



JUNE, 2018 ISSUE



"From The Iron Works"

by Big Bill Schwarz, President

Hi all. Short and sweet this month. Right to the point. I've been hospitalized again but am OK. I have a heart catheter for antibiotics. Hope it will be out soon. That's enough on that. The BBQ was a week ago Sunday. It was attended well but 12 guys said they were coming didn't. !!! Please remember next time that we pay in advance for the party. Some things can't be helped and I understand, but a phone call would be appreciated. ~At least it was a good time as always!

It was a privilege to give Danny Spera the HK award. He more than deserves it for all he has done over the past year! For awhile the HK was a 'Who gets it next thing.' It was never designed to be that way so I yanked the concept and returned it the way it was. It has to be earned!!!!!!!!!!!!!!!!!!!!!! When I first came back to the club I was asked to sit in on the HK award thingie. They were picking names. I said this is not normal. The HK is an achievement award! Not a yearly next on line thing. One of the newer members asked me who I was to say this. I abruptly replied I was the very 1st recipient as well as the first person to get one! (no I did not vote for me!!!) THEN THERE WAS SILENCE THEN IT WENT BACK TO THE WAY IT SHOULD HAVE ALWAYS BEEN! NUFF SAID!!!!

Lastly, I'm putting off the true-color mini demo till next month till I get this picc line out of me and feel normal, but I will do it. Anyway, enjoy, live and laugh because you never know!

Big Bill

THIS SPACE NOT FOR LEASE OR RENT

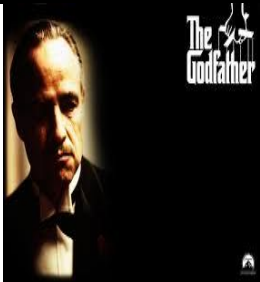
Editor's Note: Here is a picture courtesy of Jon DaSilva, of Dan receiving the Helen Kennedy Award for Member Achievement.



HEARTIEST OF CONGRATULATIONS FOR A JOB WELL DONE!

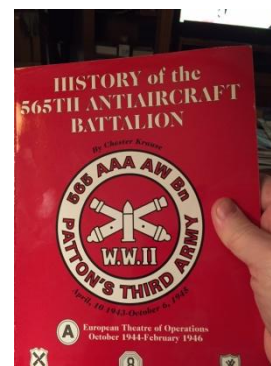
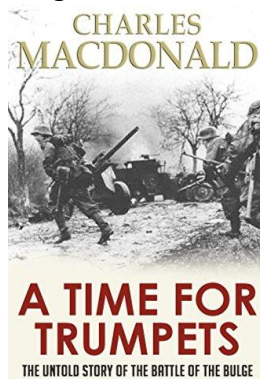
From the Vice President's Desk

By Vince D'Alessio



Hi Guys hope you all had a fine Memorial day and to all our Military Veterans we say thanks for all you did and sacrificed and are still sacrificing, Thanks Again.

June already, give me a break, as I write this today it's 211 days till Christmas. You heard it here first. I have just finished a great book 'A Time For Trumpets' by Charles B MacDonald.



On December 16, 1944, 3 German Armies totaling 500,000 men and 800 tanks suddenly attacked out of the mists and snows of the Ardennes region of Belgium and Luxembourg in a desperate gamble by Adolf Hitler to try to reverse the impending defeat of the whole Nazi Army. The Nazi's did achieve total surprise in one of the all time total intelligence failures in American Battlefield history.

600,000 Americans fought in what became known as the Battle of the Bulge- the most decisive battle on the western front, also the greatest ever fought by the U.S. Army

The author was there! He fought in the battle as a company commander, he received a Purple Heart and a Silver Star. My Late cousin was there as well, he was also named Vincent D'Alessio and he served with Patton in the 565th Antiaircraft Battalion, Third Army. He fought and helped occupy throughout the European theater of operations from October 1944 through February 1946.

The book is approximately 650 pages, over 500 of the them concentrate on the first 4 days of the battle because that's where it was decided, It covers the daily activities on a regimental level, what forces were engaged against who and in what locations, the strategies of the commanders and men who fought and died. We probably all heard that American troops ran from the Nazi army at first sight. This book debunks that myth. Yes some retreated under orders and things were chaotic to say the least but for the most part Americans fought and died where they stood and against greater odds early in the Battle.

