show is also right around the corner, and I'm hoping to maybe be able to swing up there for it. Time will tell. Check out the club website for upcoming events.

~Mike P.

HMS Zinnia
Mirage Hobby, 1/350th Scale
By Martin J. Quinn

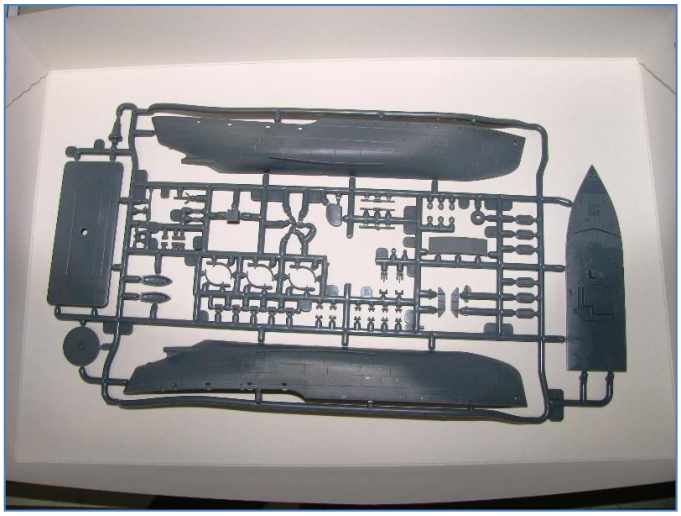
Description	High quality injection molded
Scale	1/350
Price	MSRP $24.99
Contents and Media	Injection Molded Plastic Kit
Advantages	Mainstream injection molded Flower Class Corvette in 350 scale; Good detail
Disadvantages	Plastic is a little thick in places; No photo-etch
Recommendation	Recommended

History (from Wikipedia):

http://en.wikipedia.org/wiki/HMS_Zinnia_%28K98%29

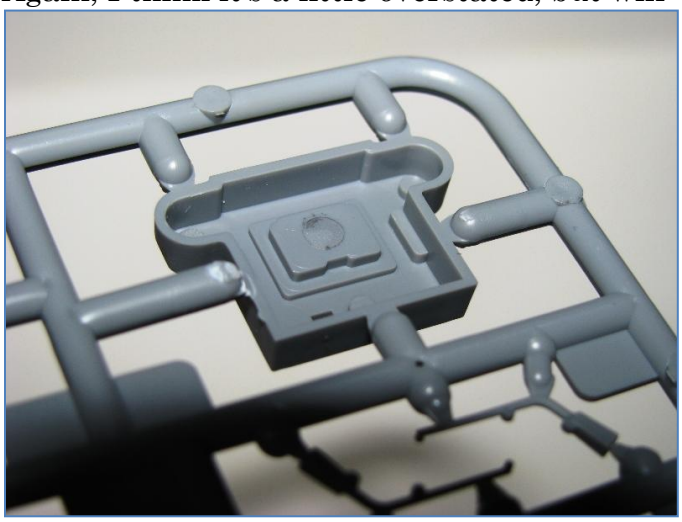
The Model:
Prior to Mirage releasing their 1/350 Flower Class corvettes, the only option were resin versions in either 1/350 or 1/400 scale, with the corresponding high cost associated with them.

Mirage's Zinnia comes in a cardboard box with nice artwork of the Zinnia in a convoy



on the top. Inside the box are three grey trees containing approximately 120 parts, a four sheet (eight page) instruction booklet with a nice color profile and a decal sheet.

The two piece hull measures out to 7 inches in length, which is pretty much spot on for her actual length in 350th scale. Prominent hull plating is molded into the hull. My opinion is it is a little overstated, but hull plating is a new trend with ship model manufacturers, as they up the ante all the time, trying to outdo their competitors. Again, I think it's a little overstated, but will



