

NEW JERSEY IPMS NEWSLETTER for FEBRUARY, 2018



"From The Iron Works"

By Big Bill Schwarz, President

Hi all. Just a few words before the meeting. We are working everyday to produce Mosquitocon 27. Some might think we have it down to a science and it is to a Point, but the last few weeks are chaos for some of us. Sponsors, vendors, deposits Etc., etc. We are for the most part glad to do it for the membership. It has been a very big privilege to work with my E-board all these years! Thanks guys. Anyway we will continue to do it till it's time to retire! It's still hard to believe it's been 27 years of this! I hope it continues for many years to come!

Next up is working the show. Most of you at the meeting know how I feel about members working the show. For all we give, we expect cooperation and help that one day. It is understood not everyone can be there all the time, but all who make it to the show... please do your best to help the club and each other to get it set up and ready to go.

There is ample time to enjoy the show and still be able to help out. That's all I'm going to say about this.

Lastly, we are soon getting another old member back. I talked to Vinny Carabastos this week and he told me why he left, but he will be coming back now. This is a good thing. I am looking forward to getting him back.

On a sad Note, We all will miss Big Johnny T !! Hope he gets his move done and finds a club down south! Good luck and Best of Life to you. I do not have time to write on so I will end on this note. I will see y'all at the K of C Friday night, then in a few weeks MCON 27 !

Do Well, Live Life, Enjoy! Big Bill

"Quick In box review"

Fisher Models/Airshow Models " Prometheus Pitts S2S2 in 32nd Scale



Hi all. I usually don't get impressed with models but this one I am very impressed with. Fred Fisher bought remaining molds and stocks from the former air show models owner. They only made a few air show planes but the engineering and fit is awesome.

They are nearly impossible to find. Paul has only enough to make 1 more full standard kit! Once it's gone, it's gone. The Pitts is a very small plane 7 inch wings in 32nd scale. Prometheus is a very heavily modified pitts with clipped everything and a 500 HP engine. It's also black with flames. Just like I like them! Anyway, I will provide build pics in the actual build article so I will just comment on what's on the box. It's all resin and P.E and the molding is awesome. It only shares a few Standard pitts parts. I dry fit it and everything snapped in place. The decals are printed by the Fantasy Print shop and are printed over white for great color saturation. The Canopy is small and vac formed well. It also came with an extra and the floor glass comes with it as well. The aileron spades and interior parts are on a large P.E. fret. The rest of the small parts are cast in brass and are very nice.

Enclosed is a picture of the real plane. I will have the kit at the meeting for you all to see. You will not see this one on Fishers site. He did this one up for me. He can make the ones on the site but like I say, there's only enough brass for 1 more plane so go for it. Fred's a great guy and a master caster. Visit his site to see his wonderful stuff. Oh, one last thing. The instructions are made booklet style with everything you need to know about the kit and was done by prolific modeler Barney Dunleavy! That's it, See the kit Friday, if you like it have Paul make you a Bulldog, Pitts S-1 or S-2 and pick a decal sheet. enjoy. The only thing is the price! It will set you back 137.00 shipped, but to me it was well, well worth it!

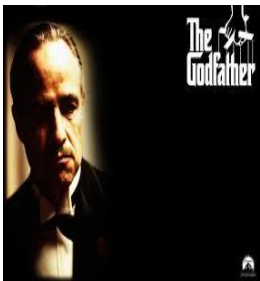
BIg Bill Schwarz



These look really awesome....a true collector's piece. Ed.

From the Vice President's Desk

By Vince D'Alessio



Hope all is well with all of you guys, Wow it's March the last meeting before Mcon 27. Please remember to show up early morning on April 7, 2018 at the Wayne PAL. Guys, questions or recommendations about Mcon, please bring them up at the meeting.

I was very pleased to see Buzz Lockwood at our last meeting I hope we see Buzz at every meeting from now on.

