



## OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS.

Vol. XXVLI Iss.X

"From The Iron Works"

By Big Bill Schwarz, President

Short and sweet this month guys. I got my skin graft now I hope for the best. The bacteria mutated twice; and I may need to go back in the hospital if the over- the- counters do not work. We will see. Enough on this. Happy B'day this month for me and Vin, Mike O'Conner will be at the Meeting, and will be getting better shortly and we hope that Mike D's wife is doing better! That's it on that.

Next up is **Dues are due. Anyone who has not paid please pay or make some kind of arrangement with Joe or Vin.** Nuff on That. Lastly it's that time of year to start giving again. October and November will be collecting nights for The Soldiers! Jon Emery will get the packages as always, and we in part will do our share to give something for those who have sacrificed and given more than they had to!



**Please bring the following:**

**! No Models.** If any, small snap tites only. Nothing complex.

**What we really need:**

Building materials.

- Liquid cement
- Knives
- Ssanding sticks
- Water- based acrylic paints and brushes.

The club will be sending Moto tools and other things as well. We will be ship and the card will be addressed from all of us. Please give what you can because its' a more than worthy cause.

That's it for now. Hope I make it to the meeting. I will be there unless some complication arises, but you're in great hands with the rest of the eboard! P/S Support the HVMG at PoughKeepsie and the guys at Maraudercon! These guys always support us award- wise and people wise! Give back by going and having fun! Enjoy Life!

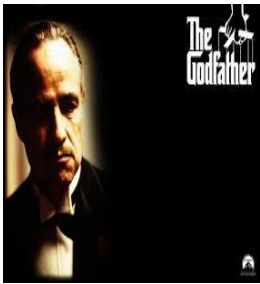
Regards, Big Bill

**Editors Note:** The use of **bold** letters was utilized to highlight areas of "The Iron Works".

They were added by me.

## From the Vice President's Desk

By Vince D'Alessio



Hi Guys, I'm writing this after just returning home from the Armorcon show in beautiful Danbury Conn. I arrived at the hotel , the Crown Plaza where the rooms are neat and clean and the beds very comfortable. I have been to this hotel over the past several years; this was the venue for the AMPS Nationals a couple of years ago. I hung out with Jim Cosides and Tibor Kiraly who were vending at the show. I saw the Phantom Ed Minto for about an hour on Friday, Mike Pavlo was there on Saturday, Martin Quinn was there and took many pictures of the models which were posted to our web page. I entered my latest in my endeavor of the Dragon Panzer 4's- the Ausf F2, along with the F1 and the Tamiya JS2.

The 2 Panzer 4s cancel themselves out. You can only win one medal in a category, and the F2 won a gold medal and the JS2 won a silver. The F2 was a DAK version in desert yellow on a desert base. The base is something I'm very proud of; done with paper mache, white glue, a little water, some railroad gravel and a crushed piece of slate from the old garden stone wall in my yard.

I have been informed by Pat O'Connor that his father Mike is in Bayshore Hospital room 438 waiting to get over a case of phenomena(WTF?...Ed) before they start the heart valve procedure, so guys please keep the prayers coming for Mike. Also for Marc Rocca, who according to latest information is doing well. Big Bill Schwarz had his skin graft and Bill is waiting to see if it takes. Bill is also celebrating his 65th birthday on the 2nd. Happy Birthday Big Guy. That's it for now stay happy and keep modeling .





You can see the care taken in some very good terrain.



A great example of Less is More!

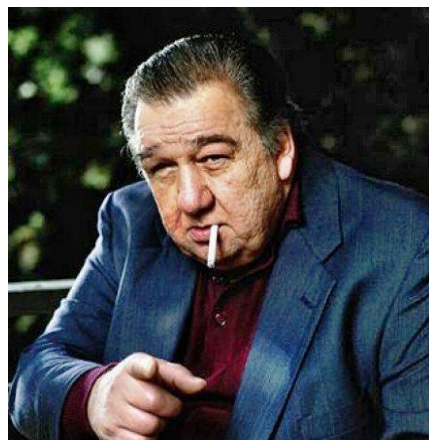


Excellent rust on the muffler!



A great depiction of desert conditions.

By the way, here are my "Friends", if you don't pay your dues! They'll help you come to an "agreement".



