



OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS.

VOL. XXVIII, Iss.xiii

FROM THE IRON WORKS

Pre- MCon 28 by Big Bill Schwarz Pres



Hi all. It's 37 days to showtime as I look at the countdown clock on the website. It's the day most important to all non Eboard members. It's the one day of work to give your time to the club. I don't have to say this because I know most of you will be there like always to make sure all gets done and on time! The Eboard is tying up all loose ends to prevent any last minute bull shit. Vendors look good, as does sponsorships and moneys coming in. Marty and Devin are working on the website and have done a great job! My Thanks to all of you for all the time you have given! Ed Minto, The graphics and flyers are awesome as well. Jimmy Lincoln, Thanks for the badges and category forms. Great job! Bill Schroeter outstanding and amusing newsletter. That's about it on that!!!!!!! See y'all at the show. Yes-Breakfast and lunch will be there and provided by Demarco's Italian bakery/Deli!

Next up is the Monogram P-47 build. Great showing! I had to add a few more which will be picked up at the meeting along with extra paints! We will talk more about it after the show but I will have them at this month's meeting for pickup. The show is the week before the meeting so I get to see you guys twice in a month! Great Stuff. One last thing, and on to other things. I want you guys to hear me when I say this. I won't tell you not to enter the contest. I will ask you to limit any of your entries though. This is our show, we are the hosts and I will leave it at that! You know how I feel about shitting in your own back yard. The show

is for all the people and there are a bunch of other shows you can win at. Judges are from different sources so its fair! That's the way it should be !!!

That's it for this month. See y'all at the meeting then MosquitoCon 28! Thanks to all of you that made it what it is today!!!! Oh BTW Thanks Big Time to Jimmy Pentifallo and Scott Cohen at Tru-Color Paints for providing us with the basic materials for the group build! **Regards, Big Bill**

From the Vice President's Desk

By Vince D'Alessio



March news letter Holy Cow! There are only a few weeks before MCon 28, hope we all make it into a very special show. According to Big Bill the vendor table requests are up this year, so if that coincides with entries and walk-ins we will have a great show..

Buzz Lockwood had a bout with pneumonia but is doing better, Glenda is still under the weather but we hope to see her soon. everybody please keep the prayers coming for out fellow club members.
Stay happy and stay modeling
Vince .

From the Vice President's Desk

By Joe Smith



We are now entering the final stages of M.Con 28, things are once again on a roll. As I write this, the show is only 38 days away. Also the **sponsorships** are arriving in the mail as well! As always, if you have any kits, books, decals or other model related merchandise you no longer need, please bring them the

day of the show or to the March meeting.

If you like to **sponsor a trophy package**, please see me At the meeting. I can't thank everyone enough for being so generous in the past .

Joe Smith, VP

Editor's note: just a promo for everyone to sponsor a trophy, with another member or two, works just as well as by yourself. For me, sponsoring a trophy package makes me feel more a part of the show. And also, since I haven't won a thing in nine years, at least by sponsoring I get to hear my name called! BS

THE CONTACT'S VIEW

By Mike Pavlo, VP



It's hard to believe, but by the time we're at the meeting, MosquitoCon will be only 4 weeks away. So far we've gotten a good response from local chapters and our members for trophy sponsorships and we're truly grateful for that! There are still quite a few available categories for sponsorship, so if you'd like to help out, but haven't yet, please see myself, or Joe Smith at the meeting. Regarding the raffle table, as predicted, we're light on donated kits from the manufacturers. So as we discussed earlier, please consider bringing to the show those kits that don't fit into your plans any longer. I'm certain the raffle winners will enjoy them!

I'm really looking forward to the meeting and "Nostalgia Night" and all the vintage items and stories the evening entails. Dust off some of the relics from "the good old days" and bring them in to share. It will be a blast for sure.

Best always,

Mike P.

Editor's Note: Mike Pavlo forwarded Region 2 Coordinator Tim Ward's "STATE OF THE REGION ADDRESS. I sent it to everyone a few weeks ago when I received it. Tim also asked for it to be included in the upcoming newsletters.

