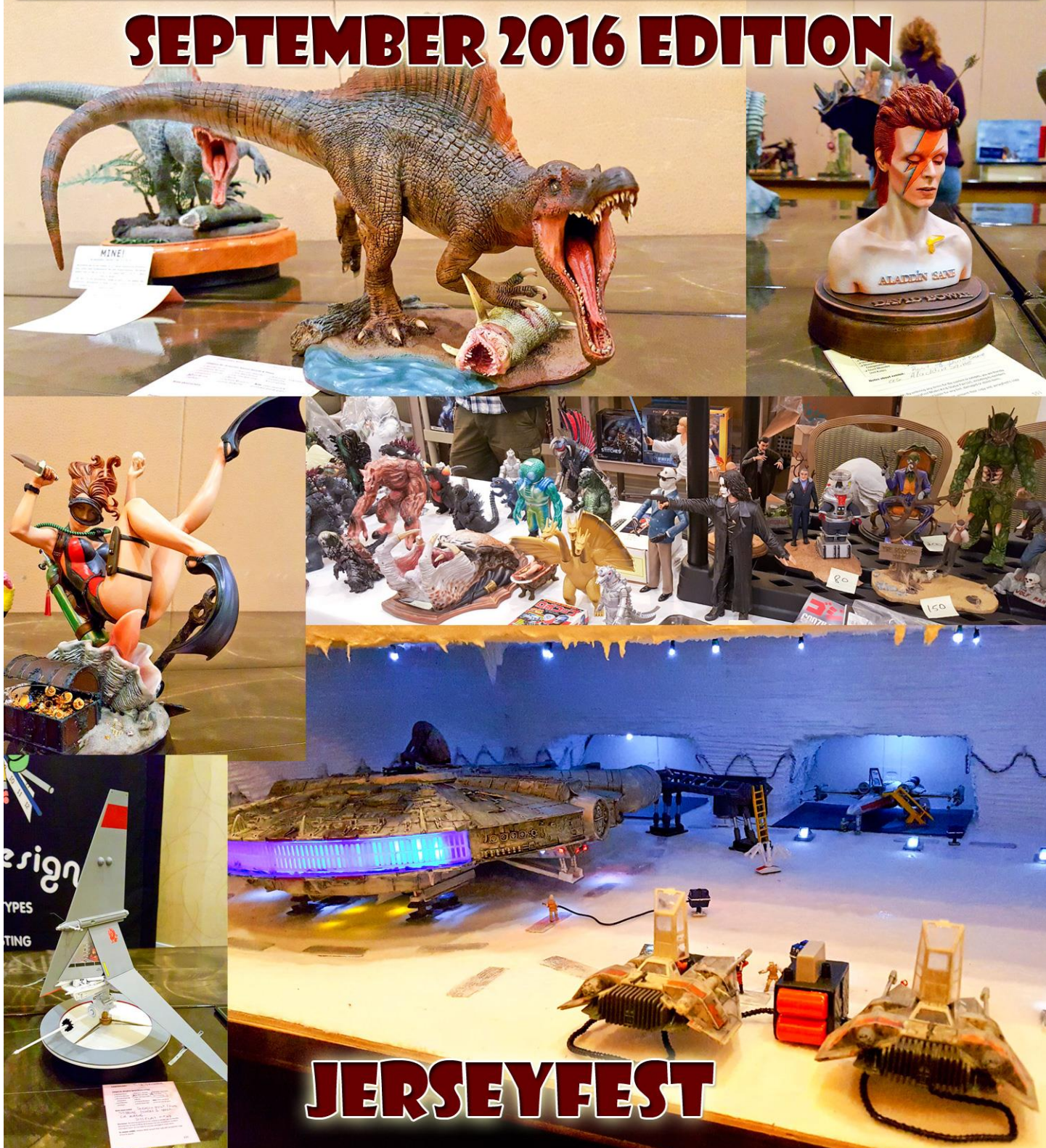


MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS

SEPTEMBER 2016 EDITION



The Iron Works

By Bill Schwarz, President



Hi all! Hope you all had a great summer. It went way to fast but with the ridiculous heat I for one am gladly looking forward to the cooler weather. I stayed in a lot this year because I absolutely hate the humidity. Glad it's almost over! With that said, I will be moving on to a few other things and that will be it for me this month.