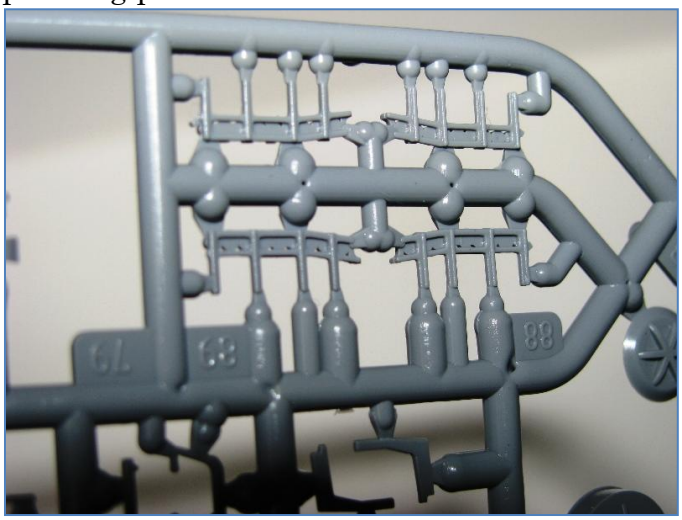
probably look okay under a coat of paint.

The deck is 1 1/16 inches wide, which again scales out very close to the real thing. The forward deck has some nice planking details on it (albeit without the butt ends of the planks). The after deck has some odd diagonal scratches in it, which will most likely disappear under a coat of paint.

The plastic sprues are thick and the attachment points on the sprues are also thick, which might leave you with some clean up or broken parts as you go along. Use caution when removing parts from the sprues.

That being said, the small parts are – for the most part – well done and have nice detail.

The instructions are eight pages on four double sided sheets, consisting of history, exploded view CAD drawings and a color painting profile. The color callouts look a



little "off" to me – check your references before painting.

There is no photo-etch included with the model, which seems to be standard with most ship models today.

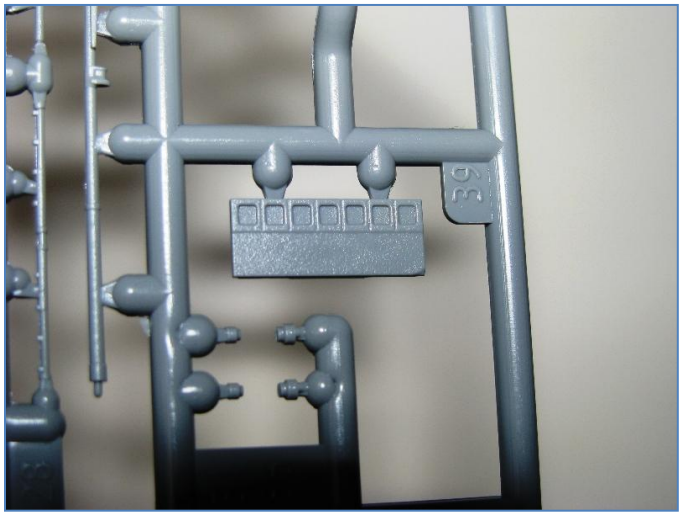
Conclusions:

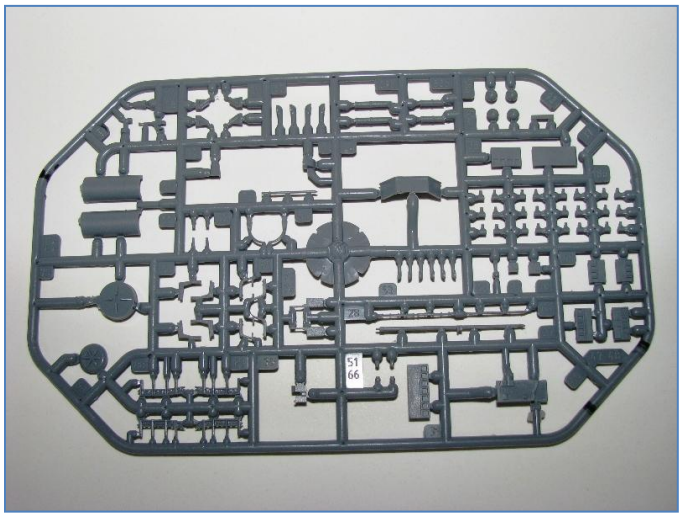
All in all, this looks like a pretty nice little model in the box. I'm not a Flower-class expert, but it certainly LOOKS like a flower class corvette. While there is no photo-etch in the box, after market manufacturers have released some sets if you want to make your Flower bloom. Retail price is $24.99, which is a nice price point, but you can get it for even less on line.