REGION 2 STATE OF THE REGION ADDRESS

2018 was a banner year for Region 2, highly successful shows were put on in Richmond, Wayne NJ, Fairfax, Roanoke, Carlisle and Havre De Grace. The modeling hobby is alive and well despite the “Gloomy-Gusses” that have called for the demise throughout the last decade. We know that 2019 will be another super year for our shows and we look forward to seeing everyone at the first show of the year, the Old Dominion Open on February 23rd in Richmond. Chazz and the boys (and girls) will have the welcome mat out and we look forward to seeing them. Pack up the vans and limos and enjoy the drive to the Raceway. In addition to the awesome shows, we had some very significant awards bestowed on Region 2 modelers. Mike Fleckenstein of NoVA won the coveted National Website of the Year and John Goeschke won the National Newsletter Editor of the Year for his work on the Delaware Valley Scale Modelers newsletter. Congratulations, Guys!!! Heck, even yours truly was recognized as Regional Coordinator of the Year...clearly shows that hard work by all of the members of Region 2 (and a nice check to the DLC) works wonders. Seriously, thanks to all of the members of Region 2 for their efforts and teamwork.

Remember that nominations are open for the following Region 2 awards for 2019:

Region 2 Newsletter of the Year

Region 2 Webmaster of the Year

Region 2 Chapter of the Year

Region 2 Mike Lyons Person of the Year

Please send your nominations for these awards to me at twardf86@aol.com no later than March 15th. These do not have to be leather bound treatises but a few paragraphs explaining your nomination. If you have nominated someone in the past and they have not been chosen, please jog my memory and remind me of your choice. These will be carefully considered and the winners will be announced at the NOVA Model Classic show and the nominations will be forwarded to the National E-Board for consideration for Nation honors.

The Region has some exiting news to announce. The Regional Convention is returning in 2020 to the Salem Civic Center, hosted by the Roanoke Valley IPMS. A two-day extravaganza, the show will be held Friday and Saturday, October 16-17, 2020. Vendors galore, seminars, demos, speakers, as well as a full banquet with digital award presentation will be some of the highlights of the show as well as 90+ categories for competition, raffle and Mega-Raffle prizes, silent auction and other promo give-aways will make the 2020 Region 2 Convention the one show not to miss. A “Save-the-Date” flyer will be available at the first show in February in Richmond and details as details are still being hashed out. The theme is “2020—Eyes on the Prize”. Start planning to attend—we will have a blast!!! Also I would like to challenge the Chapters in Region 2 to put

together club displays to “advertise” their membership’s work and accomplishments through the years. The winning display will receive the Region 2 Spirit Award as well as having extra points awarded towards the Virginia Shoot-Out Club Championship award. Show us what you’re made of!!!

It's that time of year again for all chapters to complete their re-chartering process. If you have already done this, THANK YOU!!! If you have not, please check with your officers and members and get this done ASAP. Our organization is only as strong as our weakest link. If you need assistance from me or the DLC, please let me know.

In the meantime, keep modeling and hope to see all of you on the show circuit or at your local meetings. You never know when I might show up.

Tim Ward

R-2 Coordinator

THE JUDGES TABLE

By Jon Da Silva



Hello all! This month Dan Spera came in first for Air in our monthly contest followed by Simon and Mike O'Connor. Jerry Rinaldi came in first for Land 'n Sea with Pat O'Connor taking second.

March is nostalgia night. I'm sure it will be quite fun. I believe I have a few things I can bring in even though I'm not as old as the majority. My nostalgia might seem modern to most, but it's my equivalent of the Renwal kits you built back when. Sponsors for other monthly contests are welcome. Please get in touch with me if you have anything. I don't have much else to say. I am excited for Mosquitocon as I'm sure most of you are. Let's make this year even better than last!

Jon

Editor's Note: PLEASE sponsor a theme date for 2019. It can be great fun doing a short-term build for a particular month. For my part, October will be “US Navy Auxiliary Ships WWII”. Got that JON?

IMPORTANT ANNOUNCEMENT FROM MIKE TERRE AND DAN SPERA



Nostalgia Night Reminder

Just a reminder that **Dan Spera** and **Mike Terre** are sponsoring “Nostalgia Night” for the March meeting. This isn’t a competition, everybody can participate. Just bring in one of your favorite modeling items that you’ve had for a while. Old instruction sheets, vintage kits built or unbuilt, old magazines, even old bottles of paint, just bring them in. It’d be nice if you could give the club a little talk about your “treasure” but it’s not necessary. This is a popular club event, please try to attend or better yet participate! Hope to see you at the meeting!