I'm glad the Nats went well for all who attended. Great Job Devin on the Destroyer! All who went i was told had a great time. I'm looking forward to Omaha next year. With the Nats come and gone, we still have a few more good shows! I for one, as well as quite a few of you I hear, will be attending the Region 2 show in Virginia Beach, and Maraudercon in Havre DeGrace, Md. We are close enough for both shows. I hope to see many of you there. Virginia Beach is one of my favorite places to go. I've been going there well over 40 years. I first went there when I was flying SAR out of NAS Oceana. The show weekend this year at is at the Military Aviation Museum, will have their own air show at the same time. Great stuff, and a great idea to have the two shows in conjunction. The Annual Neptune festival on the Virginia Beach Boardwalk is also that same weekend: live Bands, rides, attractions etc. Something for everyone. BTW The Schooner Inn at the Rudee inlet (South Atlantic Ave) is the official NJIPNMS Hotel

for the show. A lot of us are staying there but there are a ton of other hotels from one end to the other. Rates are usually lower but September is a happening month there. Be sure to get your rooms!

One last thing, with my decision to not have an after Labor Day Party at my home, (I will have one next year) We are having an end of summer bash on meeting night. The food will be taken care of by me, the drink from the K of C. Nothing fancy. I will see y'all Meeting night. Enjoy Labor Day, Build models and most of all have fun in life. (As you all can see it's too short!).

Regards,

Big Bill

Next Meeting:
Friday,
Sept. 9th

Upcoming Events:

September
Out of the Box OR
Sci-Fi Night

October
Russian Night

November
Finish What
Someone Else
Started

December
Annual Christmas
Party and Chrysler
Night

January
Out of the Box Night



Joe's VP Piece

By Joe Smith

I would like to congratulate Devin and the other NJIPMS modelers that took awards at the 2016 IPMS Nats, which were held in Columbus South Carolina. It was a great show and a fun time.

Everyone remember that this Friday the club's supplying dinner and drinks.

Also, dues have been put off a month, but be ready to pay up at the October meeting.

See everyone Friday.

~Joe Smith

From the Vice President's Desk

By Vince D'Alessio

The September meeting is here OMG, it's the last quarter of 2016, Julian date 16240 that means we have 125 days left in 2016 as of the date I'm writing this. 2016 the year we elect a new president.

The September meeting will have food and drink and NO DUES UNTIL OCTOBER.

Don't forget the Region 2 Model show and contest is Friday September 29th and Saturday the 30th in Virginia Beach Va., put on by the Tidewater club a great group of modelers. Virginia Beach and the Chesapeake area are a very historic part of our country with plenty of military and civilian points of interest. Hope some of you guys can make it, it only happens every two years but seems to be a lot longer than two. The venue is the Military Aviation Museum of Virginia.

Oh by the way our fine newsletter editor and Web Master Devin Poore will be changing

his real life job to that of professional model builder and will be working on the Gulliver's Gate project, a 49,000 square foot exhibit space in the Times Square area. the exhibit is inspired by the Miniature Wonderland in Hamburg, Germany(Check it it's amazing, the world in model form) let's all congratulate Devin on his new endeavor.

~Vince



THE JUDGES TABLE

By Jon Da Silva

Hello everyone. I'd like to remind you guys that September will be Sci Fi night sponsored by yours truly. I'll have two prizes to hand out. Last year we had an amazing turnout and I'm hoping this year is the same. It seems another nationals have come and passed. I hope everyone had a great time at the show. I didn't attend this year but I'm thinking about doing Phoenix when it comes around. I don't have much other business at this time. October will be Russian night and November will be the kit swap night.