This book may not be for everyone but if you are interested in the greatest struggle on the western front, this book covers every aspect of the Battle down to the smallest detail, recommended reading.

Thanks Big Bill the Famous Dave's eat out it was great as usual. .

Buzz I hope you are feeling better.

Vince

Editor's note: Always good to hear of books written by some of the actual participants. I recently read Antony Beevor's "Ardennes 1944". It had a very un-emotional feel to it, in my opinion. It was also poorly edited, with sentence repetitions in various chapters, and poor captioning of some photos.

My Uncle Howard was a radioman/loader on an M-10 under Patton. He told me that fighting their way to relieve Bastogne was extremely arduous. The thing they feared the most were Tigers! They'd scoot on away from those. I gave him a completed model of the M-10 as a gift. When he passed, I was honored that his family put it in the casket with him.

From the Vice President's Desk

By Joe Smith



I would like to wish every Father in our club a safe and healthy June 17! I would to thank Big Bill for another great time at Famous Daves as well !

Joe Smith

The Contact's View

By Mike Pavlo, VP



The Contact's View

A big thank you goes out to Big Bill for arranging our club BBQ party at Famous Dave's. The food, drink, laughs and camaraderie were outstanding as usual. I ate too much for sure, but everything was so delicious. A great time was had by all.

Happy Father's Day to all the dads in our club. To the members who are lucky enough to still have their fathers, be sure to enjoy your day with him. I lost my dad many years ago. I'd give everything I own for just one more day with him.

I hope everyone is enjoying the warmer weather and still getting some modeling time in. See you at the meeting!

Best Wishes,

Mike P.

THE JUDGES TABLE

By Jon Da Silva



Is the complexity of models ruining the hobby? I certainly think so. I remember when I was much younger; Gundams and ships are what got me into building in the first place. I like to consider myself the type of builder who will work on anything. I build planes, tanks, cars, etc. The recent trend in the industry is ultra detailed 1000+ part expensive kits that quite frankly, aren't fun to build. I dread having to put together 8 pieces to make one superstructure on a warship. It makes building the kit more trivial, more difficult to get accurate, and quite frankly sucks the fun out of the hobby. Why with all the new side mould technology we have aren't kits being made into less pieces with more detail. Dragons Scharnhorst kit in 1/350 scale is one of the first kits I remember having superstructures as one piece. This expedites building the model, and makes it more fun.

Right now I'm working on two kits, a 1/350 Lusitania that I'm converting into a Mauretania during WWI and a 1/72 F-86 in JASDF markings. Wow. The F-86 has so few parts, yet it's a joy to build. I like the idea of being able to put a kit together over the course of a few weekends. It's like Bill says quite often, if a model looks like what it's supposed to look like than that's good enough. I think we all get lost in detail. Detail should be in scale. If we scaled a photograph of a ship to 1/700 scale, we wouldn't be able to see so many of the details that we focus on adding. Maybe I just come across as lazy, but I dread cracking open the box on a 1500 pieces 1/350 scale battleship kit.

Editor's Note: Jon makes some good points here. For me the final decision on what to do is determined by whether my beat up hands, and blurry eyes, can actually handle the size and scale. I've been moving up-forget about 1/72 scale! LOL. 1/35, 1/48, and upward for me. 'Course I bought a 1/600 Saratoga at MCon!!!



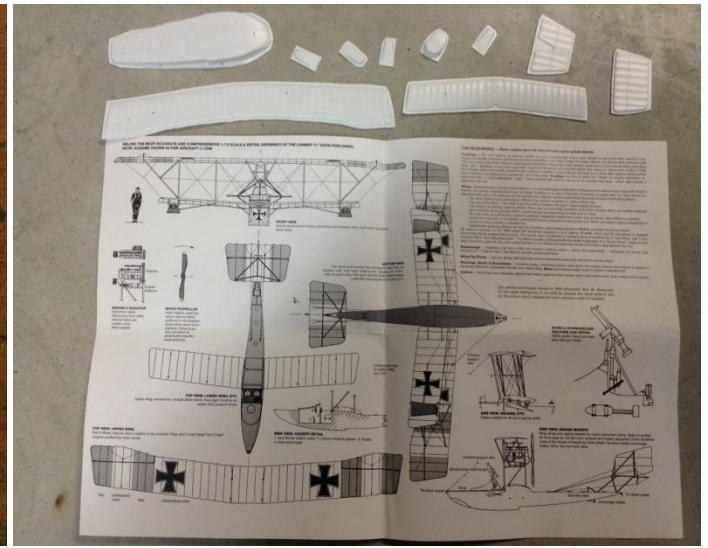
HERE IS THIS MONTH'S "TERRE-GRAM"

ANOTHER NICE BUILD FROM MIKE TERRE. Nice?Heck...this is awesome!!!