I just finished a great book 'Four Stars Of Valor' by Phil Nordyke, official historian of the 505th Parachute Regiment of the 82nd Airborne Division. It's the combat history of this regiment in World War II. The Regiment was the only regiment in World War II to make 4 combat parachute jumps; Sicily, Salerno, Normandy, Holland, within 14 months. It was at the forefront of some of the fiercest fighting in Europe during 6 major campaigns, Sicily, Naples-Foggia, Normandy, Rhineland(Market Garden) Ardennes and central Germany. The Regiment's combat record is unsurpassed in the annals of warfare. The author has taken accounts of over 300 veterans of the 505th PIR. Through personal interviews, oral history archives and unpublished written accounts, the author brings the regiment's history to life.

If you ever wanted to know what it was like to be a paratrooper in WW II, this is the book for you These solders were our special forces before the Green Berets and Seal Teams. The typical day of training was started at 530 am with a 5 mile run followed by

breakfast then a 20 to 25 mile march with field packs followed by hand to hand combat training. Then there were days that included parachute jumps, too. The regiment lived for close-in fighting. General Omar Bradley said after witnessing the regiment in combat action, 'nobody can stop these guys'.

I could not put this book down, imagine boarding a plane with almost a 100 Lbs of equipment, then jumping into a pitch black night in enemy territory. The guys of this regiment and this Division are our true hero's- the guys that made it possible for our free lives in this country. Again, a great read.

Vince



From the Vice President's Desk

By Joe Smith



We are now entering the final stages of M.Con 27, things are once again on a roll. As I write this, the show is only 36 days away!

Also the sponsorships are coming in the mail as well! As always, if you have any kits, books, decals or other model related materials you no longer need, please bring the day of the show or to the March meeting.

If you would like to sponsor a trophy package, please see me at the meeting. Once again I can't thank everyone for being so generous in the past.

Happy Modeling Joe Smith

The Contact's View

By Mike Pavlo, VP



This is the last newsletter and meeting prior to MosquitoCon! Wow, that still seems hard to believe, but it's true. We've continued with the plans and groundwork and things are coming together as usual. A big thank you goes out to the members who came forward at the last meeting and sponsored some trophy packages. What a great show of support! For anyone else interested in sponsoring, there are still open categories, so please see myself or Joe Smith at the meeting. Also, if you'd like to donate any quality kits or materials for the raffle, please bring them to the meeting or directly to the show. Those are also very much appreciated. It won't be long now...the big day will be here soon. I'm sure it will be a blast.

p.s. I received an email update from Roll Models and they are once again importing Xtracolor Paints from England. Those paints have been impossible to find in the US for years, apparently due to new shipping regulations and the high cost associated with importing them. Check out the Roll Models website. They have, or will have, every color available.

Best Wishes,

Mike P.



THE JUDGES TABLE

By Jon Da Silva



Hello all!

This month **is NOSTALGIA MONTH**. I know I'll be bringing in some cool older items even though they might be broken by now. Art has offered to sponsor another night this year. I hope someone else is also willing so we can have some new interesting themes.

Awards for MOSQUITO,CON look a bit different this year and some samples will be there on Friday for you all to see. Hard to believe the show is only a few short weeks away!

See you all at the meeting

My best,
Jon

As all our E-Board leadership has mentioned, MosquitoCon is our chance to show how good a chapter we are. Let's try and have all categories sponsored! Take a look at your stash for some kits to donate for the raffle...hey, you may win it back! Please be sure to help in any way possible. Judging is a great way to meet other modelers who are helping out, and it gives an opportunity to learn from the skills of others. We all know it is a long day, but the E-Board has been working hard to get us to this point, The rest is up to us! Ed.



Our E-Board!!

Here is this months "TERRE-GRAM" kit build from Mike Terre

Revell 1/72nd scale Crop Duster conversion

One of my favorite modeling endeavors (like that word?) is building a vintage kit to competition standards using the various "add on" parts that are available today. It's really amazing what you can do with some of these kits if you just spend a little time and effort in the building process.