Editor’s note: This month I am trying a new format. All reviews of books, kits, supplies etc., are being printed separately, rather than include them as part of E-Board information, or specific by-line articles.

I also am going to put the photos and any other info from the LAST meeting, before the reviews and other news. Please let me know your thoughts. For negative views, please see the grievance policy below

. GRIEVANCE PROCEDURE: should any member in good standing of the NJIPMS become aggrieved, aggravated, agitated, bothered, disturbed, distressed, outraged, exasperated, galled, peeved, perturbed, annoyed or bedeviled by any content, picture, description or included opinion expressed in the newsletter; please contact the Grievance Committee at fuhgedaboutit.com. Request the grievance form and send it in triplicate to: Wasted Space Editorials, POBox 1324, Gratuitous City, Plasticville, USA, 124/32. An answer can be expected in ten to fifteen months. Thank you.

MODELS AND OTHER PICTURES FROM FEBRUARY



Members discussing the finer points of red wine.

Some WIP's



More WIP's



American Medals from various branches



More WIP's



El Presidente' hard at work on group builds



Mike O'Connor's V-Bombers



More from Mike



Bill Connolly SAAB 340



Dan Spera F84-F



Executive Jets





UFO



Pat O'Connor- Grim Reaper



Looks like a great meeting was had by all!

NOW ON TO SOME REVIEWS.

First Review is courtesy our fearless leader, Le Grand Guillaume!!

" Wingnut Wings Junkers D1 Part Duex !!! "

Getting you all up to speed on this great kit! The kit as shown at the meeting was in the pre paint stage but built. If you do everything right there are no places to fill at all! After I had a good look in ambient light it was good to go. I did a quick clean and a tack cloth and on to the paint. At Scott Cohen's of Tru Color Paints World I gave the plane a coat of their gloss black, which they gave me to try. Worked like a charm with only a little acetone as thinner. It dries quick too! Since then they gave me handouts and literature for the show. I will be giving a talk in the lunch room in the AM hours too. If you guys are tired of other brands give these a shot. They are easy to work with and don't stink as bad as Laquer thinner, are rich in pigment come in tons of colors and clean up very easy.



Now after the black dried, I was on to decaling. This is the hardest thing to do on this plane. The corrugated surfaces need to be looked at, decals placed and plan to do several sessions with solvaset to get them to settle in. The Cartagraph decals are top notch and will take the punishment. Just do it!

Lastly I got my Niendorf prop and 3d printed hubs from Proper Plane of the Ukraine. They are made to order and worth it! The WWI pilot is Black Dog of the Czech republic. If all is well you will see it at the meeting along with 2 other projects I am finally finishing! The Junkers D1 gives you a lot of latitude because of the little info out there. WNW has a lot of question marks in the manual too, so a lot is left up to your discretion. I used my judgment on many areas!!!!!!!!!!!!



Thats it, Enjoy the enclosed pics !!!

Big Bill

Next up is our 1st VEEP, Vince D'Allesio, who's been reading a lot this winter. Good on you mate!

This month my book review will be on **"The First Team" Pacific Naval Air Combat from Pearl Harbor to Midway.** By John B Lundstrom.



This book is considered one of the finest examples of aviation research, this in-depth study presents an extremely detailed, accurate operational history of carrier-based air warfare in the Pacific through the decisive Battle of Midway. The book offers an account of how ace fighter pilots like Jimmy Thatch and Butch O'Hare and their skilled VF squadron-mates, called the "First Team.", amassed a remarkable combat record in the face of desperate odds. Tapping both American and Japanese sources, the author reconstructs every significant action and follows these tremendous fighter pilots into combat.



You are placed in the cockpit with them as they maneuver through battles against very competent Japanese airmen. The author writes from the view point of the pilots-He interviewed 50 airman from each side to give readers intimate details of some of the most exciting aerial engagements of the war. At the same time, he assesses the role the fighter squadrons played in key actions and shows how innovations in fighter tactics and gunnery techniques were a primary reason for the reversal of American fortunes. This Book is a must read for anybody interested in the Pacific theater of WWII. There is a second book by this author that completes the first year of the war in the Pacific! That review is coming soon.