# THE CONTACT'S VIEW

By Mike Pavlo, VP



It's hard to believe that Summer is over and that it's officially Autumn, but it's true. But the season does bring several good model shows to our area. Those are ArmorCon, HVMA, and MarauderCon. ArmorCon was held on its' usual last weekend in September in Danbury. I was able to attend on Saturday and saw Vince, Jimmy C and Tibby from the club. The turnout of vendors was good, and there were many outstanding models on the tables. The seminars are always informative too. I'm really looking forward to the MarauderCon show in Maryland in November. That's always another fun show and we get to see old friends from that area.

I'm hoping that our members and their families who have been having health issues are doing better. Buzz, Mike O, Marc, and Corky D. are in our thoughts and prayers.

Best Wishes,

Mike P.

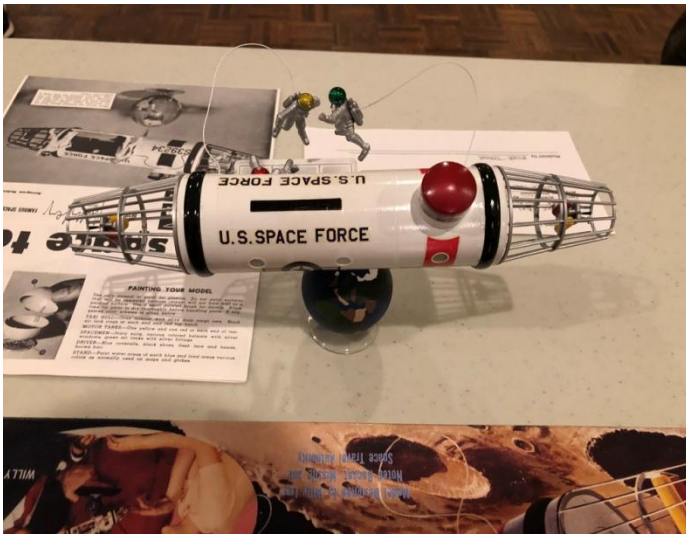
Mike is always so good in his role as our Chapter Contact with the **"MAIN OFFICE"**.

Now here are the models on the table in September.



**Matt Giordano brought in a nice looking Panther, and a sleek chopper!**





**Mike Terre's Space Taxi soaked up a lot of interest. Most of us could not get enough of it!**

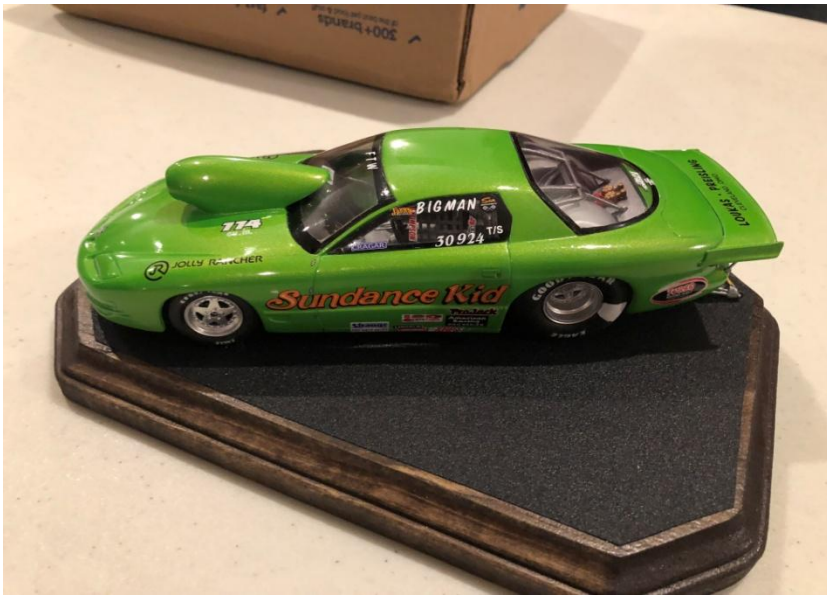


**Big Bill's FW-190 D9 Looks great. The wooden field really sets the piece off.**



**Bill Connolly's Peruvian?, Peruvian?, Airliner from Peru? (!) Airliner brought up a lot of questions. Bill found after-market decals to highlight his work.**





Big Bill showed his Lime-Glow Fire-Bird, which was detailed as a WIP last month. The final product looks great!



John Bucholz' incredible Steampunk Jaguar. Pronounced Jaghuearrrrrr! Great detail and originality!!!