This should be a nice addition to any ship modeler's collection, and fit in nicely with any of the plethora of 1/350 German U-boats kits now on the market. Recommended!

Review sample courtesy of Mirage Hobby, via Mike Dobrzelecki of New Jersey IPMS.


Mirage HOBBY
Cat. No.
350802
Printed by Mirage Hobby
© Mirage Hobby






Flower - Class Corvette (K98)
HMS „Zinnia"
Korweta klasy Flower (K98)
1/350
Item no: 350802
Historical outline.
Tactical and technical data:
Model construction and painting.


ZINNIA
K98
© M.Miarka
Widok od strony rufy
K98
Stern view
K98

Vacuforms are Easier than You Think

By Mike Terre

Part 1

It seems most modelers think that building a vacuform model is very difficult, that it's almost a lost art or black magic. Well, they're wrong; an average modeler possesses all the skills necessary to build a vacuform model. Let me take you through a vacuform build and show you how to do one. Please note that there are many opinions on how to build a vac. I'm going to show you techniques that I've successfully used, however there's no reason why you can't improve on them or even invent new ones. If you do, please let me know as I'm always interested in learning new techniques.

The kit I've chosen is the 1/72 scale Blue Rider Junkers J-2, one of the first in a long series of Junkers all metal aircraft. the four reasons for this choice are, first it's a simple build, second Blue rider supplies good scale drawings with their models, third this model has great Blue rider decals and fourth it celebrates the 100th anniversary of WWI.

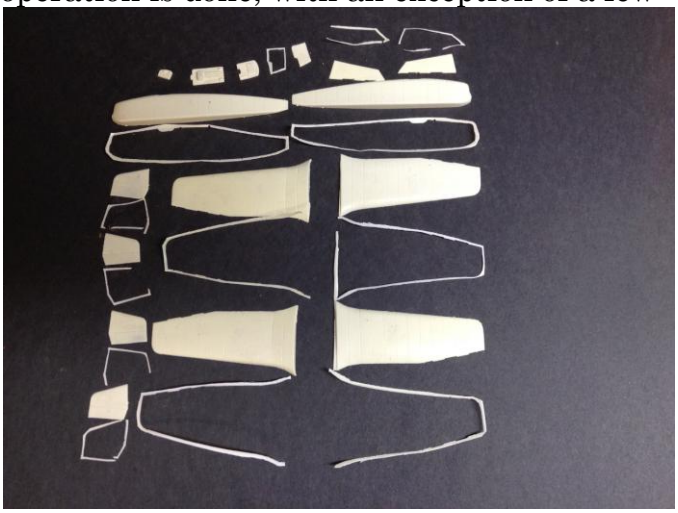
This model was purchased about two years ago for five dollars from Jersey Shore Hobbies when the store was still on RT35. It was missing the white metal parts but this was not a problem as it was only the landing gear struts, propeller, exhaust and wheels. Dan Spera was with me when I got the kit, in fact he had to endure the drive back home hearing nothing but how I was going to build this thing.

Ok, here we go. My first step is to cut the pieces out from the sheet. I use regular scissors and leave about 1/16th of an inch of extra material surrounding each part. The reason for this is to aid in sanding down the parts. You can judge the evenness of your sanding by watching the thinness of the extra material. This is critical, especially when you are working on the trailing edges of a wing or flight control. The goal is to make this material as thin as tissue paper and then run your finger along the edge and it just falls off. You can see this material form an outline of each part in one of the pictures.

By the way, for sanding I use a 9"x11" piece of Norton 220C paper duct taped to a 12"x24"x1/2" pine board. I clean the paper using a shop vac after each part is sanded, you'll be amazed how much plastic residue will be generated. I change the paper after

each build. The pine board is held to my modeling bench by a pair of spring clamps.