Editor's note: I have always had a particular esteem for the men who flew Wildcats against the Zeros in the early carrier battles. Out-maneuvered by the more agile Japanese aircraft, American pilots found their more heavily armed and armored Wildcats were tough birds, and the Zeros could not stand up to them toe-to-toe. After Thatch got the weave going, more and more veteran Jap pilots fell to America's Naval Aviators as they learned how to fly in combat.

The cost was fearful, especially for out-of-date Army Air Corps P-40s and P-39s. In the defense of Java, over 46 American planes were lost, with only 11 confirmed kills, on Japanese bombers escorted by Zeros. "Every Day a Nightmare" by William H. Bartsche, is an excellent reference for this early part of the war.



NEXT UP IS MIKE D. continuing his report from TELFORD.



Mike Dorbiezcelecki continues with more details and photos of what sounds like an awesome trip to Merry Olde England!

FROM THE EAGLE'S NEST

UK TRIP PART II - VISIT TO THE BOVINGTON TANK MUSEUM IN ENGLAND

By Mike Dobrzelecki

On the Monday after the Scale Model World Show at Telford, our group of IPMS guys, including Steve Zaloga, Aris Pappas, Art Loder, Bill Ellis, John Nelligan, Tom Chase and I, took a train on the excellent UK rail system to London to stay at the Bedford Hotel, which became our base for the week to travel out to various museums and other UK attractions. First on the list was one of the primo attractions on my bucket list, namely the Bovington Tank Museum. We hopped on a train from London's Waterloo Station and made it there in a couple of hours. Having Zaloga along was a great asset to the group, not only for the extensive knowledge he has on the history of armored vehicles, but also for the VIP access he would afford us, due to his personal relationship that he has with the executives and staff at the museum. We were greeted by Ed Webster, one of the curators at Bovington, and a colleague of his.



Bovington was the location where British tank crews trained for action during the First World War, so it's fitting that it became a primary British tank museum location. It bills itself as "The World's Best Collection of

Tanks”, which, based on my visit, is not hyperbole. The museum’s origins go back to the years just after WWI, when some of the vehicles used in “The Great War” wound up back at Bovington. Legend has it that it was none other than British author, Rudyard Kipling, who suggested after visiting the facility in 1923, that the armored vehicles be preserved for posterity. The museum has two main buildings, plus a couple of other structures. The main display building, which covers the story of the tank from its earliest days to the present, the other being a restoration and storage facility, which I will describe later. The main display building is broken up into several galleries that tell the story of the tank and the “tank men”, that crewed them. It would be impossible in a newsletter article to cover everything, so I’ll restrict my story to a couple of the significant vehicles, and others that I personally prefer.



That story started with the first successful tank design by the Brits, none other than “Little Willie”. In 1915, the First Lord of the Admiralty, Winston Churchill, created the “Landships Committee” to address the static trench warfare in WWI, so the armored corps started out as kind of a naval enterprise. Though “Little Willie” never saw action in WWI, it, along with a couple of other vehicles in the collection were actually trundled out to serve as static defenses in the dark days early in the 2nd World War, something I had no knowledge of till now. Bovington’s WWI Gallery holds a plethora of tanks from the Great War from several nations, including the Mk.I through Mk.IV rhomboid-shaped tanks favored by the Brits. A couple of which are part of one-to-one scale dioramas. Of course, there are several WWI French tanks, the most significant of which is the Renault T-17, which was the first truly modern tank, incorporating a turret that could traverse 360 degrees.





The museum has a variety of “between the wars” designs, the most significant of which in my mind was the Vickers- Armstrong Mark E, Type B, 6 Ton design, which was used or adapted by a variety of countries. Poland fielded several basic Vickers 6 Ton tanks, and later modified the basic design into their 7TP single and twin turreted tanks, and C7P prime movers. The Russian T-26 was based on this Vickers design. China, Japan, Thailand and a couple of South America countries also fielded Vickers Tonners. Another favorite of mine was the Vickers MK.II Medium tank.