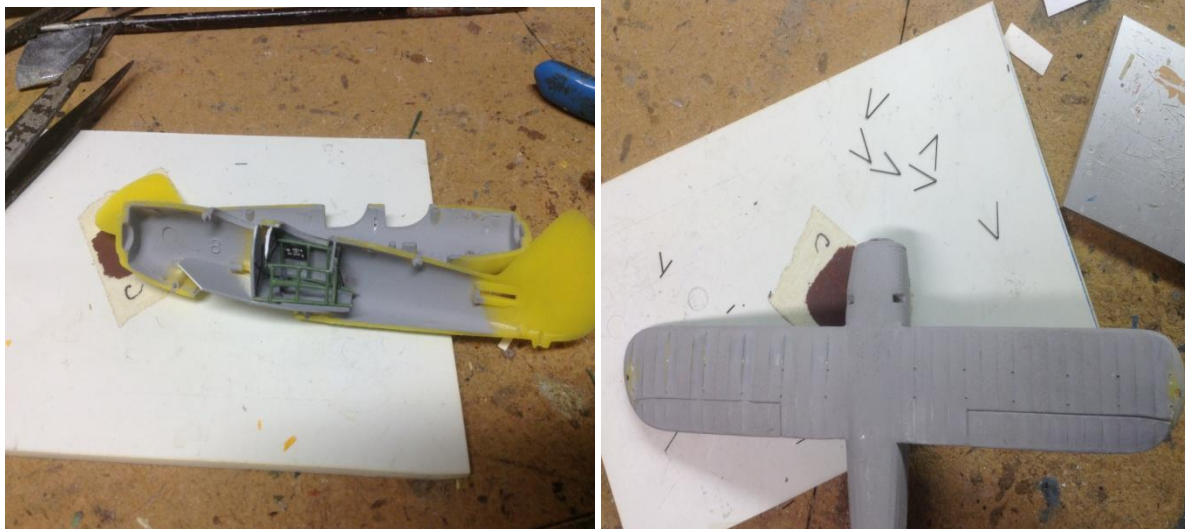
Here's my build of the Revell 1/72nd PT-13D that I converted into a single seat crop duster. This kit has been around since 1964 and has been reissued many times. I got this particular kit from Squadron as a "bagged kit" for 99 cents but that was years ago! However it's still an accurate representation of the real aircraft.

As an aside, I worked on this particular aircraft during the early days of my career. I worked as a "flag man" for a crop dusting outfit part time while I was in the service. It was interesting work to say the least.



I started by building and detailing the rear cockpit with Evergreen rod stock used for sidewall structure. The throttle quadrant, instrument panel and side switch panel were made from a combination of spare photo etched and resin parts. The pilots seat was from a True Details interior set with Eduard photo etched seat belts. The control stick and rudder pedals also came from the spares box. An isolation bulkhead (more on that in a few lines) was made from sheet styrene and installed. The interior structure was painted Tamiya XF-71 Cockpit Green with Tamiya XF-19 Sky Grey used for the reverse of the outside fabrics covering. A little black pastel and Rub-in-Buff silver was used for weathering and to enhance (still another great word!) the interior detail.





With the fuselage halves joined I started on closing the forward cockpit and adding the dispersant tank. On the real aircraft all forward cockpit equipment was removed, with existing structure used to secure the tank. A new bulkhead was fabricated to isolate the forward tank area from the rear cockpit, with a aluminum access panel over the top of the tank. Basically I did the same with the model, the isolation bulkhead being installed when the cockpit was built up and very thin aluminum tape used to cover the cockpit opening. The grab handles on either side of the tank access panel were made from copper wire and the tank filler neck from a piece of scrap white metal.

After completing the fuselage, the bottom wings and tail assembly were attached and it was time for paint. The majority of the airframe was painted Tamiya XF-18 Flat Aluminum with AS-12 Bare Metal Silver used for some metallic surfaces. Tamiya XF-19 Sky Gray was used on tank and forward fuselage access panels. The cabane and interplane struts were painted Tamiya XF-7 Red. The yellow portion of the wings were TS-47 Chrome Yellow (between you and me, this is not a Chrome Yellow and should not be used for prewar American military aircraft). I have no idea why the wings were painted in this manner, however since the yellow portions were at the wing attach points probably means they came from another aircraft. The same reasoning goes for the red cabane and interplane struts. I learned real fast not to look too hard in the aircraft maintenance log!