Lohner "L" vacuform build.

Here's my build of the Wings 1/72 vacuform kit of the Lohner "L", a famous Austrian flying boat from World War One.

The kit contained two sheets of vacu-formed components, a resin engine and propeller and an extremely detailed, very well printed decal sheet. Also of great help were the highly detailed drawings of the aircraft and its components. The resin components were poorly cast and were discarded with AeroClub white metal parts being substituted.



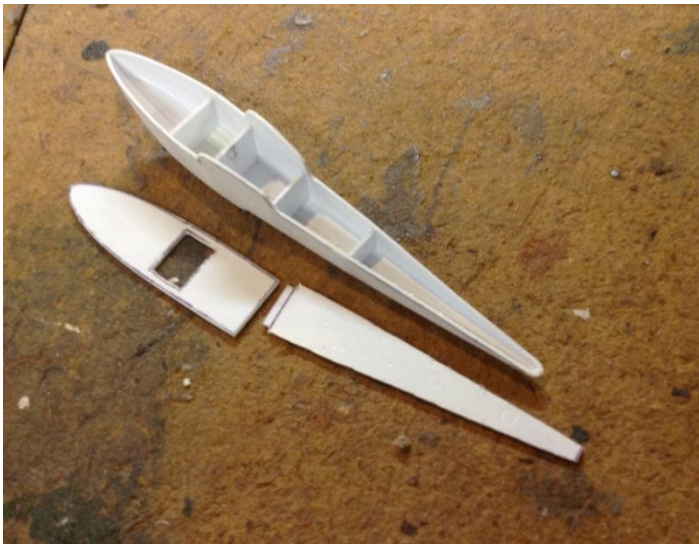
Construction began by cutting out the major vacu-formed parts from the carrier sheet. I leave about a sixteenth of an inch extra material surrounding the part in order to gauge the evenness of my sanding when removing the thickness of the carrier sheet. If you do it properly you can make this extra material as thin as tissue paper and then run your finger around the part with that material falling off. Sanding was particularly important due to the thinness of the wings and its scalloped trailing edges as well as those of the rudder and elevator.

Once the parts were sanded construction began. The elevator and rudder halves were glued together and set aside to dry. Fuselage bulkheads were made from scrap plastic and glued into place. By the way I use Testors #3507 liquid plastic glue for vacuform builds. It has the consistency of maple syrup and allows for easier positioning of the parts being joined. Please don't confuse this with the Testors #3502 glue that comes in a clear glass jar. Mike Pavlo turned me on to this stuff a few years ago and it's been my "go to" glue for vacu-forms ever since.