For smaller parts that can't be easily held I make finger holds from regular masking tape. This makes handling of the part easier and saves your finger tips. When sanding I uses a circular motion, first clockwise, then counter clockwise and I count the number of revolutions in each direction. This helps to even out the sanding process. I CANNOT overstate the importance of constantly checking the evenness of your sanding as it is critical to the successful assembly of a vac model. Over sanding of a vac part especially along the trailing edge of a wing is very hard to correct. Sanding is the hardest and most tedious part in building a vac kit. Once this operation is done, with an exception of a few



subtle, but easy to master methods, the model will start to go together as would an injected one.

Part 2

Okay, here's some of those subtle but easy to learn methods that you've probably already used in your builds.

After the parts are sanded and ready for assembly I wash them in dish detergent. This removes any adhesive residue from the

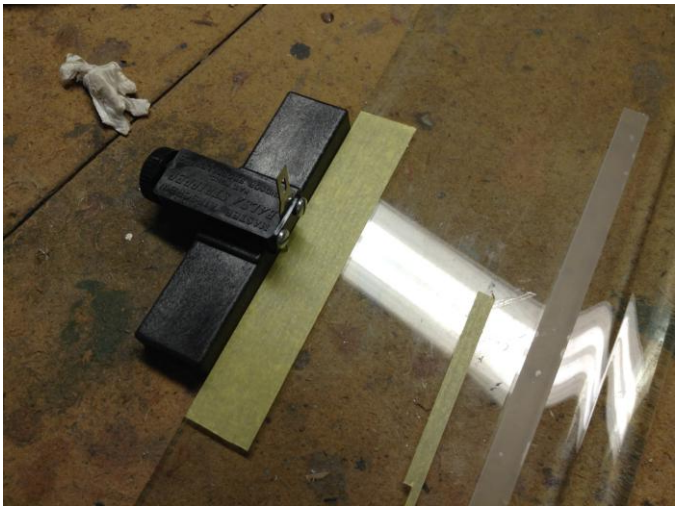
masking tape, oil from your hands and sometimes dried blood from raw finger tips if you really had a lot of sanding!

After the parts dry I prime them. I really like using automotive primers, the best I've found is Brite Touch general purpose gray primer. It has a nice fine texture, sprays very evenly and best of all costs $3.49 for a 10 ounce can. I use this on all my models.

When you build vacs it not uncommon to have parts with details only on one side, especially on WWI aircraft airfoils which were very thin. This is also found on vac flight controls which was the case for the Junkers aileron rib detail.

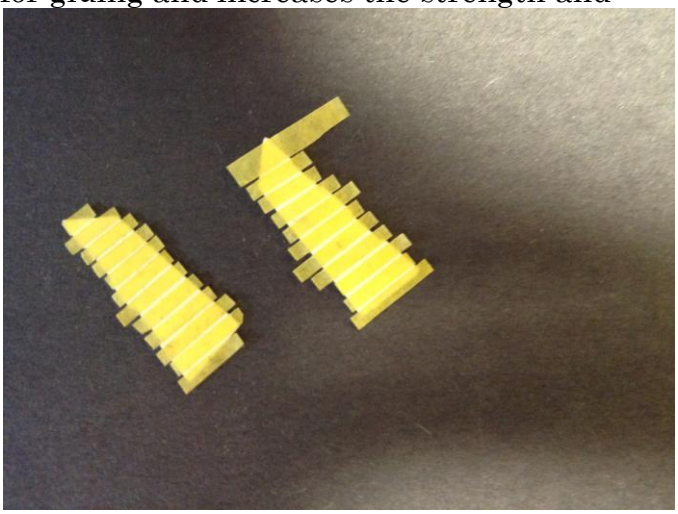
I remedy this problem by painting in this missing detail. All that it takes is some simple masking. I use a Master Airscrew Inc. balsa stripper, Shure Tape Razor Edge Gold painters tape (Thanks Marc Rocca for the tip on this tape) and a glass cutting surface.

I place the tape on the edge of the glass and adjust the stripper to cut strips equal to the



distance between the ribs on the detailed side of the part. I then apply the strips to correspond to the rib spacing on the detailed side. Once done I spray the masked side of the part with one coat of Krylon gloss white paint. Once dry the masking tape is removed and there's your rib detail. Some light sanding across the aileron removes the hard paint edges and blends the detail into the surface. This technique of painting on detail can be used in many other modeling applications.

