

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS



NJIPMS MEMORIAL DAY 2020 SPECIAL EDITION NEWSLETTER



I hope I am not over-reaching by calling this second part of the May Newsletter in honor of Memorial Day.
First from Mike D.

FROM THE EAGLES NEST

The BUZZ & BOZ MOTO GUZZI.

By Mike Dobrzelecki

As we all try to get through this nerve-racking Corona Virus Pandemic, I thought I'd share a nice heart- warming hobby story to brighten your day.

As you all know, I took Buzz Lockwood's death pretty hard, and I wasn't the only one. We were

friends for about 40 years, and there never lived a more positive person IMHO. Since his passing, I, along with a number of Buzz's modeling buddies, have been helping his son, Zach, sell off Buzz's kits, with the Delaware Valley IPMS guys shouldering the lion's share of the work in organizing his collection.

Several weeks ago, I got a call from Bill Bosworth, another mutual friend of Buzz's, and he gingerly broached the delicate subject of buying a specific rare kit that Buzz had. For those who may not know Bill, he was one of the founders (and designers) of the Accurate Miniatures model company. Bill is a consummate Master Modeler in every sense of the word, and his 1/32 nd scale scratch-built aircraft are astounding.

The object of Bill's desire was a 1/9 th scale Protar Moto Guzzi 8-cylinder motorcycle injected plastic kit, No.105. Bill is devoted multi-cylinder motorcycle owner and rider. He originally built one of these kits decades ago. Bill also had an artist friend that actually owned a real Motto Guzzi. He said it was even a thrill just to sit on it. Unfortunately, his built-up of the motorcycle kit was one of things that somehow got lost in a bad time during his divorce. Like many people, Boz longed for a forgotten memento from better times, and as luck would have it, Buzz had the kit. So, I put Boz in touch with Zach, and a deal was quickly made.

Bill wrote the following in several email exchanges with me:

“When I found the kit: “Bingo!! You have no idea how much this one means to me! The divorce was very tough. Losing the bike was up there too. A Protar Moto Guzzi 8 cylinder! Wow! I'll take it. The bike means a lot to me personally They're not the best kits that have ever been issued (some modeling experience necessary) and the market is pretty much only “collectors” these days. I will build it! Thanks again for doing this for me. I'm not saying this for selfish reasons..this kit has very limited interest outside of the collector market. They were pretty lousy kits, and only sold for a relatively short time. Italeri now owns the Protar molds (the factory burned down a long time ago....not just a “rumor” here) and showed this particular kit at a hobby trade show as a future reissue about 20 years ago. It never came, as they saw absolutely no market for it. So far, they have only reissued the Protar Manx kit, since that is just about the only one anyone would be familiar with. Great to actually talk to Zach. I hope we get a chance to actually meet-up sometime. I told Zach he probably heard a noise up there when you sent those pix of the bike kits. That was my jaw hitting the keyboard! Forty year search....over.”

It was just a few weeks later that Bill completed the model, and he sent these photos and the

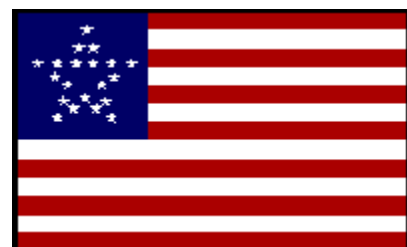
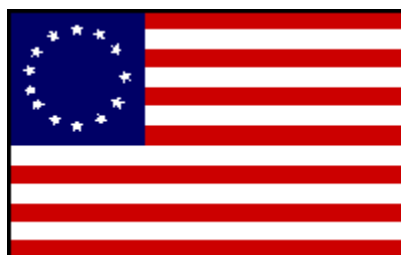
following notes on other emails, which I'll paraphrase:

“Your fault! Forty years in the making. Zack....Great guy! He originally sent me what turned out was an incomplete kit (Buzz had 4 of them, no less), so I called him up to explain the situation, and Zach immediately said – no problem – I'll send you a replacement kit. So, It even turned out even better...I kept both kits, so I will be able to build both a full fairing bike and as a sort of homage to Buzz, a separate engine next to it! Doesn't get better than that! Fair price to all parties. I guess that does make it even better! There are a lot of very fine folks in this strange little hobby. But most have one thing in common....decency. We all have different personalities and quirks. (Just go to a convention for proof of this!) but at the end of the day, I think this sort of sharing and helping is common among us all. You brought this to my attention and the results speak for themselves...I hope. A replacement for a silly little collection of plastic parts that meant more to me than all but a few would understand. You and Ronnie rank at the top of my list of good guys. Toss Zack in there too, even if I have never actually met up with him. He's one of “us”.