How Mike found the time to also show a 1/144 WWII German Cargo Truck, enmired, is beyond me!



Dan Spera's P-47D really shined...shown....uh...looked great!



Steve Zajak's Phantom looked super clean and ready to fly.

## THE JUDGES TABLE

By Jon Da Silva



Hello all!

Our year is almost over. It's hard to believe it's flown by so quickly. Summer is now a thing of the past, and the winter



months will bring many new kits to the market. I was shocked checking out some of the recent releases. Ships I never thought would be released are coming out in kit form. Truly an exciting time to be a builder.

I've been at my current job at Ellis Island for about two years now, and almost every day I converse with an older Park Ranger about the history of the island (and how bad the Mets played the previous night). This past week, he had showed me original floor plans for the main immigration building from 1916 and I had commented about how it looked like model kit instructions. To my surprise he told me that he builds 1/35 scale armour. Two years of speaking to this guy and I never knew he was one of us. We now talk about different AFVs. It's amazing what you don't know

I'd like to point out that the final two theme nights of the year are Civilian night this month and Russian night next month. Bill Schroeter is sponsoring civilian night while Simon will sponsor Russian night. In December we will have our Best Of night. There have been quite a few months where I have not had the chance to give out certificates because people aren't present, but everything is logged. When that time comes, please be ready to bring in your first place winning models.

My best,  
Jon DaSilva



AND NOW IT IS TIME FOR ANOTHER.....TERRE-GRAM!

A very fair Fairchild 71 in 1/72nd scale.

In support of October's "Civilian Night" theme I offer the following concerning my build of a 1/72 vacuform Fairchild 71 transport. First a little history about the aircraft.

The Fairchild 71 was a direct development of the FC-1/FC-2W2 series, built from 1928 through 1930. It was a seven seat passenger and utility transport. Due to its inherent stability the model 71 also served in the U.S. Army Air Corps as the YF-1 photo recon and aerial survey aircraft.

With its slab sided aft fuselage and small rudder its handling characteristics were described as "grandmotherly".

Throughout the 1930's the model 71 earned a reputation as a rugged and reliable bush transport, particularly in Canada and Alaska where it was operated on wheels, skis and floats. It was powered by a 420 h.p. Pratt & Whitney "Wasp" 9 cylinder air cooled radial engine.

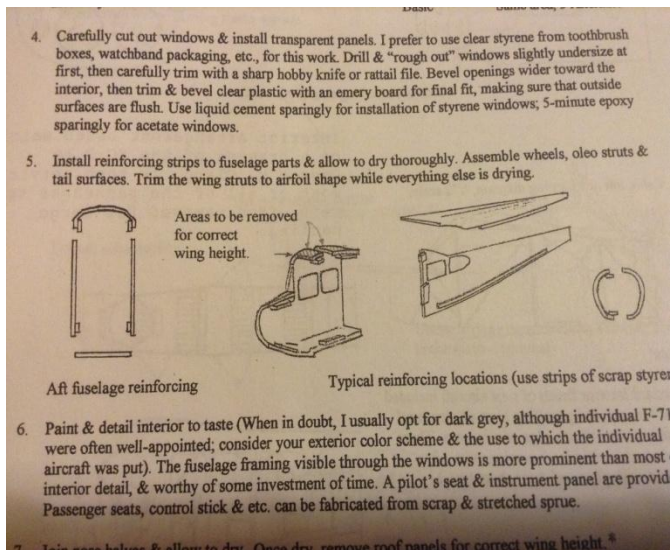


Now on to the model. This kit was made by Khee-Kha Models out of Wasilia, Alaska. The name Khee-Kha is a name of a mythical bird that Indigenous Peoples of Alaska believed in.

The kit comprises one sheet of vacuformed parts, a beautifully cast resin "Wasp" engine and exhausts and a sheet of clear plastic for the extensive windows found on the Fairchild 71. No decals are supplied. This is not a standard vacuform Kit by any means however. The aft fuselage is comprised of four parts, top, bottom, left and right and are laid out flat on the carrier sheet. These pieces must be cut out along with the windows. Since they are flat this was not much of a problem and the job was easily accomplished with a razor knife. Small plastic tabs were glued to the left and right sides in order to help in positioning of the upper and lower portions. Again this looks hard at first but if done carefully it did not prove a problem. Before assembling the fuselage I cut the windows from the clear plastic supplied with the kit. This was not too difficult as most of them were square with the exception of the rear windows which were curved. These windows were sized to allow a press fit. I also painted the interior Tamiya XF-53 Neutral Grey as some portions would not be accessible after the fuselage was assembled. The cargo door was also cut out at this time and the floorboard cut from scrap plastic.