Another thing that makes vac modeling different from injected building is that you have very little contact area for gluing. This is especially tire of fuselages. For this reason I glue strips of Evergreen .010"x.040" strip stock to the bottom and top of one side of the fuselage. This gives you more surface areas for gluing and increases the strength and

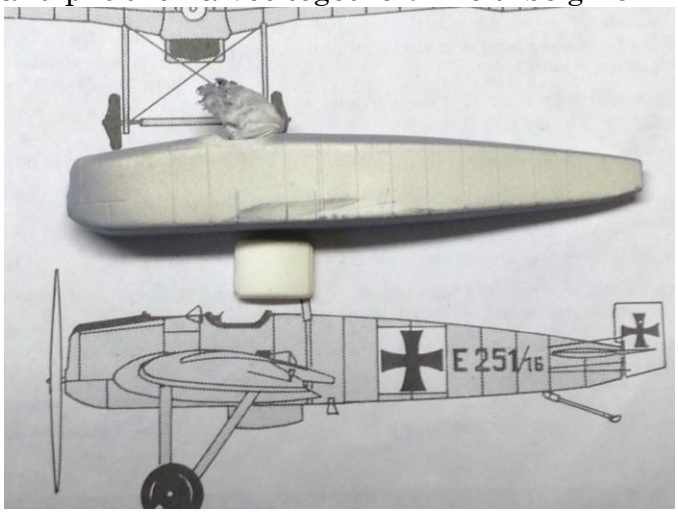


rigidity of the model. You must be careful of curved surfaces and make sure that the contact strip conforms to the mating surfaces of the fuselage sides.

I also used this method when building the cockpit of the Junkers. I again glued The above mentions Evergreen strip stock to both sides of the kit supplied floorboards and rear bulkhead. I also used Evergreen .020" rod stock for detailing the cockpit structure. The kit supplied instrument panel was also used.

One the interior was completed and secured to one side of the fuselage, both sides were sprayed with Tamiya XF-16 flat aluminum and put aside to dry. A light coat of Detailer black was used to bring out the detail.

The fuselage halves were joined using Testors tube and liquid plastic cement. In a vac you must use glue sparingly as you can easily melt a part and distort the thin surfaces. I apply the glue using a toothpick and put the halves together. The tube glue

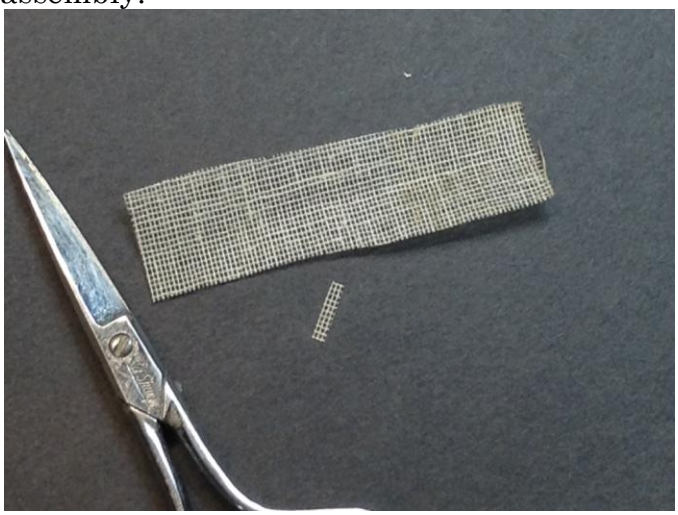


dries slowly and is tacky, allowing you a little time for proper positioning. I then flow the liquid glue along the fuselage seams and gradually close it using masking tape to keep correct positioning. I like the Testors glues for this as they melt the plastic together and if done properly the seam will need little or no filler or sanding. and the last thing you want is sanding on the thin surfaces of a vac fuselage.

Part 3

Hey! Guess what? This thing is starting to look like a straight forward injected model build. I glued the top and bottom of each wing together as well as the horizontal stabilizer/elevator assemblies.

