



**OFFICIAL NEWSLETTER OF THE
NEW JERSEY CHAPTER OF THE IPMS Volxxviii, Iss.xi
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FROM THE IRON WORKS.**

Big Bill Pres.

HI all! I don't have time for many words. I have issues with my leg and have to be in outpatient every day for hours. Not the way I want my later years to be but it is what it is. Firstly, it is with deep regret and very much sadness- Buzz Lockwood passed 5pm December 6th. Vin and Mike were at bedside hours before and got to say their goodbyes. I'm glad they got to see him. My only words to my friend and fellow NAM vet are this: 'You are now with NO PAIN and are in a better place. I miss and love you and hope in the next life will have the privilege of seeing you again! God Speed my friend. God Speed!'

Other members will have more in their NL words !! Next up and my last words today is about the annual Holiday Party !!!!! It is meeting night. you may bring your wife, (Don't tell me no one didn't tell you !!!!) It is a hot buffet with house drinks. It will be served about 730 by your E-Board. It is catered by Kristen at DeMarco's and will be very, very good and bountiful.

PLEASE REMEMBER BE COURTEOUS TO ALL OTHER MEMBERS, AND GET SECONDS ONLY AFTER EVERYONE IS FED! ONE OTHER THING NO TAKEOUTS TO THE CAR FOR YOURSELVES UNTIL WE DIVY IT UP AT THE END OF THE PARTY. NO EXCEPTIONS AND MOST OF YOU KNOW WHY I JUST SAID THIS !

Lastly you guys did great for the models for troops. I shipped 4 large boxes and am now shipping the last one. GREAT JOB !!! Anyone who didn't contribute just bring cash to help with postage. you can also tip the caterer as well. Too often the people behind the scenes get neglected so give If you can. I will have 2 jars. a couple of bucks goes a long way ! That's it for now. Enjoy you holidays, make nice to people and enjoy life. Its way, way to short and you never know! Happy Holidays BB Pres NJIPMS



Editor's Note; It has been a difficult week for many of our members. Long-time friends and comrades, wives, those closest to us, have passed away too recently. Big Bill and Mike Pavlo got something to me for the newsletter. We thank them.

THE CONTACT'S VIEW

By Mike Pavlo, VP



Hopefully everyone had an enjoyable Thanksgiving and got to spend some relaxing time with loved ones. It's hard to believe that Christmas is less than two weeks after the meeting. I have a couple of items on order from Sprue Brothers that will find their way to my wife so that she can place them under the tree for me. Surprises are surely nice, but I'd rather open a model that I knew was coming than a bag of socks that I didn't.

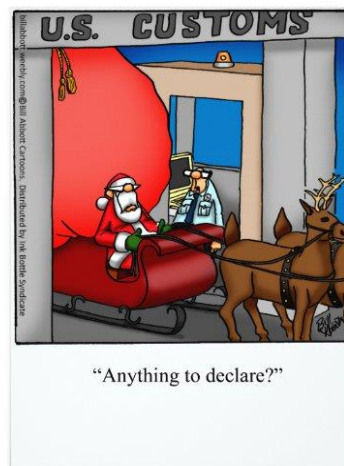
Don't forget that this month we're having our annual Holiday Party and Feast, courtesy of Bill and his helpers. He's bringing catered dinner from that outstanding restaurant near him. It will no doubt be delicious, and a fun evening for us all.

I'd like to wish you and your families a very Merry Christmas and Holiday Season. And please remember to keep Buzz, Bill, and any other ailing members in your thoughts. Also, all of America's servicemen and women serving around the globe away from their families and loved ones.