Now I did it. Went and built the damn thing. Ruined its "value". Just wanted to show you how it came out. A lot more work than I thought. While the kit is really decent, considering the time frame it was done in, it is still a bit of a challenge. I also spent a lot of time and effort adding and correcting. The two engines took two weeks, but having something show outside of the fairing makes it all worth it to me. Again, without you and Zack making this thing happen, I would have never been able to retrieve this one. This kit had very special meaning to me from a pretty rough time. Revisiting it was something I never thought would happen. I've built a lot of stuff over a lifetime. And if I had to get rid of all of it, this would probably be the last one to go. It's that big a deal. Life is good.”

There you have it.

Even in death, Buzz is still making his friends happy. It doesn't get any better than this.



NEXT UP: A GREAT BUILD ARTICLE FROM OUR OWN MAD SCIENTIST- **Simon Vichnevetsky,MD**

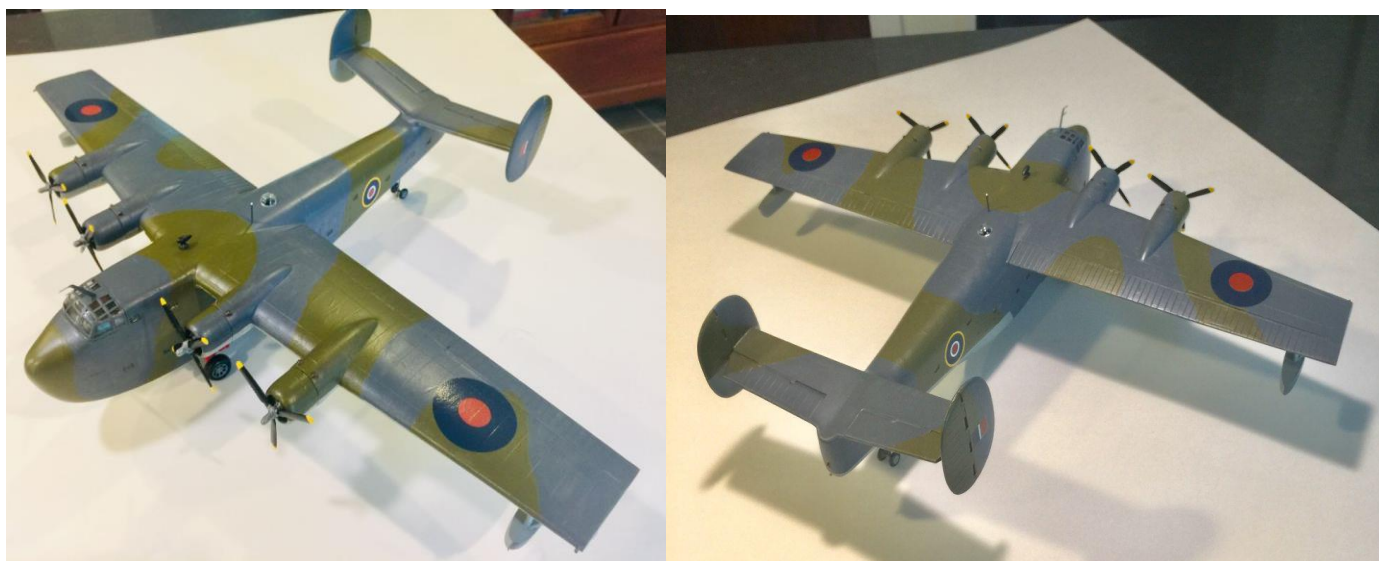


The Consolidated PB2-Y Coronado cannot be said to have played a large role in WW2. Designed in the middle 1930's by Garfield, NJ's own Isaac Laddon after the PB1Y and before the B24, it shared some technical features with both these types, but not their greatness. It was a competent plane with no bad habits, but it was short on range, which defeated its purpose as a patrol bomber. It did see its share of combat, and notably had a number of victories in encounters with Japanese G4M bombers, but had a more definitive role as a transport and as an Admiral's Barge. Admiral Nimitz flew on his own PB2-Y into Tokyo Bay in September 1945 to attend the Surrender Ceremony. A little under 300 PB2-Ys were built, and they were in service with the US Navy and the British Fleet Air Arm.



