

# MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS

IPMS Nationals 2014





# The Iron Works

By Bill Schwarz, President



Hi all! Not much to say or going on, on this end, so I will make it brief. The Nationals have come and gone. Congrats to the winners, you will see the awards at the meeting Friday night. I had a last minute change and couldn't make it and am sorry I missed the good time. I'm glad all that went had a great time as well and the dinner was well represented!

Now, we have several shows coming up which are relatively local. Hope to see a lot of members there. A few of us are going to MarauderCon in November and again, I hope to see a lot of you there! Now as far as the club goes, the K of C is still a go at this moment but I don't know anything more than that. You all will know when I know and we as an eboard will make the appropriate moves at that time!

Next up I was recently at Andrei Koribanics house and helped his wife get a few issues

squared away. I believe she will be there Friday to sell off some of his models. We will see Friday. As far as the rest of his things, only time will tell and I hope the best for Bev and Andrei Jr.

I'm trying to get my new shop in order so I can get enthused about building again but it just seems forever with a lot to do plus work. Mmmmmm! Maybe someday! Well, I think that's about it so I will see you all Friday, same time, same place

~ *Big Bill Schwarz*

## Joe's VP Piece By Joe Smith

Fellow members of NJIPMS,

What a great show IPMS Tidewater put together! It was one of the best Nats I have ever attended. Congrats go out to all our members who made a fine show even better!

Please remember dues are due at the next meeting. The yearly rate remains \$25.

Happy Modeling

~*Joe Smith*

Next Meeting:  
Friday,  
September 12th

Upcoming Events:

September  
Destroyer Group Build

October  
Russian Night

November  
Sci-Fi Night

December  
Annual Christm



# 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.*



Well now, it's been awhile, hasn't it? So much so that when I started writing this, I wrote "August" up above, not September.

Just a reminder that the meeting will be at our "normal" place, day and time – which is still the Knights of Columbus in Garwood NJ. I'll leave it to Big Bill to discuss future plans regarding the status of modeling meeting home.

I'd also like to remind everyone who took a model for the 1/350 Tin Can Group build to bring your kits to the September meeting, regardless if they are finished or not. We are having the contest at the September meeting. We'll be awarding trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place. My German Z-17 should be done on time, I'm making good progress on her after not building most of August due to the IPMS Nationals in Virginia and a 10 day family trip to Tennessee.

Speaking of the Nationals – they were held this year in Hampton, Virginia, at the new Hampton Roads convention center right off Mercury Boulevard and Route 64. I had overheard someone saying there were between 700 and 800 registered modelers, and over 2,500 models on the tables. The ship categories alone had 169 models in them, which is a good turnout.

I was fortunate to come away with a 3<sup>rd</sup> place for the 1/350 USS North Carolina, and a 2<sup>nd</sup> place for a 1/350 Type IX-B U-boat. Plus I didn't spend much money! I only bought one kit, and that was only because the 1/72<sup>nd</sup> B-24 in the convention decal sheet really caught my eye, and I want to build it. For those who didn't make it, you missed an EPIC club night out on Thursday night, as about 10 or 12 of us crowded around a table in a British pub, where we ate, drank, drank and then drank some more. It was a great night and overall a really great trip. Next year's event is in Columbus OH (and will also be in July, not August), while 2016 will be in Columbia, SC.

After a week back home after the Nats, I was off again – this time with the family – for a trip to Southeastern Tennessee. While there, I discovered the Tennessee Museum of Aviation one town over from where we were staying. The highlight of the small museum was the hangar with many flyable warbirds, including two P-47Ds, a Beech 18, Albatross, T-33, F-86 (which can fly but apparently doesn't due to costs) and an airworthy P-12 fighter – which was shockingly small up close. Photos are posted to the club's Facebook page. You



**HAVE** liked the clubs Facebook page, haven't you?

While at the museum, I had the honor and privilege of meeting 91 year old Bert Lok (pronounced Lock), originally of Jersey City, New Joisey, who was a P-47 crew chief in the 365<sup>th</sup> Fighter Group in the ETO. Bert is friends with the museum's owner, who invited him down for a visit. Bert was hanging around the P-47s and was eager to tell anyone who wanted to listen all about them. I chatted with him a bit, then when I was in the gift shop, he asked me if I wanted to see some photos of "his" Thunderbolts from the war. Of course I said yes, then sat down in the lobby and chatted with him for a bit. He showed me the photos (all the P-47s he showed me were natural metal) and told me of his experiences during the war. As crew chief, he considered those "his" planes. He lost a Razorback to enemy action, then had another come back with a cylinder head shot off due to flak. He said when it landed the engine seized as it was finally out of oil.