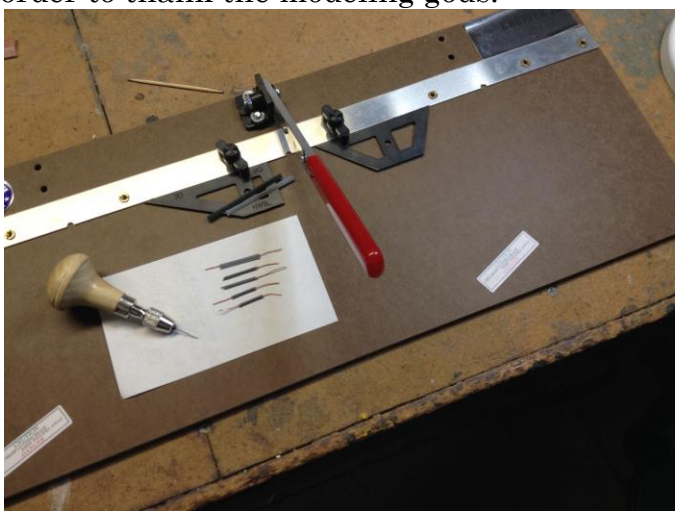
I attached the radiator assembly to the bottom of the fuselage using as a guide, those great Blue Rider kit supplied drawings. I used a fabric grid material for plaster wall repairs to represent the radiator intake and exhaust screens. This material is available from any DIY or paint supply store. The square grid layout makes cutting to proper dimensions a snap. I use Testors clear plastic cement to secure the grid to the radiator assembly.



As an aside, the Junkers was considered and experimental aircraft. It was very underpowered and in order to reduce drag a radiator was buried in the aft fuselage. This was the first aircraft to successfully use such an innovative method.

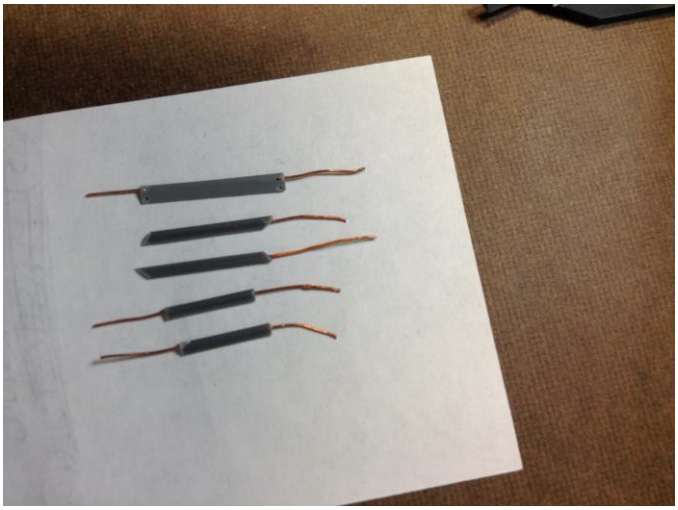
Now it was time to attach the wings to the fuselage and this was were a MAJOR mistake by this builder was found. I was wondering why the wing root of the left wing was so deep and that of the right wing so shallow and that when the light came on. I had glued the bottoms of both wings together as I did the tops! This makes you wonder why we think this hobby so relaxing.

I got Very luck however and by using an X-Acto chisel tip blade I split the seams and separated the parts. I got even more lucky that I did not destroy the thin trailing edge areas. I lightly re sanded the contact surfaces on my sanding board and correctly glued the wing surfaces together. I then went out to the backyard and sacrificed a goat in order to thank the modeling gods.



After this it was quick work to attach the wings and horizontal stabilizer/elevator assemblies to the fuselage. I again used Testors tube glue for it's tackiness and slow drying properties. The Blue Rider scale drawings were a great help in proper positioning of these parts.

It was easier to make a new rudder rather than sand down the kit rudder. This was easily done using scrap from the kit and those great Blue Rider drawings.