I've often told myself that just about my favorite part of modeling is scraping, filling and filing, and if any makers models fit the bill for this, Mach 2's kits really do. That French company has gotten a lot of negative press. My personal opinion is that they are actually quite well designed models produced on very low tech equipment. This results in all kinds of bumps on places they don't belong, on rather nice scribed panel lines that at times disappear, and in massive flash. Nothing a few hours in front of the TV can't fix, and their plastic is rather easy to work with!

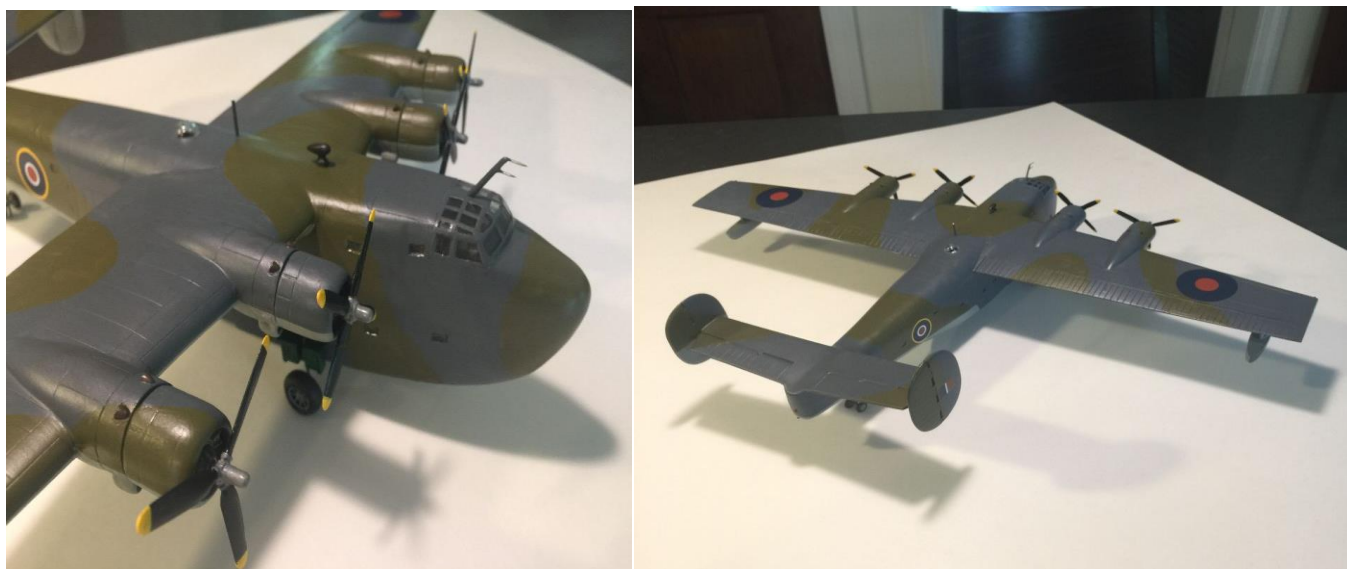
The basic build of the Coronado was actually easy after proper parts preparation . with well-fitting , large parts . Trailing edges are on the fat side , and I'm sure that there's someone out there who could file them down to a fine edge, but it ain't me ! I did put a partial spar into the wing for added strength .



Even though the turrets supplies in the kit looked as though they'd look fine with after-market MGs , I decided to build my Coronado as a transport. The nose, dorsal and tail turret positions were first blocked off with plastic sheet. Then the openings were filled with carpenters wood putty to approximate the shape of the fairings. I know it's " old school ", but I've found that this product adheres to plastic , is easily shaped, dries quickly and sands well. A thin layer of "Mr Surfacer" putty and more sanding complete the job.