He also relayed a story about the time a Spitfire shot down a V-1 (or "doodlebug", as he referred to it) a little too close to their airfield for their comfort. He walked with a cane, but otherwise was in great shape for 91. It was a real pleasure to meet him and an honor to talk with him about his experiences.

God Bless you, Bert. Thanks for your service – it's not just the guys fighting head to head with the bad guys that are heros, but all the countless guys who do the thankless tasks for endless hours who enable the others to go actually in harm's way. Without them, where would we be?

Well, that's it from here – it's the Friday before the meeting and I want to get home a little earlier and try and get that Z-17 finished for the meeting! See everyone on Friday, September 12<sup>th</sup> – don't forget your Tin Cans!!

*~Martin*

## THE JUDGES TABLE

By Jon Da Silva

Well it's finally September. I for one am glad the summer is over. I prefer the snow rain and cold weather of the next two seasons. Anyway I hope those that went to the Nationals had a great time. One year I have to make it my business to go. I personally haven't checked out all the new things that are coming out. As much as I like kits coming out for the more experienced modelers, I think some of these companies need to focus more on making the hobby attractive to children. As said at a majority of meetings, model building is becoming a

graying hobby. The only way around it is to get kids building!

As far as September goes, we will be having our destroyer group build. Save for some paint, my kit is done. It was an enjoyable build when you look past there not being any dedicated aftermarket set. I was forced to make do with generic fittings and scratch building. My next build will probably be Tamiya's new Saratoga. I hope to have it in before the meeting to show, but it shipped from Japan and who knows when I'll actually get it. Keep in mind that October



will be Russian Night and November Sci-Fi night. With the cancellation of the August meeting I would like to have our WWI night in January or February. Those meetings are usually pretty light due to weather conditions but I think it will be fine.

Ciao,

~Jon

## The Contact's View

By Mike Pavlo, VP

I can't believe that this is the September newsletter! Where did the summer go? One of the highlights of the summer was a trip to Hampton VA for the IPMS/USA Nationals. The last time I attended the Nats was all the way back in '87! Ok, so I'm a doofus for not finding a way to hit at least one Nats in all those years. But, all the stars aligned and I was able to make it this year...and what a show it was! I was glad to see so many NJIPMS'ers there and it's fair to say that everyone had a great time.

The vendor room staggered the imagination. In the first 3 hours there I managed to get about half way through, and my head was spinning. I think the condition is referred to as "modeling overload" in

current medical textbooks. The model display room was just as impressive. I must have gone into and out of each of those rooms a dozen times. The seminars that I attended were very informative and interesting. It was truly a modeler's paradise. I wasn't able to attend the banquet, so I don't know if anything special was done there to commemorate the 50<sup>th</sup> anniversary of IPMS, but I was surprised that there weren't more displays (old photos, magazines, etc) to recall our history. Even so, it was a blast!

I hope everyone had a great summer and I look forward to our meeting.

~Mike P.

## PZL P.11c Shapeways 3D Printed, 1/144th Scale

By Mike Dobrzelecki

At the last meeting of the New Jersey IPMS, fellow club member, Simon Vichnevetsky, presented me with one these tiny jewels in the form of a 1/144th scale PZL P.11c. He had brought it to the previous month's meeting, but I was fighting off a bronchial infection and stayed home in June. I did not want to miss getting the model this time, so I drove all the way up from a museum exhibit meeting I had down in Washington DC. It was worth the trip, too. Here's my review....

**Number of parts:** One (Well, two if you count the prop & spinner attached to the model's rudder) **Box Art:** None

**Packaging:** I'm assuming that it came in a small cardboard shipping box with the rest of Simon's order, but he put mine in a nice box that either held jewelry or gourmet chocolates - can't tell which. The tiny plane was wrapped in a bit of bubble wrap, which I am assuming was Simon's doing - don't know for sure.