They had a couple of Stuart Tanks, ranging from the M3A1 to the M5A1. “The Haunted Tank” is my favorite armored vehicle. I devoured the DC Comic of the same name when I was a kid. My 2nd favorite is the M3 Lee, by virtue of the Humphrey Bogart WWII classic, “Sahara”. Bovington has both the Lee and Grant versions. They also have a couple of “Hobart’s Funnies”, the specialized engineering and assault vehicles, including the only Duplex-Drive (DD) Sherman I ever saw – a Sherman Mk.II, complete with the canvas skirt, a design the failed miserably in the rough waters off Normandy on D-Day.

Bovington has quite a collection of their so-called, “Cruiser tanks” and “Infantry tanks”, which saw service in France, North Africa, and early in the war in the Pacific. As expected, their British collection is quite extensive. The other tank I was surprised to find still existed is none other than the first Sherman tank, named, “Michael”. Take a guess as to why I like that one. The Sherman family is well-represented, too, with several versions on display.

It is the German Panzer collection, however, that gets the blood fever up in most tread-heads. If you were in combat in Northern Europe, and heard, “There’s a Tiger in the road!”, you were probably shitting bricks and clawing to get out of the way anyway you could. They have an entire gallery devoted to the Tiger Tank, starting with one of the first Mk.VI’s, “Tiger 131”, a SD KFZ 181 Ausf. E version they captured in North Africa in April 1943. Rounding out the vehicles in the Tiger Tank Collection are two Konigstigers (King Tigers), one a with Porsche turret, the other, a SD KFZ 182 Ausf. B, with the more common Henschel turret, a Jagdtiger assault gun with a 128mm rifle, and a Elefant assault gun, the latter of which used to reside in Aberdeen here in the USA.

The Panther gets is just due, as well. They have a couple of Panthers, including a SD KFZ 173 Jadgpanther assault gun. The other German tanks are well represented, including the Mk.I, Mk.II Ausf.F , Mk.III Ausf. L & N, and (this one’s for Vinnie) an interesting Mk.IV, Ausf.D, that had been upgraded with turret side skirt armor and other improvements during the war. There are several assault gun versions, too.

The one thing that stood out overall is the great attention to accuracy of the paint schemes on all of the vehicles. Quite a few of the museum’s employees are armor modelers, including our guides, and it shows in finish of the vehicles.

Our VIP access then paid off in spades, when we got to tour the museum’s Vehicle Conservation Centre on off-peak hours. The building is huge, and nothing really prepares you for the sight of literally hundreds of tanks and armored vehicles stretching out seemingly to the horizon. In a word – “WOW!” There’s just enough room to walk in between the rows of armored vehicles. It would take a book to cover all of them, so, as before I’ll just talk about a few. They have the Sherman with the 76mm and HVSS suspension, named “Fury” – yes, the same one used in the movie of the same name. It still carries all of the haphazard stowage and supplementary wood logs (for stand-off protection from Panzerfausts) seen on the tank in the movie. The Brad Pitt movie also used the museum’s Tiger for that climatic shoot-out scene. The curators told us that the museum insisted upon the production crew pouring a concrete foundation for the scene, over which, they poured some dirt, because they did not wish to tax the vehicle any more than they had to. They also had a mock-up of a German WWI A7V tank in Schnuck’s markings. There were Shermans, Churchills, tanks from the Mid-East Wars, bizarre one-of-a-kind vehicles and armored cars. You would need 2 weeks to look at everything just in this immense building alone. The last surprise we had in this building was running into British TV personality, James May, famous for hosting the BBC’s “Top Gear” program and several other British productions over the years. He is also famous for that BBC show, “Toy Stories”, one episode in which they produced a super-size one-to-one scale “Airfix” Spitfire kit on the sprues, no less, which he had a group of school kids build and paint. (More on this colossal Sptifire kit in a future article on my UK trip). Google James May Toy Stories Spitfire if you have never seen this episode – it’s worth it.

Thus ends Part II of my UK trip stories. If you ever get over to the UK, I would definitely recommend that you try to visit the Bovington Tank Museum. It’s one you’ll never forget.

Photos:

Group shot in front of the Bovington Tank Museum. Zaloga’s at far right with one of the museum curators who provided the VIP tour, next to him, with the other curator Ed Webster, with the beard, next to me.