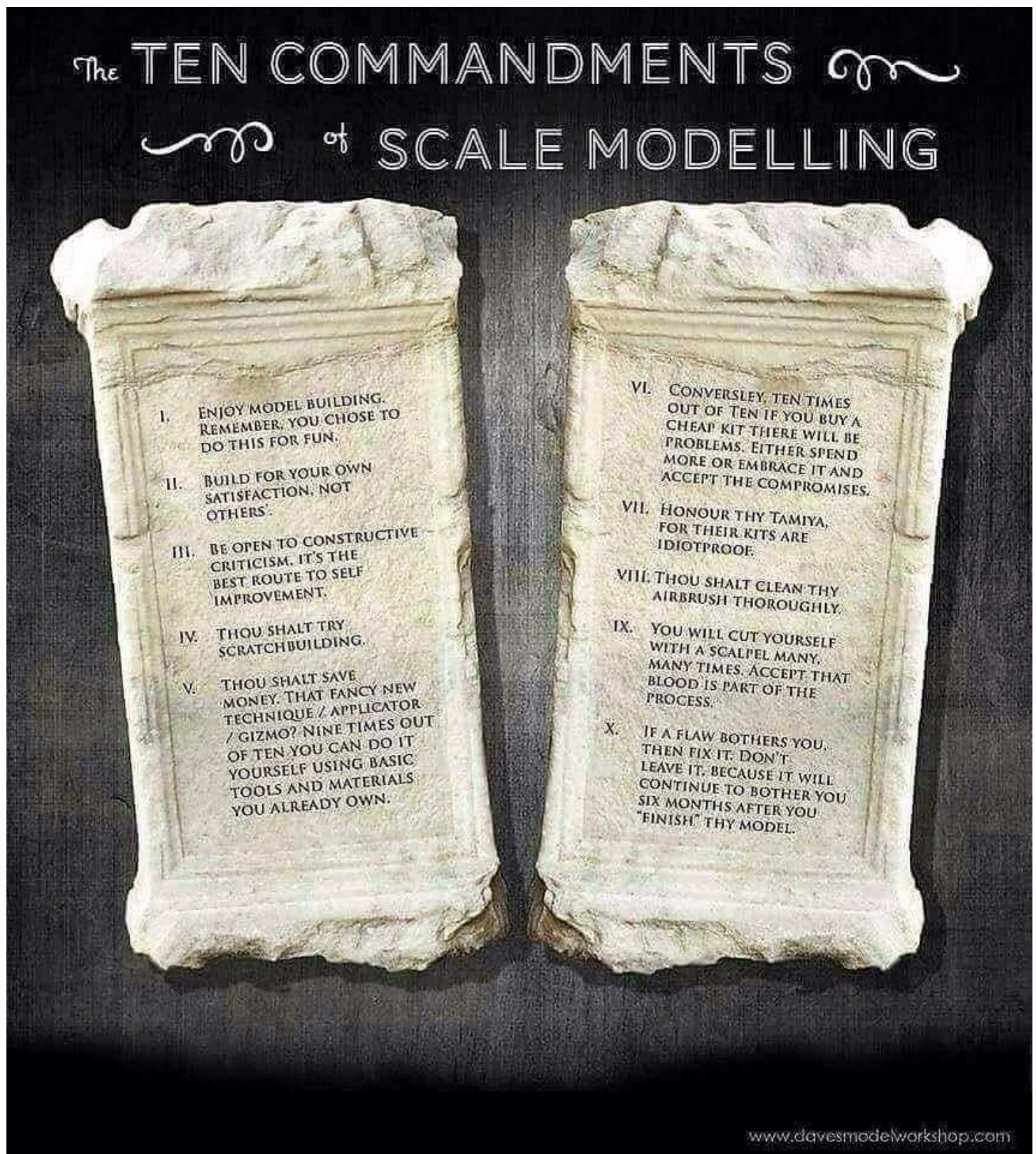
Best Wishes for a happy 2020!

Mike P.

Editor's note: Mike sent me this the day before he and Vince got to see Buzz Lockwood for the last time. Let's take Mike's advice and enjoy the heck out of the Annual Christmas party!!



Once again , Jerry Rinaldi comes up with a great insightful look at the hobby of scale modeling.



I'd love to meet the guy who carried these down the mountain!

And now a word from Mike Terre



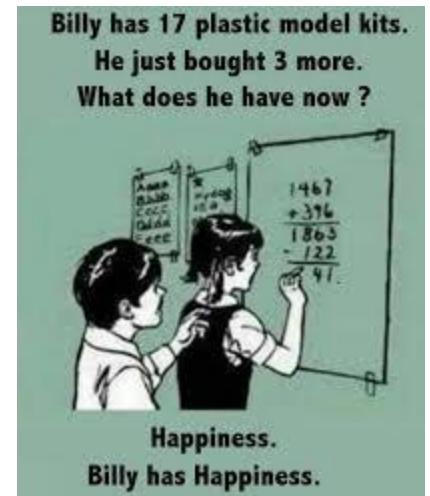
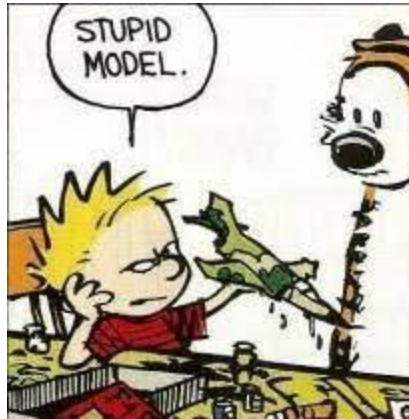
What could be better to a modeler then having a model under their Christmas tree? My new Revell of Germany 1/24th Scale Deutz tractor just came! I'm going to take a break from writing for January and February but will be back for the March newsletter. Don't forget the **March meeting** will be the ever popular "**Nostalgia Night**" sponsored by myself and Dan Spera, so start looking for that old, dust covered stuff in your stash!