December is CHRYSLER CAR (the one Bill gave you to customise) AND model of the year as always and in January I'll be sponsoring an Out of the Box night provided it's not snowing on the day of the meeting. Since we are getting at the home stretch of this year, let me know if you'd like to sponsor a month NEXT YEAR! Other than January (as mentioned), they're all free I'll see you all this Friday!

~Jon



The Contact's View

By Mike Pavlo, VP

I hope everyone has had a great summer. It's hard to comprehend that we're in September already, yet here we are. A highlight for me was a trip to the IPMS Nationals in Columbia SC. My count had ten of our members there, and I think everyone had a

fantastic time. The host chapters did a fine job and the venue was excellent in all respects. As usual, the vendor offerings were outstanding with just about everything anyone could ask for. There were a handful of kits that I was looking for and I was



fortunate enough to find them all within the first ½ hour I was there. Then of course come the items you weren't looking for, yet become "must haves" the moment you find them. Needless to say, I spent more than I thought I would. I'm in good company though, because everyone there would probably say the same thing.

The display models were excellent and very inspiring. I had many favorites that I kept going back to over and over again. The seminars that I attended were very well done

also. Our own Devin Poore did an exceptionally fine job in his talk about the Civil War ironclads. That was probably one of the most enjoyable and informative seminars I've ever attended. Thank you Devin for your passion and preparation, you did a great job!

I look forward to seeing everyone at the meeting!

~Mike

Igor's Fighter, the S-16

By Mike Terre

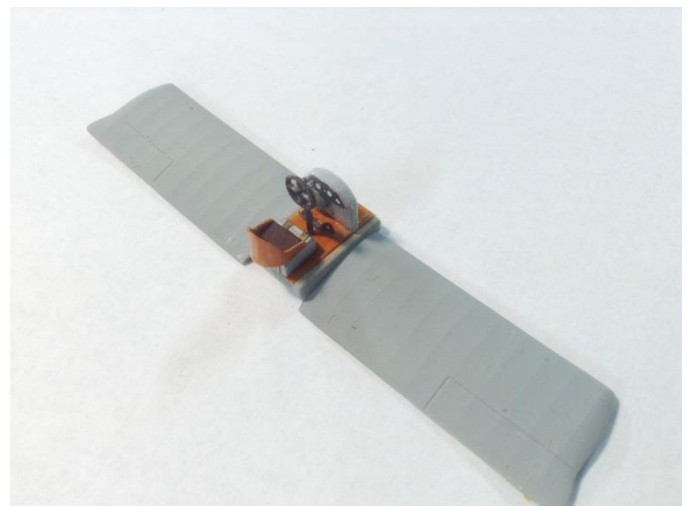


Ever wonder about those "in box" reviews and how the model will really build? Well let's find out how well I did with my "in box" review of the Dankoplast 1/72 Sikorsky S-16. This review is in the January 2015 newsletter.

The first thing I noted during my pre-build research was that the box art and instructions represent a late model S-16ser but the kit is actually an early model S-16. This is not that big a deal as the only difference is in the profile of the vertical fin. I chose to build an S-16ser. This was easily corrected as the kit supplied fin is larger and

can be sanded down to the correct profile. Perhaps this was done on purpose but the instruction sheet makes no mention. I criticized the instruction sheet as basic, which it is, but yet it illustrated the proper fin profile.

I noted that the kit also contains a good model of a Colt 1895 machine gun but this was used only on early S-16s and not the S-16ser. Luckily I had a spare Vickers gun from a Roden kit and it worked perfectly, it even aligned with the kit supplied ammunition feed chute.