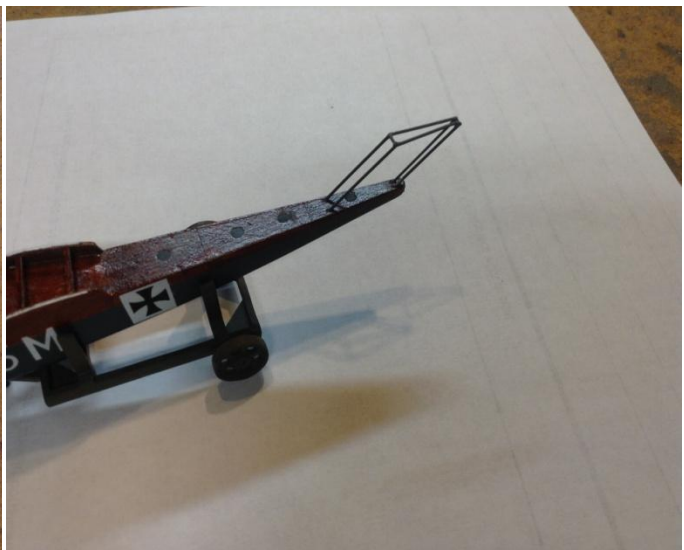
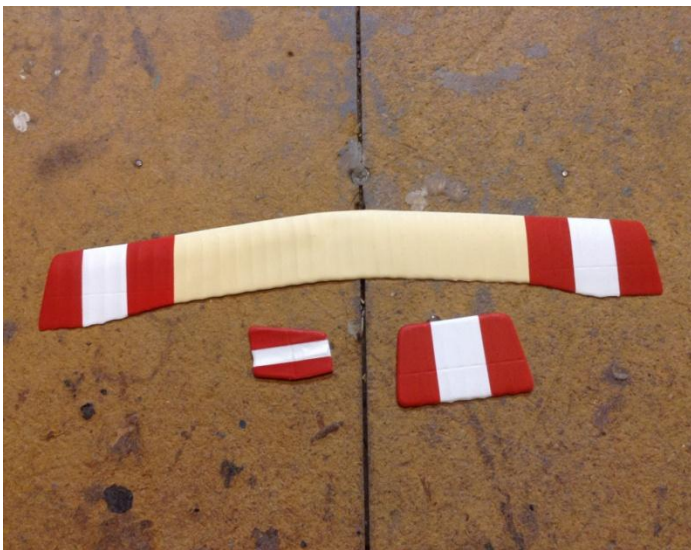
Once the bulkheads were in place the fuselage halves were glued together and the assembly set aside to dry.

As the wings were one piece, rib detail had to be added to the lower surfaces. This was done by masking off the space between the ribs and then spraying the area with a thick coat of Krylon gloss white. When dry the masks were removed and the slightly raised and sharp edged painted portions sanded down and blended into the wing surface. I also scribed the ailerons using a Squadron scribing tool which worked very well.

At this point all components were sprayed with Krylon plastic primer and allowed to dry for several days. Due to the very fragile nature of this build the assembly and painting steps had to be well thought out.



I first began with the wings and tail surfaces as they were the simplest and easy to complete. The wings were sprayed with Testors Model Master Acryl #4722 Radome Tan which gives a very good representation of weathered unbleached linen covering. The white portions of the wings were then sprayed Tamiya XF-2 White as were the tail surfaces. Once dry the components were masked and Tamiya XF-7 Red was applied. After removing the masks (no bleed through!) the wings were coated with Krylon gloss and decals applied. I also glued the rudder to the horizontal stabilizer/elevator at this time as it was easy to access. Of note, I've been using Krylon products for a few years and have found they work just as good as the much more costly Tamiya products. I usually buy it at Michaels craft stores with 40% off coupons.