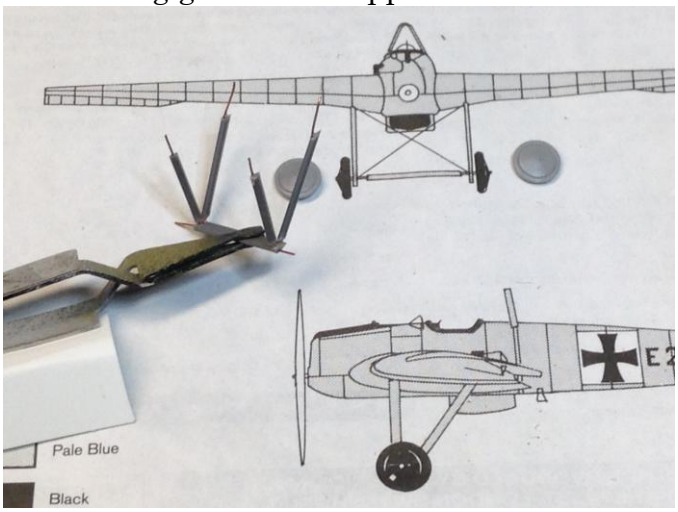


Part 4

Since the white metal landing gear struts were missing from the kit new ones had to be made. In all probability I would have discarded them anyway as they would not have looked as good as ones made from plastic.

I used a Northwest Short Lines Chopper II to cut Contrail strut stock to proper length and angles. The Chopper is great for such work as it insures consistency when making multiple parts. The Blue Rider scale drawings were invaluable for this portion of the build.

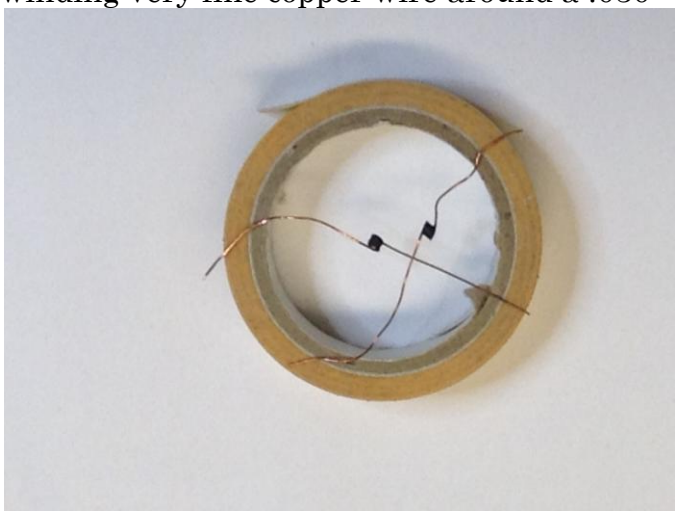
After the struts were cut I used a #70 drill in a pin vice to drill holes in the joint areas of the landing gear. Fine copper wire was then



glued into some of the holes. I like using copper wire for strut work for three reasons, first it gives you a little "wiggle room" during assembly, second it simulates the metal tubing used in many WWI aircraft, and third, it added strength to the model.

It is to be noted that some WWI aircraft used metal tubing in their structure. If this metal was exposed to the slipstream it was almost always covered in a wooden or light metal aerodynamic fairing to reduce drag. These fairing did not cover the entire tube as access was needed for the associated attachment hardware, hence the gap at the attach points.

The Junkers used external bungee cords for shock absorption. These were simulated by winding very fine copper wire around a .030

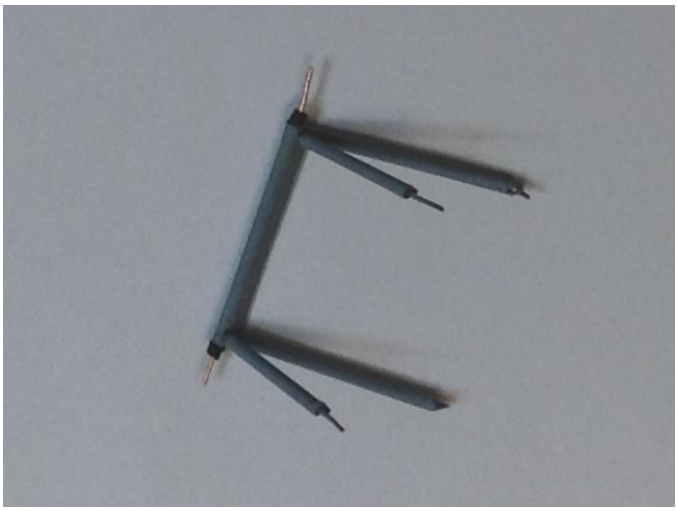


steel rod. The excess wire was then cut and the assemblies painted Tamiya XF-69 NATO black.