Surprise Museum guest – BBC’s James May

King Tigers and Jagdtiger in the Tiger Gallery

Panzer Mk.IV Ausf.D

Hundreds of armored vehicles in The Vehicle Conservation Hall

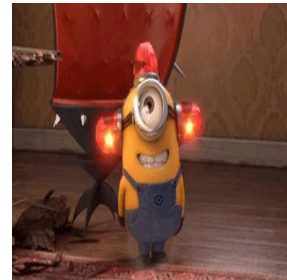
Main Exhibition Hall with “Little Willie”, the first tank

“Little Willie”

Aris Pappas in front of Brad Pitts’ “Fury”

M3 Lee in a colorful camouflage scheme

One of the WWI British rhomboid tanks



What would a NJIPMS Newsletter be without a TERRE-GRAM!

THOSE ‘VINTAGE’ KITS AREN’T SO BAD!!!!

Many times when we hear the term “vintage kit” we remember some of the Aurora, Revell, Frog and Airfix products that we built as youngsters and some were pretty crude. Yet some of those kits were of very good quality, possessing nice detail and excellent fit. The one company that comes to mind was Monogram. Monogram released some great kits in the mid to late 1960’s. Their 1/72nd issues of the Messerschmitt Bf-110E, Dornier Do-17Z, Curtiss P-36A, Boeing F4B-4, Curtiss P-6E Hawk, Curtiss F11C-2 Goshawk and Grumman F8F Bearcat are some of these kits and I submit to you, still rival anything produced today. With a little work any of these kits could be made into contest winners today.



The one Monogram kit of this era that really fascinated me as a kid was their 1/72nd Grumman F7F Tigercat. I own two of these kits and they are splendid examples of Monograms fine work. The raised line surface detail is very fine and delicate. The fabric detail on the control surfaces is subdued but still effective. The kit has a low parts count, only 26 parts making for easy assembly. There are some quirks to the model however. No doubt in order to reduce both parts count and mold costs the large center line drop tank is molded into with the fuselage halves. The radio antenna is also molded into one of the fuselage halves as well. This would pose no problem to today's modeler, a careful work with a razor saw would solve the problem of the drop tank. With a little care the tank shackles can be preserved and detailed. All you need to add would be some sway braces. The antenna should also be carefully removed during assembly, but don't discard it as it's very thin and has the correct profile as the original.



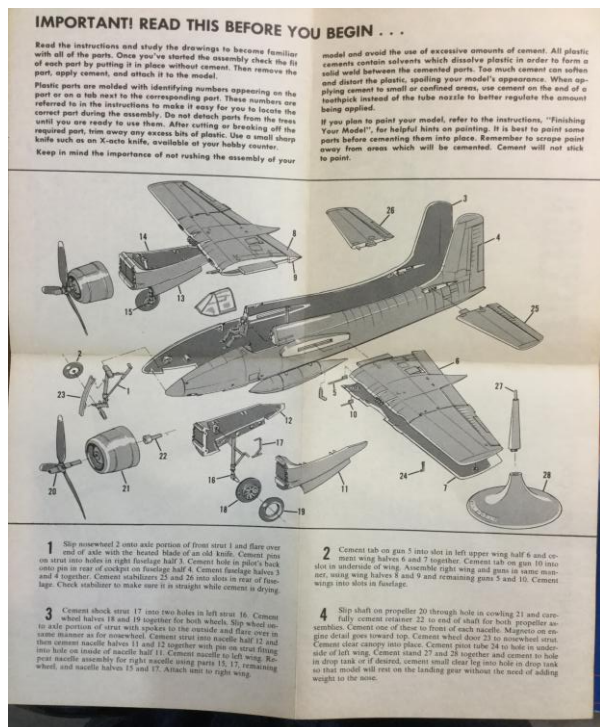
There is no detail for the landing gear wells but this could be easily corrected with some simple sheet plastic work. The landing gear doors are molded into the nacell halves and would have to be cut free, they're scored by the way making this task very easy. Of note, the gear doors have lightning hole detail molded in and replicates that of the real aircraft perfectly. The wheels are molded in an interesting way; one half contains the tire and

both sides of the wheel, the other half is just the tire and this fits over the wheel on the other half. This would make painting of the wheels and tire a snap! The wheels are very detailed and follow the pattern on the actual aircraft exactly. The landing gear struts are nicely detailed, the torque links, being especially fine.