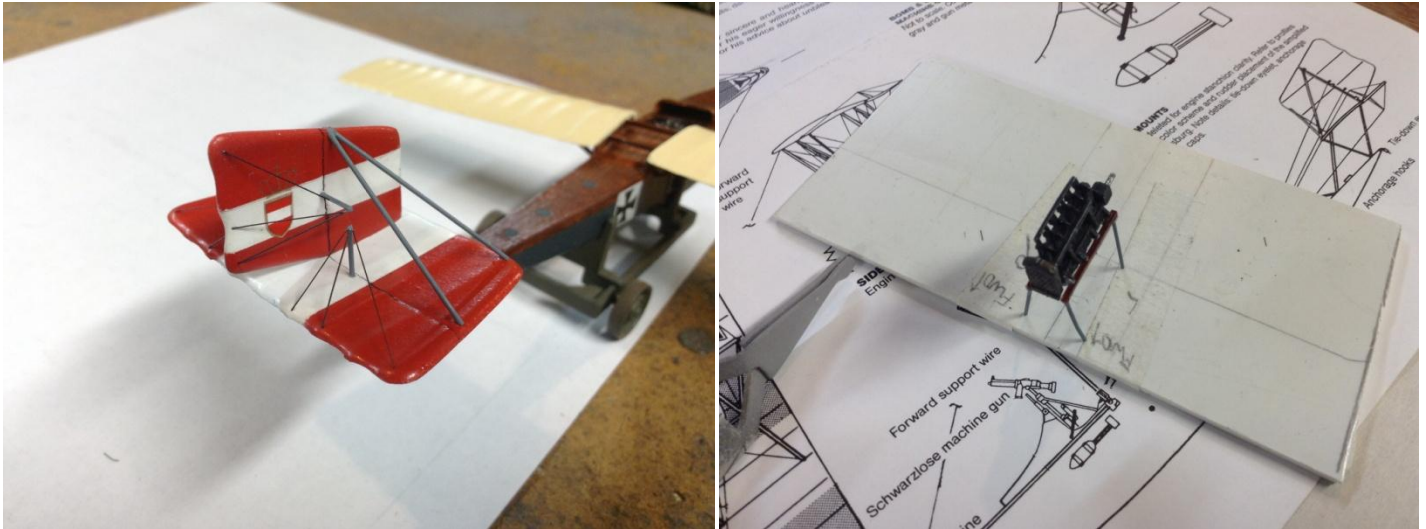


I cannot speak too highly of the decals that came with this kit. They were extremely well printed, very thin but yet easy to handle. I don't know who printed them as there were no markings on the decal sheet but they were a dream to work with.

With the wings and tail surfaces complete it was on to the fuselage or hull, whichever you want to call it. The lower portion of the hull was painted Tamiya XF-50 Field Blue with the nose portion Tamiya XF-2 White. Once these areas were dry they were masked off and the hull upper sections begun. These sections were varnished natural wood. I first coated these sections with Tamiya XF-78 Wooden Deck Tan and allowed it to dry. Then

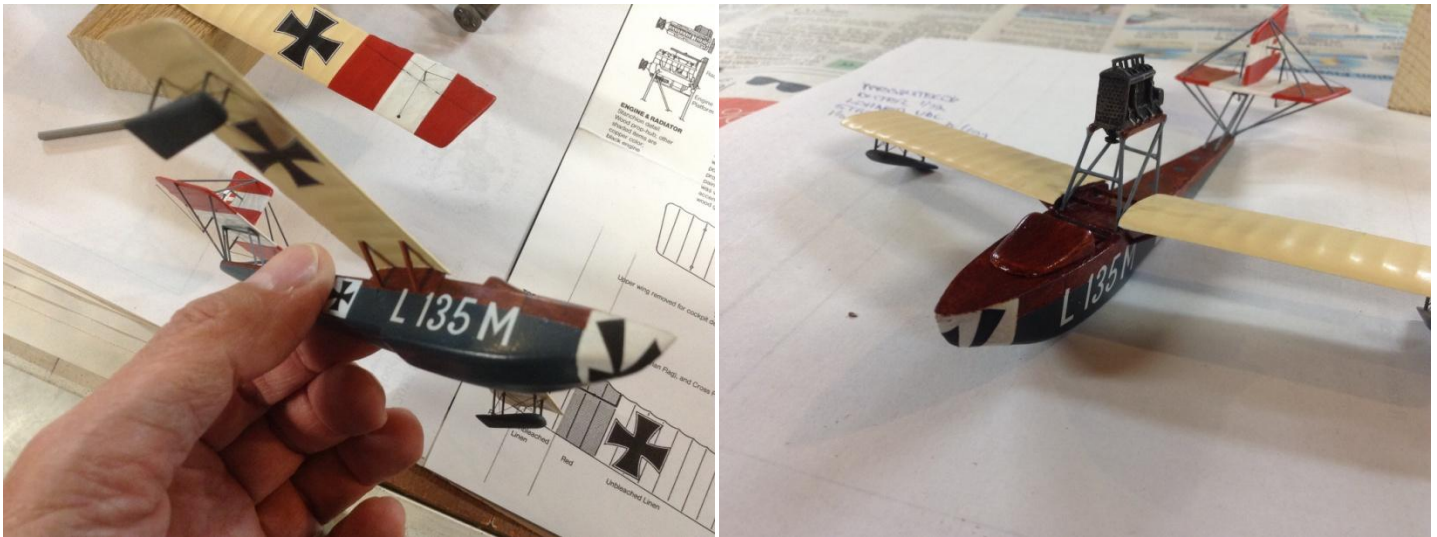
masking off sections I streaked Tamiya XF-9 Hull Red to give a wood grain effect. By streaking the sections in different directions you get the effect of various shades of sheet wood used in the manufacture of the actual aircraft. Once this was allowed to dry thoroughly all wood surfaces were coated with Tamiya X-26 Clear Orange. This really makes the wood grain effect "pop" and gives the gloss appearance of varnished wood.