Once the major parts were painted they were sprayed Krylon Clear Gloss and after drying the decals were applied. The decals came from an old A.I.R. sheet and went on without a problem. Once dry all parts were sprayed Krylon Satin and allowed to dry.

Now it was time to build the spray bars and dispersant pump. The entire assembly was made from stretched sprue. The spray bar support struts were made using two pieces of the stretched sprue glued at a 45 degree angle with fourteen of these parts being made. The spray bars were made from 0.020" Evergreen rod stock. Both the spray bar and struts were painted Tamiya XF-69 NATO Black. Layout of the spray bars wing attach points was critical. For even spacing I used a

metal divider to make slight indentations in the lower wing surface to mark these areas. The support struts were attached using super glue. Once the struts were in place I built the dispersant pump and its associated support strut. A dispersant pump is nothing more than a wind driven pump controlled from the "money handle" in the cockpit. "Money Handle" is duster slang for the switch in the cockpit that allows the chemicals to be dispersed. It's a switch on the control stick that activates a solenoid clutch in the pump to allow pumping to begin. I made this pump from a wind driven generator found in the spares box with the support strut being made from Contrail strut stock.

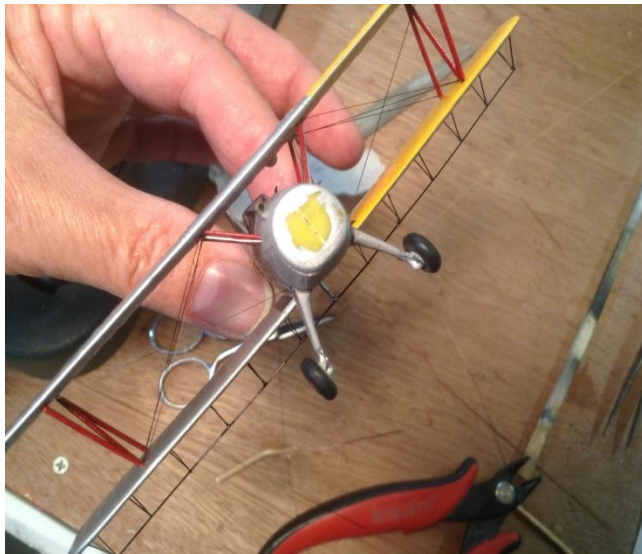


Once the pump assembly was glued to the center of the lower wing the spray bars were attached. Yes, if you look closely these bars appear bent and that was because they were rarely straight on the real aircraft. Flying very low, many times these bars came in contact with the crops they were dusting and became bent. Finally I simulated the spray nozzles with tiny drops of Tamiya X-11 Chrome Silver.

I next attached the landing gear assemblies, thin aluminum stock was used for the torque links with nickel coated copper wire used for the brake lines. The tires were painted Tamiya XF-85 Rubber Black with the wheel covers being painted Tamiya XF-7 Red.

The top wing was attached next and once secured stretched sprue used for rigging. Fuel lines running from the upper wing fuel tanks to the fuselage were made from nickel coated copper wire and secured to the forward cabane struts with super glue.

The kit engine was not correct for this duster build but luckily I had a Aero Club white metal Curtiss Wright Whirlwind that was perfect for this build. The Aero Club engine was superbly detailed, I only had to add ignition wiring made from very thin steel wire. The engine was painted Tamiya XF-69 NATO Black with Tamiya XF-66 Grey being used for the crankcase. The exhausts were painted Tamiya XF-64 Red Brown and then heavily rubbed with black pastel. The entire engine was then lightly rubbed with Rub-in-Buff silver to bring out the detail. The kit propeller was used, the forward portions of the blades being painted Tamiya X-11 Chrome Silver, the back of the blades being painted Tamiya XF-69 NATO Black with the prop hub being painted Tamiya XF-56 Metallic Grey.