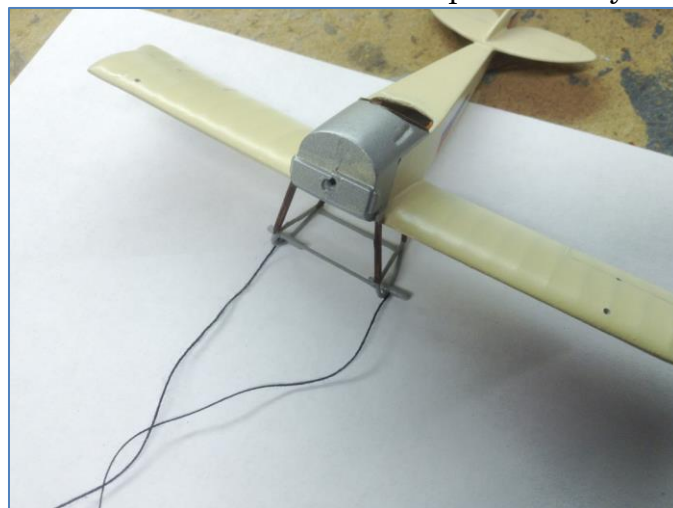
In my review I noted that the struts were to scale and very thin and care would be needed in removing them from the sprue. This was true and a little work with a razor saw and some sand paper had them looking good. I initially painted them with Tamiya XF-15 Flat Flesh and then streaked Tamiya XF-9 Hull Red to give a wood effect. A final coat of Tamiya X-26 Clear Orange made the detail pop out and gave the struts a gloss finish. The strut fairing retaining straps were painted on using Tamiya XF-80 Royal Light Gray.

Further in my review I said the engine and propeller looked good and this was also true. I just added some fine copper wire to simulate the valve lifters and that was that. The engine cylinders were painted Tamiya



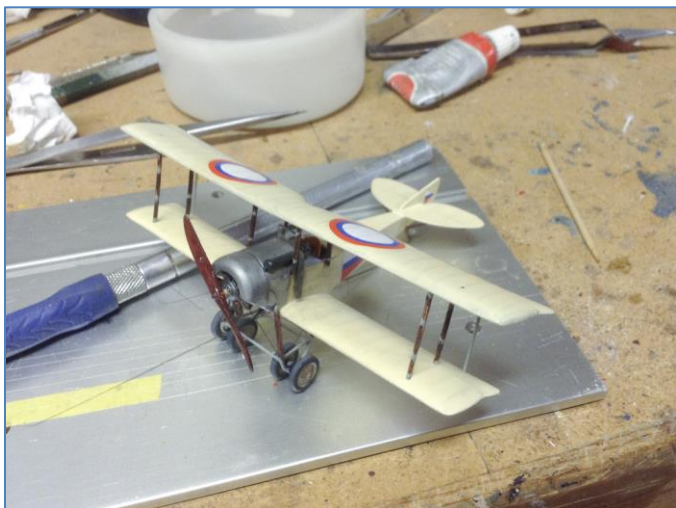
XF-6 Copper, with the crankcase painted Tamiya XF-56 Metallic Gray. A final black wash brought out the detail. The propeller was finished in the same way as the struts. As the Russians used French propellers the proper markings were found on one of my Americal Gryphon decals sheets and the propeller was complete.

My review found that the cockpit was basic and this proved correct. One of the neat things about this model is that the cockpit, including bulkheads can be built on the center of the lower wing and then the entire assembly inserted into the bottom of the fuselage. This worked great and it fit like a dream! I did enhance the cockpit detail by



making sidewall structure out of Evergreen styrene strips and painting them as I did the wing struts. My research found that the pilot sat over the fuel tank and this had to be built. It was simply made from scrap and painted accordingly. The kit pilot seat was used as was the wonderful control wheel (just love those big old control wheels!) and rudder pedals. The instrument panel was also used with instruments supplied from my various paper instrument panels. I also added some fuselage bracing wires behind the pilots seat. Incidentally the Russians were not using seat belts on this aircraft. I also had to build a fuel priming pump and

throttle quadrant, these were made from scrap. I'm not a real great fan of all the after-market photo etch stuff and like to build rather than buy what I need. Just call me a dinosaur!