Merry Christmas and Happy Holidays to all club members and best wishes in the New Year.

Mike Terre



WEEKENDS WERE MADE FOR
MODELING
GO CRAZY FOLKS



HLLO...HELLO...WHAT!!! ANOTHER **TERRE-GRAM!!!**

You Have to Be Kidding! A Biplane with External Tanks Under the Top Wing?



Whenever I post pictures of a biplane build, my good friend (and extremely good builder) Mike Witkowski, always asks where's the drop tanks, missiles or any of that assorted junk that hangs from modern jets. Well while browsing through the stash looking for the next build, I came across the RS Models 1/72nd kit of the Arado Ar-65 (kit 92109) WITH external fuel tanks under the top wing! With Mike's question in mind I decided this kit must be built.



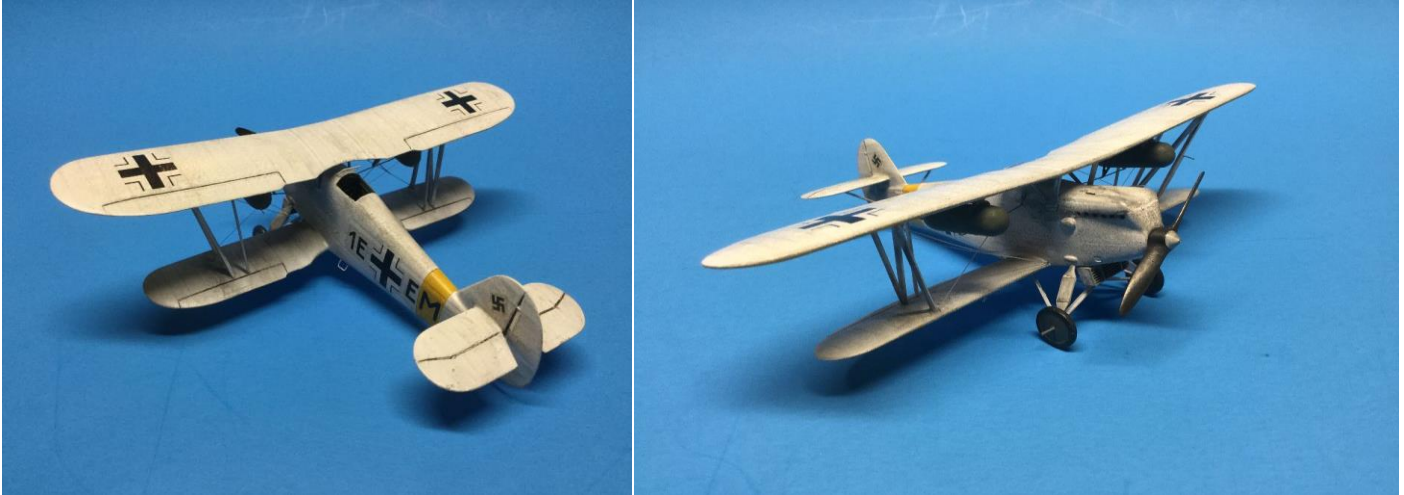
A little history about this unique aircraft first. The Arado Ar-65 was first designed as a fighter and used as such during the formative years of the Luftwaffe. It eventually became obsolete and was later used as a trainer. However, it also saw some combat on the Russian front, being used as a night harassment aircraft and for glider towing. When used as a tow aircraft the Ar-65 was field modified to take two fuel tanks mounted underneath the top wing. The purpose of the extra fuel was to extend the range and endurance of the aircraft. Naturally these tanks could not be jettisoned. Fuel lines from these tanks were also external and ran directly into the sides of the fuselage. Also, the landing gear axles had extensions to allow skis to be quickly fitted.



The RS Models was a typical, limited run, injection kit, comprising about 45 parts on two sprues, along with the resin fuel tanks and associated mounts. There was extensive PE parts including sidewall structure, pilots seat and associated belts and harnesses as well as rudder bar, control column and instrument panel.

Building seemed straight forward at first (more later) the only real problem was all the “butt” joints used to attach the lower wings, rudder and elevators to the fuselage. These demanded great care to insure proper alignment. When gluing “butt” joints I like to use Testors old fashioned tube glue as it’s tacky and will hold parts in place but cures slowly allowing for some “tweaking” if the part is misaligned.