One less then satisfactory area is the cockpit, it's the classic plastic pilot sitting on a rods from the fuselage halves. This would demand some skillful work to recreate this area especially in view that the kit has a very clear and well fitting canopy. It is possible to cut the canopy from the windshield and leave the cockpit open. A surprise is that Monogram supplied a very nice decal for the instrument panel along with a finely molded pilot figure.

Another area that might need a little work is the cowlings. The engine fronts are molded into the cowlings however the detail is adequate and some careful paint work can easily overcome this area. The Hamilton Standard propellers are beautifully molded with nice thin blades of the correct profile.

NOW, the one area that confused me as a kid and until writing this continued to confuse me was the box art. I've attached a picture of my two kits, one of them upside down. To me the yellow portion is the sky, note the flak bursts and the green area represents the ground, note the bomb bursts and smoke. This means that the attacking aircraft have left the target area inverted. Consulting Monogram Models, a book authored by Thomas Graham I found this to be true! Dick Locher the artist did indeed paint the aircraft flying inverted, but Monogram refused to print it that, thinking it would confuse the buyer. Now there's a modeling trivia item if there ever was one.

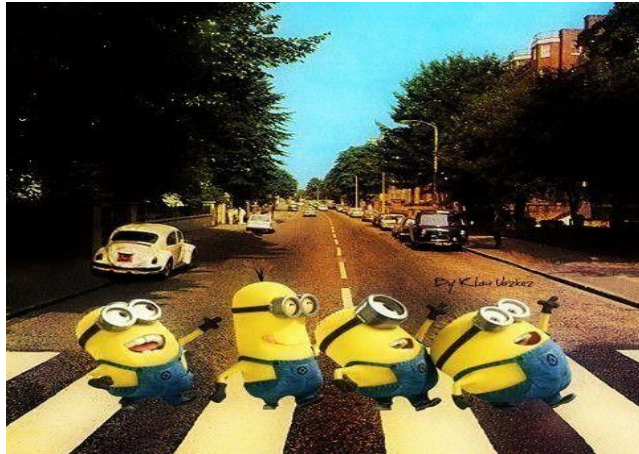


There's not too many aftermarket products for the Tigercat out there today, although Squadron still offers a nice vacuform canopy, designed to be cut so the cockpit can be displayed. One intriguing conversion, not easily

found however, is a vacuform nose, converting the Tigercat into the F7F-3N two seat night fighter used by the Marines in the Korean War. This conversion kit was molded by RareBits, of RarePlanes vacuform fame for Hannant's, the famous British hobby store.

So I guess you see that "vintage kit" does not mean a bad kit but rather, with a little work, using skills we all possess, can be built into a real winner. Thanks for reading, hope to see you all at Nostalgia Night. Now get down to your bench and get working, MosquitoCon will be here next month and you better get your entry ready to go!

Mike Terre



AND NOW FOR SOMETHING COMPLETELY DIFFERENT!