The landing gear was a real interesting build. The struts were very thin and had to be handled with care and proper alignment was needed to make sure those four wheels sat evenly on the ground. When assembling something like this I used sticky white glue to initially hold the parts together. Even when dry the white glue has a little "bend" to it and this allows for proper positioning. Once everything is lined up I flow a little super glue into the joints to lock it all down. I used black sewing thread to simulate the bungee cords for the landing gear. I super glue one end of the thread onto the axle and let it dry. Once it's dry the thread is wrapped in an "X" pattern as was the bungees on the real aircraft. Once wrapped the thread is cut and the entire area sealed with super glue with Micro Flat finish. Those four wheels are really neat.

The aircraft was finished overall with Testors 4723 Radome Tan with Tamiya AS-12 Bare Metal Silver for the metal areas. A coat of Tamiya TS-13 Gloss was given to all surfaces in preparation for decals. Naturally

the top wing and all struts were not attached at this point.

My review stated that the decals looked thing and well printed and in this I was wrong. They were printed well and were thin however they were very stiff and would not settle down. Repeated coatings of Micro Sol did little to help, it was my old jar of Solv-a-Set that finally worked. I was also lucky that there was not much surface detail to worry about. After drying the model was sprayed with Tamiya TS-79 Semi Gloss.

This is an old fashioned biplane kit with no clever wing alignment schemes. All the wing struts were positioned, using white glue, in the lower wing and allowed to dry. The top wing was then glued to the struts. I must say that all the mounting holes in both wings were perfect as was the strut lengths and the wings mated with little trouble. Once the wings were aligned they were secured with super glue. With the wings in place I super glued the cabane struts in place without any trouble at all.

The rigging was done using stretched sprue. I chose to use black sprue as it would produce fine black rigging that would contrast against the light structure. Remember besides being modelers we are



also "Illusionists", we create the illusion of a miniature aircraft, tank, car or whatever. I always remember Andre Korbanics agreeing with me on this subject.

The flight controls were highlighted with a Faber-Castell 9000 pencil and the model given light weathering using pastels.

On the whole my review was accurate except for differences between the S-16 and the S-16ser and the decals. You also get a nice set of well detailed skies with the kit. For

reference I used "Sikorsky S-16" written by Vadim Mikheyev and published by Flying Machine Press. It proved invaluable especially with a cutaway drawing that was fully indexed. It's available from Amazon for about \$15.00.

This was a fun build. I'm lucky that I picked up another kit at MosquitoCon, perhaps an S-16 on skies and in Bolshevik markings is in the works! Thanks for reading, now do some work on that models that's been lying on your bench all year!



SNAP-TITE Fun

By Simon Vichnevetsky



I'll be the first one to admit it, I'm an old dude and my modeling skills are definitely stuck in the 1970's. I am amazed by the stuff you guys put out and what I see on contest tables, but I don't have the time and possibly not the talent to keep up with the current level of model detailing and finishing. I have occasionally bought newer, "high tech" kits, and have usually wound up getting rid of them and reverting to building and kit-bashing old stuff.





Case in hand is this 1978-vintage Monogram "Snap Tite" Martin B 26 B. I suspect I bought it at Kaybee Hobbies, and began building it before we moved to Flemington in 1995. I have a nasty habit of starting kits, and having done all the basic assembly, filing and sanding, of putting them away. I probably have 40 or 50 unfinished projects, and this was one of them. For reasons I can't explain, I recently dug it out of my basement, gave it a rinse beneath the kitchen and proceeded to finish it.

Monogram was putting out great, "made in the USA" kits almost fifty years ago, and this is one of them. Even though it is kid-friendly, it is basically an accurate model of this beautiful aircraft, and you cannot but wonder at the quality of the moldings, especially the cowlings, propellers, wheels, gun stations and clear parts. These Monogram kits usually had some fit issues, and this was no exception, with sizeable gaps at the wing roots and nacelles. These were easy to fix, and I enjoyed the rest of the process. It was a simplistic build, but I enjoyed some of the simplifications, such as the landing gear doors being molded in place and opened.