I also detailed the cockpit side wall structure at this time using Evergreen strip stock giving it a wood grain effect using the above procedure. An AeroClub white metal pilot seat and control wheel was installed at this time. The gunner's seat was scratch built as was the pilots rudder pedals and throttle quadrant. I also decaled the fuselage at this time.



At this point the lower wings were attached to the fuselage. This was critical as they had to be perfectly aligned, if not all further work would be misaligned as well. I made a small jig to hold the hull in place and the wings were attached. The jig worked perfectly, much to my amazement and relief! (nice relaxing hobby we have!) I made the lower wing carry through spars out of Evergreen rod stock, painted them Tamiya XF-53 Neutral Gray, and inserted them in the upper hull wing area.

With the lower wings properly aligned and secured I decided to complete the tail surfaces and associated structure. This was a real challenge; however due to the exceptional drawings supplied with this kit it was not as bad as I thought it would be. Attach point holes were drilled in the aft portion of the upper hull and Evergreen .020" rod stock inserted. From these points the tail structure was built using the measurements from the scale drawings. Believe it or not this was done in less than an hour and did not pose the problem I thought it would. Once the structure was completed it was painted Tamiya XF-53 Neutral Gray. Before attaching the tail flight controls to the support structure I decided to add the rudder support struts and associated rudder and elevator control horns at it would be easier to access at this time. Once they were added the completed tail assembly was attached to the support structure with super glue.



With this completed I decided to add the wing tip floats. These were painted Tamiya XF-50 Field Blue. Evergreen .020" rod stock was used for the support struts and were painted Tamiya XF-53 Neutral Gray. As it was easy to access at this time I rigged the floats using stretched sprue.

I next decided to build the central "engine tower". Again what looked like a difficult task was actually made easy due the great drawings supplied with the kit.

The tower was built from a mixture of Evergreen .020" and .025" rod stock and .085" square stock for the engine bearers. The lower portion of the tower including the engine bearers was built first. Mount holes were drilled into the hull upper deck where the Evergreen rod stock would be inserted, the rest of the lower tower being built on a small jig. The engine bearers were wood and were finished as was the other wood parts of this build.

The AeroClub white metal engine was then painted using Tamiya XF-69 NATO Black for the cylinder area and Tamiya XF-53 Neutral Gray for the crankcase. A little Rub-N-Buff silver was used to bring out the detail. The AeroClub radiator was painted Tamiya XF-69 NATO Black with Rub-N-Buff copper used for detail. Both the engine and radiator were then secured to the tower using super glue. Radiator hose lines were made from copper wire painted Tamiya XF-85 Rubber Black. The AeroClub propeller was also positioned at this time. It was given a wood grain finish as per the previously discussed procedure with Tamiya XF-8 Copper being used for the leading edge "tipping". Once the completed lower tower assembly was dry it was mounted in the previously drilled holes in the hull upper deck.

At this point it was time to attach the upper wing. I usually start this procedure by working from the center of the aircraft to the outside. This allows you to check wing alignment as you work and if necessary correct any