**Instructions:** None







**Media:** "Frosted Ultra Detail" (FUD) Nylon (more on this later)

**Color of Media:** Frosted (see above)

**Clear Parts:** None - Windscreen is rendered in the FUD media

**Interior:** None, but fuselage is hollow, allowing for one to be fabricated and inserted.

**Level of Detail:** Excellent for what's provided.

**Painting Instructions:** None

**Decals:** None

**Skill Level:** Some modeling skills needed, starting with a pulse.

**Overall Rating:** Wow! (And that's even with the lack of items noted above.)

It's hard to call this a kit, but let's use the conventional vernacular, just for sh!t\$ and grins, shall we? First a word about the technology, though. As my faulty memory serves me, I believe that I was first introduced to the new technology of hobby-related 3D printing at an IPMS convention (national or regional....I forget) maybe ten years ago. That and the organically 3D resurrection of "The Fifth Element" in the Bruce Willis Sci-Fi movie of the same name, and a lovely reconstruction she was (Multi-Pass!). The 3D printed items at the show were in a bluish/purplish material (nylon?)

and were intriguing, to say the least. The machines cost tens of thousands of dollars back then and, from what I have been able to glean, the cost is now way down - just above, or below, a G-Note, aka a "Box of Ziti" (that's \$1,000 dollars, if you're not from the Land of the Sopranos, like me) for a table top hobbyist machine. Of course you can spend more even today, depending upon the quality of the machine and bed size for the finished product. That and you either need a ready-made CAD (Computer Assisted (or Aided) Design) program file, or a background in CAD to design your own parts.

For us simple folk, the 3D printer makes the part, or kit, using the program file, by

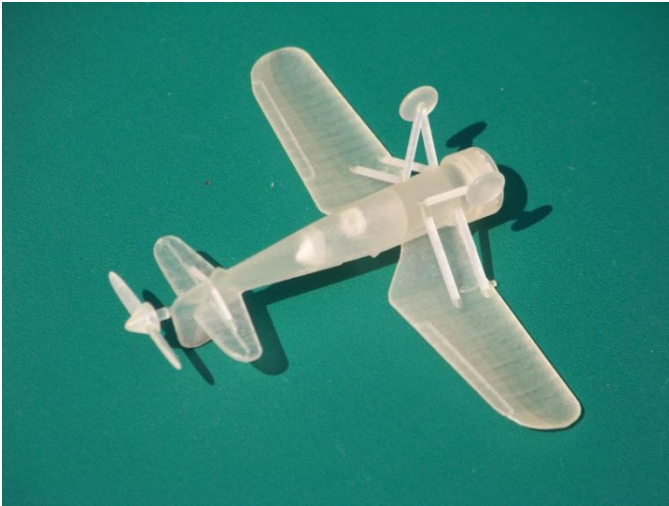


"spinning" it out in an additive process with melted threads of media, such as nylon. It's the spinning feature that affords the technology the ability to provide a hollow detailed interior in the finished product.

For a more detailed discussion of 3D printing, here's the Wiki site:  
[http://en.wikipedia.org/wiki/3D\\_printing](http://en.wikipedia.org/wiki/3D_printing)

Simon knew I was a sucker for any Pulawski gullwing fighter, having built them in 1/72nd, 1/48th and, soon, in 1/32nd scale, too. The only other 1/144th scale PZL P11.c kit that comes to mind was a crude affair made in Poland that was a waste of styrene (or





whatever that material was). Everyone at the club meeting was blown away by the Shapeways PZL P.11c. We marveled at the hollowed-out interior and level of detail present.

The translucent material is called "FUD". Apparently, kits are available in a variety of material offering varying degrees of detail. "FUD", or Frosted Ultra Detail, appears to be the best grade. FUD kits are more expensive than the basic white plastic, but since we're talking \$14.95 (FUD) vs \$5.68 (some kind of White Plastic), why bother with the cheaper grade?