Whatever detailing I did was from plastic or brass scrap. I used the "Squadron Walk

Around " book and the Web for reference. The landing lights were made from rhinestones bought from the Ladies Nails section at Harmon and from clear sprue. The pilots' armrests are staples, and their safety belts are cut from sun-yellowed newspaper. I built a Norden bombsight from plastic scrap and an Airfix B24 crewman's head; check out photos of the original, and you'll see where the "head" shape fits. I do want to thank my long-time friend Jaroslav Novotny of Chomutov, Czech Republic who sent me good quality photos of a Norden copy in a Czech-built Ilyushin 28 "Beagle". Too bad you really can't see the 1/72 Norden too well once it is in place!

After priming with Floquil's Gray Figure primer spray (I get as much of this stuff as I can get), brush-painting was done with Testors Model Master enamels. I think they're great, I've been using them for so long that I know the sometimes quite different characteristics of different colors and have become quite good at mixing them to achieve desired tints. Both the topside O.D. and underside Neutral Gray are home-



brewed. So were most other colors. I did use their Interior Green straight from the bottle, though. And keeping with my "old school" modeling techniques, I personally think



acrylic modeling paints are up there with self-driving cars in terms of usefulness! There is not much choice of decals out there for this particular mark of the B26B and I didn't trust the kit's very glossy and thick offerings, so I got excellent, series-appropriate serials from a Techmod B26 sheet, and not-quite-so excellent national insignia from a Chinese manufacturer.

This was a satisfying project, largely thanks to the basic quality of those 1978 moldings, and I'm happy with the end product: it looks a lot like one of those World War Two vintage color photos of planes fresh off from the production line and that's good enough for me. It's got to be fun, right?

Columbia, SC Nationals

By Devin Poore

I wrote up this account as I waited for my flight home the Sunday after the Nationals last month. The combination of flying into Charlotte and renting a car to drive down to Columbia turned out to be the best option to avoid a 14-hour drive, while at the same time not dropping a ton of money on transportation. Dan Kaplan, a Manhattan based ship modeler well known to our MosquitoCon show attendees shared the experience. We got in to the venue a bit after 4pm on Thursday and dropped off our models. I heard a few stories of crowding issues at registration the day before, but the process couldn't have been easier for us. We both had rooms at the USC Wyndam about a mile from the venue. A beautiful hotel with an extremely friendly staff. We then visited The Hunter Gatherer, a fine locals' establishment that brews their own beers (and brews them well), where they served us one of the best meals either of us could remember having had for some time.

On to the show. The venue in Columbia is modern, clean, and spacious. I heard that the high number of figure models wasn't anticipated, which led to some crowding-in of additional tables at the back of the contest hall, but otherwise the pathways between the tables throughout the room had enough space for two-way traffic and ample room for

those in wheelchairs or needing other assistance. One nice feature that I really appreciated is that the contest tables were put up on risers, as we have been doing at MosquitoCon for decades now. A very nice touch.

The models on the table were exquisite, as always. [I've posted my photos from the show HERE](#). Per the usual, I don't make any attempt to photograph everything, because I HAVE to do that at MosquitoCon, and doing so at the NATS would turn the weekend into work. Martin Quinn was at the show and took many more photos than I, most of which are on the NJIPMS Facebook page, and posted [HERE](#), [HERE](#), [HERE](#) and [HERE](#).

The vendor room(s) were split up somewhat like they were at Columbus last year, but more closely placed, which made finding items and the general experience that much smoother. The vendor turnout felt a little light to me this year, and the ones that did attend seemed lighter on product than in past years. That may just be me. I did spend some money, though, on ship photo-etch, a few tools, and a kit of an obscure French flying boat.