Testors liquid plastic cement, you know the old glass bottle with the brush built into the cap was used in assembling this model. I like using this on vacuforms as it really bonds the plastic well and sets up rapidly. You do have to be careful however as too much glue will quickly soften the plastic, so plan your moves ahead of time. With the rear fuselage gluing complete, I was amazed that all this plastic fit together well. It was beginning to look like an airplane after all! Maybe it was time to think about making a sacrifice to the model gods.



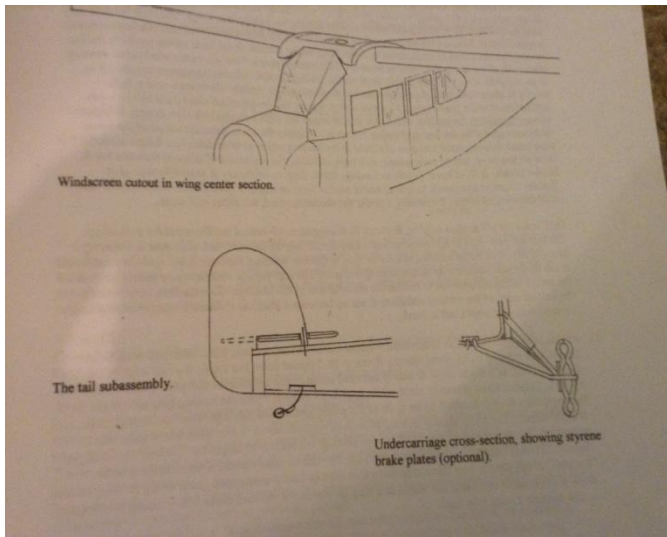
Now remember this is only the aft fuselage, it does not contain the nose and cockpit sections. This portion is made from two sections, left and right, that had to be cut from the carrier sheet. This proved very difficult as these parts were not flat and there were windows as well as a pilots door that needed to be cut out. Further complicating the fact was that the windshield areas also needed to be cut out. In the end these parts were very fragile and demanded much care but they came out amazingly well. It was not skill but just good luck.

Now it came time to join the nose section to the aft fuselage and braced for the worst I did my initial test fit. Would you believe the sections lined up perfectly? Yes it did and forced me to sacrifice a goat to the modeling gods!

With the fuselage complete I had to add the internal structure. This was done using Evergreen rod stock, painted Tamiya XF-66 Light Gray to contrast with the fuselage interior sidewalls. I accessed the fuselage through the door and wing openings to get the structure into place. I did not add passenger seats as most bush aircraft were operated as freighters. Once this was done I shot the fuselage Tamiya X-3 Gloss Royal Blue and put the assembly aside to dry. Next up was the wing. This was a conventional vacuform wing with just a upper and lower portion that proved no problem. They were easily cut from the carrier sheet, sanded to shape and glued together. These wings were finely detailed with a superb rib effect that was not overdone.

It was time to attach the wing to the fuselage but before that was done I detailed the cockpit, adding a AeroClub white metal pilots seat, rudder pedals and control stick. Pilots seat belts were made from masking tape and painted accordingly. Using the kit instructions the instrument panel and associated markings were made from the spares box. The wing attached to the top of the nose section with only a little trimming needed to make it level. Again I went looking for a sacrificial goat but they were beginning to be a little hard to find! With the wing secured to the fuselage, I masked the fuselage and sprayed the wings Tamiya X-6 Gloss Orange.





The tail assembly was next to be built and this proved no problem at all. The vertical stabilizer/rudder and horizontal stabilizer/elevator were made up of two parts each which were cut from the carrier, sanded to shape and glued together. I joined the rudder and elevator assemblies together prior to attachment to the fuselage and sprayed them Tamiya X-6 Gloss Orange. This assembly was attached to the fuselage with short pieces of Evergreen rod stock to provide the necessary clearance between the horizontal stabilizer and the top of the rear fuselage.