The parts, taking it by the numbers:

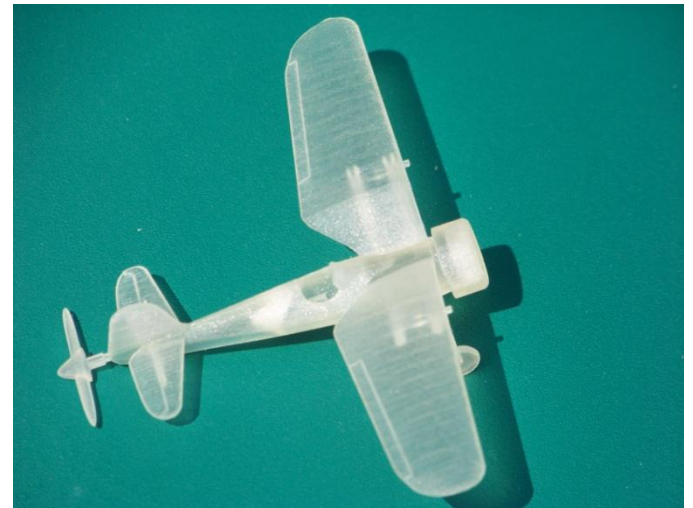
**Wings** - The trailing edges are sharply tapered. Rib detail and rudimentary scribing is present, but don't go looking for corrugations on the PZL kit. The ailerons are well defined. The alignment looks good, with little to none of the dreaded Pulawski-Flapping-Wing-On-The-Down-Stroke Syndrome that many PZL modelers suffer from. The same comments apply to the stabilizers, fin and rudder. The tear drop shaped shell ejection chute fairings are there on the underside of the wings.

**Struts and Wing Guns** - The struts are molded integral with the raw kit and, while nice, could be replaced with thinner airfoil

stock. The kit represents a four-gun P.11c, which were not as common as most modelers think. I would recommend cutting off or replacing the gun barrel stubs, though, as they're too large in diameter. Check photos to determine if your specific P.11c even had wing-mounted guns. Even gunless, the underwing shell ejection chute tear drop fairings were "probably" in place on the underside of the wing.

**Landing Gear & Wheels** - Same comments on struts apply here. The tires and wheels are pretty well defined and the alignment and stance of the gear struts appears to be fairly accurate and even.

**Bristol Mercury Radial Engine** - The engine



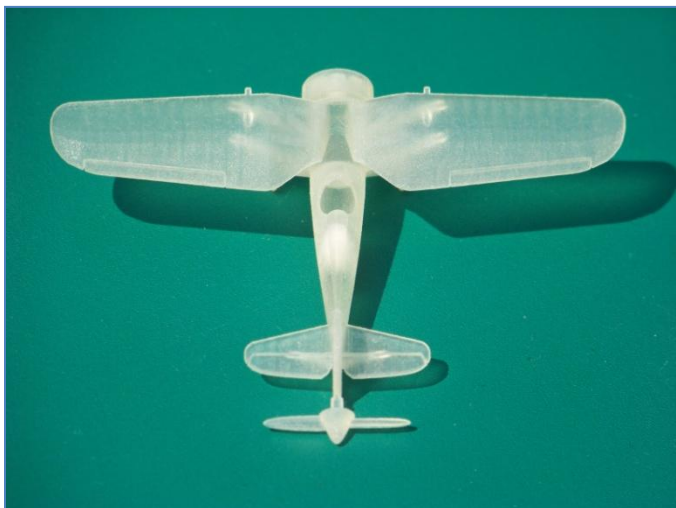
is rendered in bas relief, but for 1/144th scale, that is probably all you need. Again the 3D spinning process seems to have allowed for a hollow area on the back inside of the cowl, the effect for which can be seen in the translucent material in the photos on this post.

**Prop & Spinner** - This part appears to be nicely done with the prop blades rendered in a thin enough profile, with a respectable prop twist. The level of modeling skills required to separate the prop/spinner assembly from casting? Well, you need a pulse - pretty much, that's all.

**Fuselage** - The Shapeways kit has basic scribing only. The rectangular troughs for



the forward fuselage-mounted 7.9mm machine guns are present. You'll have to provide a radiator and venturi for the starboard side.