The spreader bar was then drilled to accept the struts and axles. The copper wire from the struts were cut to length and secured to the bar with super glue as was the copper wire axles.

I decided to paint the gear assembly while it was off the model as it was a lot easier. I used Tamiya XF-23 light blue, with Tamiya XF-22 RLM grey for the exposed metal tubing. After the paint dried I attached the bungee cords to the axles with a little Testors clear plastic cement.

I found two absolutely perfect wheels in the spares box and these were painted, XF-23 for the wheel covers and XF-22 RLM grey for the tires. and with that the landing gear was done.



Part 5

Well, not much more to go. The model was painted Tamiya XF-23 light blue and then coated with Krylon clear gloss. The rudder was painted Tamiya XF-2 white. Those magnificent Blue Rider decals, which were printed in 1987 went on without a problem and without any solvent. Once dry the model was sprayed with Krylon satin. The landing gear was attached as were the ailerons and rudder. Inserted the top portion of an AeroClub 120 HP Mercedes engine in the cowling area. I had to make a long exhaust pipe to complete the engine assembly. This

was easy as the exhaust manifold was inside the cowling and only the pipe had to be made. Do you believe that a portion of a Monogram F-100 in-flight refueling probe was perfect? It was, and after a little cutting it literally dropped into position. A quick brush of Tamiya XF-64 red brown, a little black pastel and it was done.

I used an AeroClub white metal propeller, first over coated with Tamiya XF-78 wood deck tan and then streaked with Tamiya XF-68 NATO brown. Propeller markings came from my Americal Grypon German propeller sheet. The completed prop was then coated with Tamiya X-26 clear orange and attached to the aircraft.

The cockpit was completed using an AroClub seat and control wheel (a control wheel was needed to move those massive ailerons!) and a Toms Model Works throttle quadrant.

The machine gun is AeroClub, finished in Tamiya XF-69 NATO black and dry brushed with Tamiya XF-56 metallic grey to bring out the details. The cockpit boarding step is made from copper wire. The roll over cage was made from thin lead strip. The model was lightly weathered using black pastel with a Faber-Castell 2H pencil used to highlight panel areas. Flight control horns were made. From Evergreen .010"x.020" strip material. The flight control cables and landing gear bracing wires are made from

stretched black sprue and attached with super glue.

A 6"x6" beveled mirror from Hobby Lobby was secured in a Trumpeter 09812 display case. The model was attached along with a placard done by my local engraver. Oh, I always add chocks to my models and these were made from scrap with copper wire for the ropes. They were painted with a mixture of Tamiya XF-68 red brown and X-26 clear orange for a wood effect with XF-57 buff used for the ropes.

And with that the build is complete. I hope you can see there's nothing mystifying or very difficult about building a vacuform model. We all have the necessary skills, tools and talent to successfully complete one, so why not give it a try. You will find it a rewarding experience.

This month's meeting will be on:

Friday

October 10th, 2014

IPMS/USA NEW MEMBER APPLICATION

IPMS No.:_____ Name:_____
(leave blank) FIRST M. LAST
Address:_____

City:_____ State:_____ Zip:_____
Phone:_____ email:_____
VISA/MasterCard____ Account #_____-_____-_____-_____
Exp. Date:_____

Signature: _____

☐ Adult: **$25** ☐ Junior (17 years old or younger): **$12 DOB:**_____
☐ *Canada & Mexico:* **$30** ☐Other Foreign: **$32** ☐Foreign Air Mail: **$55**
☐ Family (Adult dues + $5, one set magazines,# of membership cards required:__)
☐ If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

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