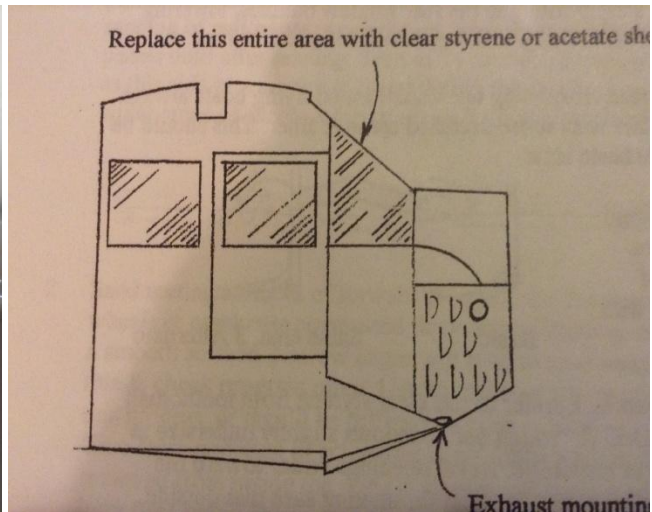
With the major components in place it became time to start detailing. First up was the wing struts. Rather than trying to cut these struts out from the carrier plastic I decided to build them from Contrail strut stock. This was very easy to do and in no time the struts were in place.

The landing gear struts were made from a mixture of Contrail strut stock, Evergreen rod stock and copper wire. I used the vacuform wheels as they gave a very good representation of the low pressure tires commonly used on bush aircraft. These were painted Tamiya XF-85 Rubber Black with the wheel hubs Tamiya X-3 Gloss Royal Blue.

Now came an interesting portion of the build. The cockpit windshield was very angular, comprising three panes. These were cut from the clear plastic supplied with the kit but fitting these panes proved difficult as they interfaced with the wing and cockpit structures. I "tacked" them in place using drops of Future floor wax and suddenly realized that by "flowing" Future into the join areas using a toothpick I could easily secure the parts. This worked like a champ, I got a nice clean and strong join that needed no sanding. Think I'll use that trick in future builds! You might want to give it a try!

Finally it was time for the engine and propellor. These parts were finely cast resin with exceptional detail. The engine was painted Tamiya XF-69 NATO Black with Tamiya XF-53 Neutral Gray used for the crankcase. Rub-N-Buff silver was used to bring out the cylinder detail. The exhausts were painted Tamiya XF-64 Red Brown streaked with black pastel. The exhaust supports were made from fine copper wire. The Propellor was painted Tamiya X-11 Chrome Silver with Tamiya XF-16 Flat Aluminum used for the hub.

Final small details included cockpit and cabin boarding steps being made out of copper wire and rudder control cables being made from stretched sprue.



As stated earlier this kit came without decals. I had to purchase them separately from a Canadian company called Whiskey Jack decals. These were nicely printed but very fragile and hard to use. They were very thin and opaque with no setting solution needed. It also helped immensely that I was working with gloss paints on this build!

With the model virtually complete a final coat of Tamiya TS-13 Gloss was applied. The control surfaces were outlined with a Faber-Castell SX artists pen. I did not weather the aircraft as although they were worked very hard they were also well maintained and kept clean. As a final touch the model was displayed with some 55 gallon fuel drums and handcart as it would appear when working in the bush.

This was a difficult two month build but was immensely satisfying upon completion. I had learned some new construction methods that will be used in the future. I have Khee-Kha's model of the Bellanca Pacemaker that uses the same assembly methods but before I start that I need to find a new source of sacrificial goats, those modeling gods demand their payment!



"Loose the tigers!!!

Thanks so much for reading. I hope to see you all at the October meeting. Now that summer is over, you've got no excuse to get back to your bench and start working on that project that's been sitting there for months!

Mike Terre

**We are SOOOOO lucky to have a modeler as talented as Mr. Terre in our midst. I am ready to try a vacuform kit just from reading his build reports. Stay tuned for extremely awful kits of this type from your lowly Editor.**



For a Look at the models at Armor.Con, check the web-site or FaceBook page.



**AND REMEMBER!**

Join IPMS! It's as easy as going [IPMSUSA.ORG](http://IPMSUSA.ORG). Hey, if they let ME join, you can all join!! LOL.

That's it for this month. Hope the Big Guy will make it on Friday, as well as our other friends lately sidelined. Bring a model to the meeting.