I'm not normally a fan of PE parts but I must say that the ones supplied with this kit were exceptionally easy to work with and fit beautifully. The PE cockpit floor boards and sidewall structure folded up into one assembly that fit perfectly into the fuselage. The pilots' seat was also easily folded although I did have to use my Mission Models Etchmate 3d tool to get the seat into proper shape. The pilots seat belts and shoulder harness were also very easy to position correctly on the seat. The instrument panel had a film background for the instruments that matched up perfectly with the PE instrument panel. The cockpit interior was painted RLM 63, which is a medium gray green shade of paint, Tamiya XF-22 RLM Gray being a very good match (in my opinion!). The instrument panel was painted Tamiya XF-69 NATO Black (scale black) with the seat belts and shoulder harnesses picked out in Tamiya XF-57 Buff and Tamiya X-11 Silver.



The cockpit was weathered with a mixture of black and gray pastels and Rub-N-Buff silver for the metallic areas.

The aircraft had a simple paint scheme of overall white, with yellow recognition markings. This was easily accomplished using Polly Scale 505011 white and Tamiya XF-3 Yellow and when dry, followed by a gloss coat of Krylon "rattle can" Gloss. When the Krylon was dry the kit supplied decals were applied. These decals were very good, being thin but easy to handle and settled down with with a combination of Micro Set and Micro Sol. Once everything was dry all components were sprayed Krylon "rattle can" Satin.

Normally at this point I'd start assembly but those resin external tanks needed to be mounted and here's when the fun started. There were faint markings on the upper wing when the tank mounts had to be attached and this did not pose a problem. However, you had to scratch build the external fuel lines and align them so that those lines ran directly into the fuselage. This problem was solved by some careful measurement and a good dose of TLAR (That Looks About Right). Mounting holes for these lines were drilled (#60 drill) into the bottom of the tanks and fuselage sides to ease installation of the lines once the top with was installed. The tanks were painted Tamiya XF-22 RLM Gray as these were not camouflaged and glued to their mounts. By the way, RS Models supplies straps that go around the tanks but examination of actual pictures of the aircraft show that they were not used. Always good to do a little research before building!

With the tanks installed it was time for the top wing to be installed and this is where the problems started. There were faint markings on the wings indicating attach points for the cabane and interplane struts. I always mark them with a scribe mark and black marker to aid in alignment. I started with the cabane struts (fuselage to top wing) and the wing aligned perfectly. My attachment method is to use Aleen's tacky glue to get the wing in place. This glue dries slowly and gives you time to get the alignment correct. If for some reason you have problems Aleen's can be easily peeled off, the area cleaned with water and the process repeated. If alignment looks good as it was in this case, superglue is flowed around the joint and the wing secured. Now came the major problem the interplane struts, (wing to wing), sometimes called "N" struts due to their shape, did not fit.

Whoever made the molds for these struts really made a mistake, they were not even close! There was nothing to do but scratch build new struts from Contrail strut stock. This was not really a big deal and soon they were in place and the top wing secured. The final touch was the aileron connecting rods. The kit supplied one were too thick so new ones were made from Evergreen rod stock and installed.

Now it was time to install the external fuel lines and their associated bracing struts. Those previously drilled holes in the tanks and fuselage really helped and the copper wire was gently placed in position. The fuel line bracing struts were made from stretched sprue. Lines and bracing struts were painted Tamiya XF-22 RLM Gray to match the fuel tanks.

Next up was the landing gear and some problems were experienced with the cross bracing between the landing gear struts. However a little work with a file corrected the problem. Of interest was the axle extensions that allowed skis to be quickly attached.

Now it was time for final finishing and weathering of the paint scheme. These aircraft were first painted RLM 63, that gray green paint earlier discussed, and then over painted with white. Naturally during operations in the harsh Russian winter the white paint was worn exposing the original gray green. I had first thought to use a wash but I really don't like washes that much so I decided to use pastels. I mixed dark gray and medium green pastels together and with a little experimentation got the effect I was looking for. I apply the pastels by hand and then rub them into the surface with a damp tissue. The satin finish has a very slight rough finish that will hold the pastels in place and the gentle rubbing motion of the tissue polishes the surface to a nice sheen. I also used black and dark gray pastels around the engine and exhaust areas.

The final step was rigging. This was a very simple rig job, I used stretched sprue to accomplish it and once done the model was complete.

This was a difficult, but enjoyable four-week build that tested some of my modeling skills. Hope you enjoyed reading this, perhaps it'll motivate you to finish that build that's been sitting on your bench.

Mike Terre

Thanks to Mike for his steadfast build reviews that give our newsletter most of its' pizzazz! Ed. While he is on sabbatical, I would welcome other reviewers/builders to send in their own stories.

Now some pictures from the November meeting.





Each November the Mad Doctor sponsors ‘Russia Night’, and as always the models showed quality and style.



Marc Rocca and Pat O’Conner were recognized by the Doc for their submissions.

That’s it for this edition. Hope to see a good crowd on Friday. I’ve been working on my P-47, and it will be done by MosquitoCon.

Bill Schroeter

Editorius Ridiculi