The only interior visible is the cockpit . and the seats and instrument panel provided are fine after cleanup . Steering wheels were taken from an Academy B24 as the kit-provided ones look tiny, maybe good for a Cessna ! Basic seatbelts were cut from old newspaper .

The only clear parts provided with the kit that I used were the canopy and the astrodome . Their quality is actually OK with well defined framing. The canopy's fit is not perfect , but I didn't find it to be 1/8" too wide as some reviewers have written .The many small windows which are nicely done were glazed over with Testors clear part glue after painting.



I chose British colors because I don't really leave much luck with USN blue and white . I used my usual , Testors Model Master enamels ; I really prefer them to any acrylics , and I've been doing some hoarding as I believe they're out of production . The camouflage colors I used were British light sea gray for the undersides , and lightened gunship Gray and US olive drab on top. To me , if colors look right, then they are right , and there's at least one color photo of a British Coronado on the web to match my paints to . I've also noted that PB2-Ys built for the RAF were painted at the factory in San Diego . US colors may have been used instead of FAA temperate sea scheme . No de-icing boots were painted , which is supported by a number of period photos.

Decaling was minimal : roundels and fin flashes from Hannants X-decals , and the A/C Serial number on the rear fuselage . A warning about Mach 2 decals : they're basic ,they are are nice to apply , but they silver like crazy even with proper surface prep and using Vallejo's usually useful anti slivering product . I didn't find any photographs with evidence of manufacturers decals on PB2-Y propellers .

Final detailing included the beaching gear . I re-did the weight-bearing parts with brass rod, as the kit-supplied parts looked as though they'd collapse in no time at all . Position and landing lights were added . A “ football “ DF antenna was obtained from the spares box . And the prominent mast with pitot heads on top of the cockpit was made with needles and plastic scrap .

There's a million things wrong with my Coronado , and I'd be glad to point out some of them to you . Me , I don't give a hoot : I think it looks great , and I built it in one go over about 2 months of Coronavirus Social Distancing ; I guess there is an upside to this situation ! In addition to the internet, my main reference was the Steve Ginter PB2-Y Book . All you guys and your families be well until we meet again !

GREAT JOB and THANKS!



In May, 1777 George Washington and three members of the Continental Congress went to Betsy Ross and were first shown the flag she had sewn in response to Washington's request for a new flag for the Country and Armed Forces.

GET READY FOR THIS NEXT PIECE FROM MARTIN QUINN

The Models of the US Naval Academy Museum



l-r: Don Preul, Curator, US Naval Academy Museum; Gary Kingzett

To really enjoy Martin's Article in his original font, and to be able to enlarge the many photos of model ships in it, use this link to the full story.

<http://www.modelwarships.com/features/current/NavalAcademyModels/ModelShipsOftheUSNavalAcademy.htm>

Copy and paste this into your browser. Ed.



Arlington

When Alexander Miegs, Secretary of the Interior under Lincoln, was running out of space to bury the Union dead in the Civil War, he found out his son had been killed as well. Terribly distressed, he took over the Arlington Mansion and property for that purpose. It had been the home of Robert E. Lee.

I hope everybody got to read Fred Horky's tribute to his friend Myrle Stinnet, who was shot down in Holland during the war and spent months evading the Germans and being helped by the Dutch Resistance.





Washington at Trenton 1776



Battle of Niagara, 1812



Lincoln (red arrow) giving Gettysburg Address. "...their last full measure of devotion."



US Marines, Belleau Wood 1918



Pearl Harbor December 7, 1941

My Dad, Lt. John Schroeter was on the USS Vestel, next to the Arizona



Omaha Beach, June 6, 1944

My Uncle John Hagen was Ike's liaison to 29th Inf. In 1st wave.



The Chosin Few, Korea



Tet, Vietnam



Iraq



Afghanistan

With great thanks for freedoms purchased at great cost throughout our Nation's history.

Thanks for reading. Bill Schroeter, Editor

Stay safe. Stay healthy. Bob Lapidura will hopefully schedule another ZOOM meeting soon.