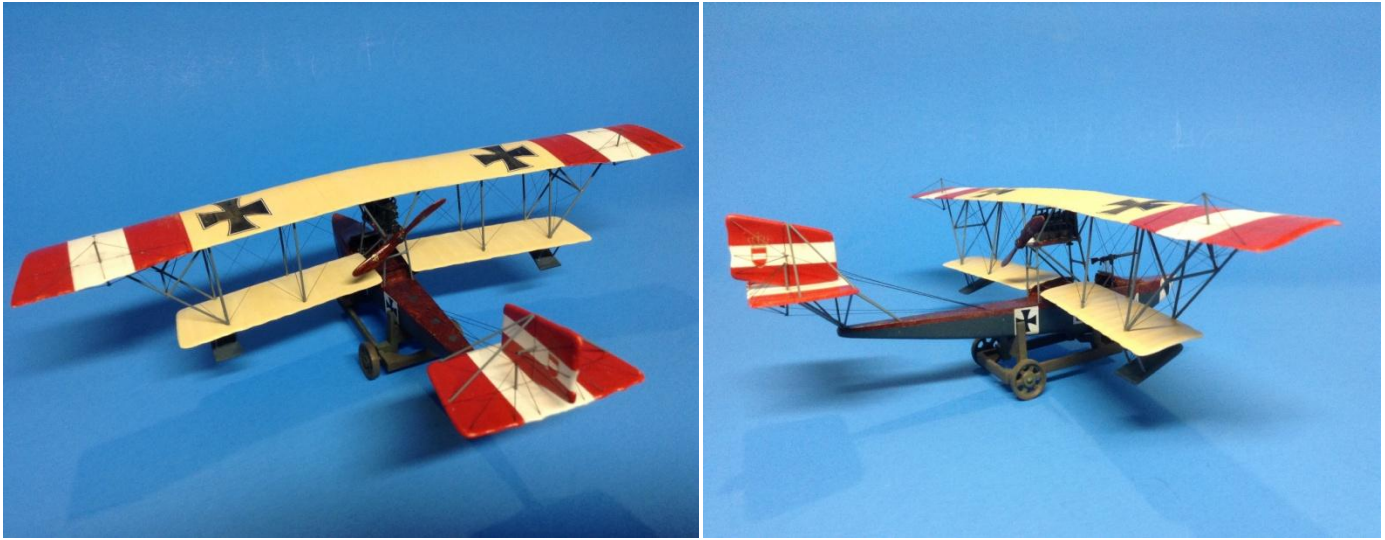


problems. I built the four tower "cabane" struts from Evergreen .025 rod stock, per the measurements from the drawings and attached them to the tower structure. I "tacked" them into place using Aleene's Clear Gel Tacky Glue. This glue is super sticky and slow drying and allows you time to properly align the struts. By gently placing the upper wing on the "tacked" struts I correctly aligned the upper wing to the aircraft. Once dry I flowed super glue into the join areas, using a "glue looper" and secured the struts.

With the central tower installed and the upper struts positioned I attached the upper wing, again using "tacky glue". The "interplane" struts were made from Evergreen .025" rod stock, cut to dimensions from the drawings, and installed, working from the center out. I could not believe it but the alignments were near perfect and the upper wing finally secured with superglue. All struts were painted Tamiya XF-53 Neutral Gray. Of historical interest, the Austrians did not use airfoil shaped struts on the Lohner series of aircraft, they used round aluminum tubing.....another useless bit of trivia that I'll never forget!

With the aircraft complete it was lightly weathered using a mixture of gray, brown and black pastels. I then rigged the model using stretched sprue.

The last thing that needed to be added was the cockpit Schwarzlose machine gun and mount. I had a AeroClub Schwarzlose machine but the mount had to be made from Evergreen rod stock and copper wire. The beaching dolly came from the spares box, think it was from an Italeri kit but it fit perfectly and looked exactly like the original one.



This was a challenging but satisfying build that took two months to complete. Well, thanks for reading, now get down to your bench and at least look at that project that's been sitting there for months!

Mike Terre

EDITOR'S NOTE: Mr. Terre told me once that he had never been to a Nationals, one reason being that he felt his work would not measure up to expected standards. I would not hesitate to disagree. Of course, we do not know how much of the actual work is done by the MINIONS, while Mike supervises!



Both Devin Poore and Martin Quinn trekked out to Louisville, Kentucky, for the WONDERFEST SHOW. They also took lots of photos and here are the links to view them at your leisure.

<http://njipms.zenfolio.com/p630515407>

<http://njipms.zenfolio.com/p630515407>

HMMMM! They look the same to me. I already checked all of Devin's, looks like it was a great show.!

Please take a minute and think about joining IPMS if you are not a member. There is something to be said about being part of a larger unit that can be helpful, educational, and illustrative for its members. Inexpensive, and a good Journal to boot.

Go to IPMSUSA.org and join on-line, or download the form and become a member. Support the hobby nationally and internationally.

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I got the three-year package for \$86.00. Such a deal!

Apologies for missing the last two (2) meetings.! Health issues and travel forced my non-attendance. But I would like to also add my, and the clubs, EXTREME KUDOS to Dan Spera, for being awarded the HELEN KENNEDY AWARD, as most key member for the past year!



THAT's ALL FOLKS!!!