I did not weather this aircraft too much as it might surprise you that dusters were pretty clean. You see the chemicals that they sprayed could be very corrosive to aircraft and as a result they were washed and cleaned very thoroughly after the last flight of the day. I know as this was my main job!



This was a fun build for two reasons, first I got to build a vintage model and second I had a chance to revisit an old friend I worked on many years ago.

Hope you enjoyed reading this. Now do something useful like going to your bench and work on that project that been laying there, probably for months if not years! Hope to see you all at the March meeting!

Thanks again to Mike (and his Minions) for a great article.

This just in from Gerry Rinaldi:



Dan Spera sent these thoughts on our mutual addiction...to models!

Boulevard of Broken Dreams

By Dan Spera

I never bought a model I didn't intend to build. As a matter of fact, I would usually start building it in my mind while I was still in the store holding it. As I turned the box over and over, I would pick out the scheme I was going to build; the paints I would need. I hope the decals are usable because I really like the one with the checkerboard nose. I should probably get some more glue. This is gonna be great!

And then, when I got it home and opened the box and started fondling the plastic, I would continue my revelry and refine the mind build: I'll paint this like this and glue that like that. That part right there looks a little tricky, but I'll figure it out. Oh no, no, no those instructions will never do. I can clearly see that I'm going to have to put Step 9 before Step 3. And if I glue all those other parts together first, it'll be easier to paint as an assembly. Oh boy, this is going to be the best model I ever built! And in my mind, it was.

Sometimes, the reality is a little different. I'm building my masterpiece according to the plan I have in my head and things are going pretty well when it happens. It doesn't matter what "it" is. It could be anything: Something isn't fitting

the right, I've come across a problem I'm having difficulty solving, I'm getting bored, a butterfly flies by; anything. It's just not going like I pictured it. So now the time has come for the partially finished model to be relegated to ... The Boulevard of Broken Dreams. (Cue the music: <https://www.youtube.com/watch?v=Soa3gO7tL-c>)



The Boulevard of Broken Dreams is where models that I'm going to finish "someday" go to sit forlornly and wait. Technically, they're still on my bench piled sadly atop each other in the corner. Quietly mocking me, waiting. The F-105B conversion that I'm re-scribing; the F3H Demon where I just can't seem to get the inlets masked and painted the way I want; that Tamaya P-47 where I used the primer Ivan told me was the best ever but now won't stop crazing through the top coat; the F-105F I just can't turn the corner on. The boulevard has some side streets: The Monogram B-58 on Man

that's A Lot Of Sanding Avenue and that goddam Monogram B-29 on Man That's Really, Really A Lot Of Sanding Lane.



There might be others.



The thing is, I plan on finishing all of them someday. I really do. And I think I will. I haven't admitted defeat yet. Sometimes, one does make it back from the brink. One such was the Monogram F-101B Voodoo I finished a few years ago. It languished on the Boulevard for a couple of years while I ruminated over how to best accentuate the panel lines. Just always thought about in the back of my mind. I finally came up with an idea I thought would work and finished it. Didn't come out half bad, if I do say so myself. Just took a while. I think there's hope for the others. Meanwhile, they wait.



Anyway, I saw a picture of a stunning natural metal P-38F on the internet the other day and thought the Academy 1/48 P-38F would really look nice like that. I have one in my stash. I have it all planned out in my head. It's going to be the best model I ever built! Unless (cue the music).

Here are a few pictures from the February meeting.







That's it for this edition. Hope to see everyone at the meeting this coming Friday, March 9, at K of C.

Bill Schroeter

p.S.Despite my name, I am 56% Irish, so



Mike Paavlo, our IPMS-USA Contact asked me to include the IPMS membership form in the newsletter, and I am of course glad to do so.



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐

Renewal ☐

IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____

Date of Birth: _____

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash ☐

Amount: _____

Check ☐

Check #: _____

Amount: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____