**Interior** - Adding an interior may require exercising your ship-in-a-bottle expertise. I would think that one could get a hold of a PART PZL P.11c photoetch sheet and reduce it on a copier machine, rendering either paper templates or, if old 20th Century transparency stock is still available, you could print out a 1/144th scale version, which you could cut some parts from. Understand that there may not be enough room in the 3D fuselage, as "printed", to fit these photo-reduced interior parts. Another approach could be to cut off the radial engine/cowl, open up and hollow-out the fuselage further from the front; and then insert as much of an interior that your level of masochistic modeling requires. As for me, "Beat Me, Kick Me, Make Me Write Bad Checks"; I will be putting some kind of interior in, but just enough to C-tease IPMS judges.

**Clear Windscreen** - As stated above, there is none, it's rendered in FUD. The modeler will have to fab one up from thin clear sheet. The PART photoetch set could provide a nice template, but the modeler will have to fit the finished product to the Shapeways kit. Some reshaping of the top deck forward of the cockpit opening may be required to accept a

clear windscreen, especially if you use the photo-reduced PART photo-etch dimensions as a basis. Whooo - say that 3 times fast! **Over-all Shape and Dimensions** - Nope, I did not measure it against any drawings I have, and probably won't. It looks like a PZL P.11c to me, so, please, no micrometer-wielding pundits need comment. Start your own Dimensional Circle of Doom Post, if you feel the need.

### **Clean-up of the Kit Parts, Gluing and Painting:**

From my discussions with Simon and what I have been able to gather from the Shapeways Forum Blog sites, the part should be cleaned. There may be some sort of wax-like release agent on it, which puzzles me, since we're not talking a traditional mold here. One Shapeways forum poster indicated that he used a product called Bestine (this contains mostly heptane) "and works well". Another stated they he used white spirit (which contains ca 17% heptane). Yet another had a small bowl of nail polish remover, dipped an old toothbrush in it, and then gently rubbed the models. From there he brushed them again with water and a drop of Dawn dish detergent, before finally rinsing them. Simon and I will be trying dish washing liquid in warm water. Priming





the model after the release agent has been



washed off is a good idea. Tamiya Fine Surface Primer (spray) and Humbrol spray acrylics or Humbrol enamels (after priming) on "FUD" seems to work. Basically any primer suitable for acrylic plastic is stated to be OK. To summarize the opinions: Clean the surface well to remove any printing residue and then prime or spray straight on with Acrylic or Enamel paints.

**Decals** - The builder will have to supply their own decals. Believe it or not, there are 1/144th scale Polish Chessboards available and one can find them after a short Google search, or from one of the 1/144th scale sites, including the 1/144th Forum on Hyperscale. Simon's going to send some spares. Unit markings, numbers, etc., will have to come

from other sheets, though I plan on reducing a Techmod sheet down to 1/144th and printing out on a toner copier on white decal sheet. White Numbers will be a bit of a challenge, though.

### Summary

Great kit in an amazing media, which will require some modeling skills and ingenuity to finish. Check out the Shapeways website - they have a huge selection of aircraft and vehicles in various scales. I plan on getting more PZL's, including the P24. Besides 1/144th they have 1/200th PZL's too! Also, the website has options for ordering doubles, which allows for a much lower unit cost. A big "THANK YOU!" to Simon Vichnevetsky for getting the kit for me.

~Mike Dobrzelecki

Shapeways links:

<http://www.shapeways.com/search?q=pzl&s=10#more-products>

<http://www.shapeways.com/search?q=pzl&s=0#more-products>

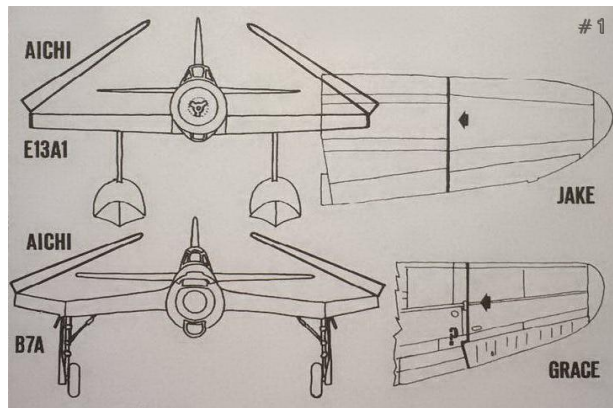
<http://www.shapeways.com/miniatures/vehicles?li=category-miniatures>