As I've been boring you all with over the past few months, I presented a lecture/seminar on



Civil War Ironclads on Friday morning. I made a last minute change due to the length of my content, and cut it to focus only on the ironclads that served on the Mississippi and western rivers. Even at that I still went nearly an hour and answered many questions. I was pleasantly surprised to have a standing-room-only crowd, and to receive many compliments on the presentation throughout the weekend.

One change this year to the awards process was the identification of the Best Of Class models in the contest room the next day. Every Best Of had a blue plaque standing next to it for identification. This was a great idea, as it allowed everyone to get close looks at and take many photos of the highest award winners during the regular display time, and not have to run around after the awards ceremony, trying to catch a quick glimpse in person as everyone is packing up. The awards ceremony itself went off well on Saturday evening, but for one technical glitch that gave us all a 5-minute bathroom break. I did not attend the banquet, so I cannot speak to its quality or experience.

A few take-aways from the show:

- The Columbia chapter and the others that helped them did an outstanding job. Everything ran smoothly, signage was well designed, printed and displayed. The venue was excellent, and the surrounding neighborhood had a lot of character with tons of lodging and excellent food within walking distance. A class-act throughout. When Columbia was first announced as the venue for this year's show, I wasn't sure I was going to attend. Now that I've seen the facilities and the job the host club can do, I hope they do the show again. I'd love a repeat experience.

- I judged ship categories on Friday evening. My one take away, from looking at everyone else's excellent work was this: dullcoat, Dullcoat, DULLCOAT! In every category I judged, the difference between first, second, and third was decided mostly by who had the fewest missed glue spots or bare brass showing on photoetch fittings. There were several supremely detailed and intricate ship models that were eliminated from competition due to excessive amounts of these two oversights.
- This year, as with last, viewing the awards ceremony for those that didn't attend the banquet became problematic. It was much better this year than last year in Columbus, as a special room was set up with a broadcast of the ceremony, but that room soon filled and dozens of people ended up sitting out in the hallways to watch the proceedings. It seems to me that every year fewer and fewer people attend the banquet, which I realize makes it difficult to judge what the overflow attendance is going to be for the ceremony, but it's something IPMS should look into.
- The people of Columbia are extremely friendly, both the IPMS chapter members, and the locals. The city's motto, "Famously Hot", is accurate. (I was glad for last month's heat waves in 'Jersey to prepare me for the experience!) Ignoring the heat, AC is plentiful and strong, and it's a great city for a convention.
- I had a great time, and am already looking forward to 2017 in Omaha, 2018 in Phoenix, and 2019 in Chattanooga. I'm *really* excited about Chattanooga.



From the Editor

By Devin Poore

A couple of quick items as I do my best to get this newsletter finally out tonight. I like to get these things out the weekend prior to a meeting, to give everyone ample notice that the meetings are going off as scheduled, but my timing has been a bit off these past few months.

First to mention is JerseyFest, which was held in Whippany, NJ, last month. Again, a fantastic show with lots of seminars and how-to classes about sculpting, building, and painting science fiction and figure kits. The level of work is truly astounding. If you're a fan of high-quality modeling, you owe it to yourself to check it out. I've posted a quick write-up and some photos on the club's website [HERE](#).

Secondly, as Vince mentioned in his post, I've accepted a new job. As of September 26th, I'm becoming a professional modeler. I'll be working for a new company, Gulliver's Gate, on a diorama attraction being built in Times Square. To say I'm thrilled to be getting out

of the Information Technology world AND into something I love to do is an understatement. You can read a bit on it at the [Gulliver's Gate website](#), and [an article that ran in the New York Times](#) last month.

Finally, I want to start looking for someone to take over the newsletter. If anyone's interested, please let me know. I'll continue doing it for the next several months, but my time has become a lot more scarce as of late, and with the new job that's going to become even more of an issue. Also, I've been doing the newsletter and the website for over four years now, and I'm honestly getting a bit burned out.

That's it from here. See everyone on Friday.

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

This month's meeting will be on:

Friday

September 9th, 2016



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