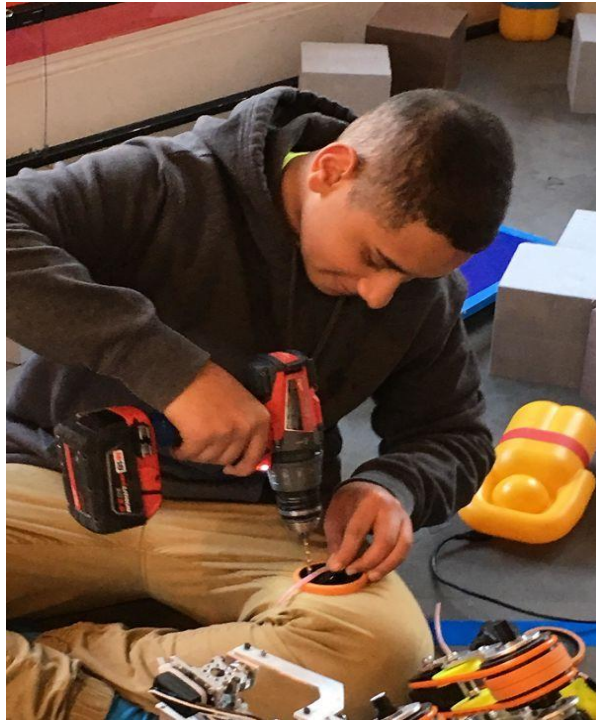
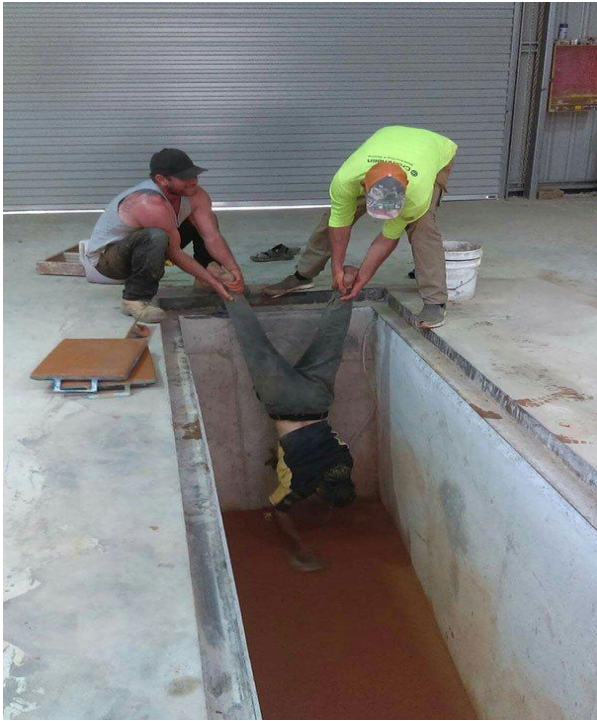
"Dad, why is my sister name Rose?"
"Because your Mother loves roses"
"Thanks Dad"
"No problem"
Panzerkampfwagen VI Ausführung B, Mit
8.8cm KampfWagenKanone L/71"



Another funny from Rinaldi



Upcoming on April 27

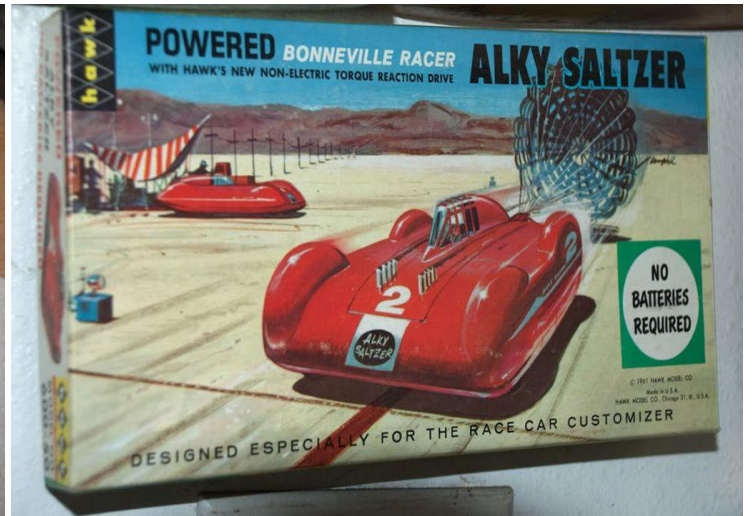


Courtesy of Fred Horky, photos of a few no-no's when it comes to putting together those really
Difficult parts.

Here's some more on-going creationism from Big Bill

2 in progress projects quick look. #1 Making a low vis Tomcat look low vis using black base and shaded ghost greys to blend the decals in. #2 This is my bonneville salt car that i built from an old hawk wind up it. I bashed the cockpit using a monogram F-86 kit and added the tail./ te colors are House of Color candy cobalt blue over a silver base. Theres still alot of paint and decal work to do. The Tomcat wings are painted and partially decalled to show you the effectiveness of shading the paint. Low vis if not done right looks very bad. This was a fun kit to build and the next one will be a D model with the KA interior and 3d exhaust cones and painted using this model as a model. Thats it! Big Bill





Looks like a Smurf-mobile!



A 23 page newsletter has wiped me out. Thanks to all of the contributors. Remember, any member can write a review, send a photo, cartoon, joke, or anything to do with this crazy hobby!

REMEMBER TO JOIN IPMS! BE SURE TO ATTEND SOME SHOWS SPONSORED BY OUR NEIGHBOR CLUBS.

SUPER- IMPORTANT.....SPONSOR A THEME NIGHT FOR OUR CLUB! Regards, Bill Schroeter, Editor