## From the Novice Desk

By Art Doran

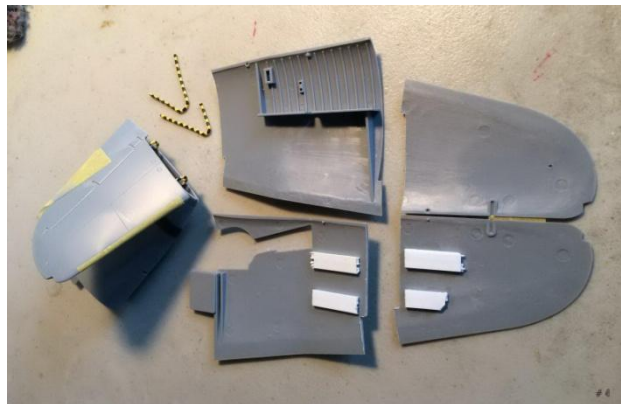
I found an old drawing showing the stowed away position of the wings for various Japanese carrier planes. (#1) I looked for kits that would allow me to incorporate the elevated wing tips. The Hasagawa 1/48 scale Aichi B7A2 attack bomber (Grace) kit was a suitable selection. (#2) I was also looking to attempt the "salting" method to simulate paint chipping normally shown on Japanese aircraft.





The Hasagawa kit was excellent, as its parts were well detailed, and the fit, including the wing root, was completed without any additional filler. I purchased a photo-etch kit for the cockpit details from Edwards, but the kit parts would have been more than adequate. (#8) I also bought a canopy mask from EZ-Mask. I primed the model and then highlighted the planned chipping areas with Model Master Chrome Silver. (#3) **Big Mistake.** Water just rolled off the silver paint so salting was not successful. And, it's almost impossible to tape over the area covering the silver without pulling off the paint above the silver. The good thing is that if taping is not required, you can easily simulate chipping with chrome silver as a base. successful

The wings were cut and braces installed to hold the wing section connectors. (#4) The folding wing alignment and assembly was tricky, but I finally got them to sit properly. I could not find a picture of an actual wing assembly, so I improvised and guessed as to what it would look like. (#7)



I masked the cockpit and the proceeded to airbrush the model with the final colors. (#5) This was a disaster as I was unable to blend the two colors using the airbrush. I ended up trying to mask the two colors with a hard separation, but the Model Master Chrome would not allow the base color to adhere. (#6) Even softening the tack on the tape (although an improvement) was not successful. I ended up air brushing some areas and hand brushing others. Needless to say, the paint job ended up with those nasty "issues"





The project was a challenge for me, but the final result was satisfying. It was a fun build, even considering the "issues" not yet mastered. I therefore still continue to say **"It's as good as you are going to get"**.



~Art Doran

## From the Editor

By Devin Poore

Thank you to Mike and Art for the articles this month. It's always a big help when compiling content if I don't have to generate it myself as well. On-deck we have articles from Martin Quinn and Mike Terre. Thank you in advance for those.

I apologize for the lack of photos in this issue. I simply ran out of time, and all of the photos I have of interest are from the Nationals (a great show, by the way) and will be online in the near future.

One note about the Nationals is that Merit International announced their 1/350<sup>th</sup> scale

USS Yorktown (CV-5) kit. I'm beyond thrilled at the news, as I've wanted a good kit of Waltzing Matilda literally for three decades now. I was fortunate enough to have had some input on the final stages of the model development, and I will have the first test shot of the hull with me at the meeting on Friday, for those interested in checking out what a correct Yorktown class hull looks like in styrene (Martin is planning to bring along his Trumpeter Hornet kit, so that we can show side-by-side how far off the mark Trumpeter truly was).

That's all for now. See everyone on Friday!







This month's meeting will be on:

**Friday**

**September 12th, 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#)

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**P.O. Box: 2475**  
**North Canton, OH 44720-0475**

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*Newsletter  
Editor can be  
contacted at:  
me "at"  
[devinpoore.com](http://devinpoore.com)*

