



OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS.

MAY 2020

Vol.xxix.IssV

Welcome to the May Newsletter. We can almost hear the work going on in all those shops, rooms, basements, garages and other spots carved out for modeling wherever we are! So far we have heard of no problems involving our club members vis-à-vis the you-know-what!!

First, a word from BIG BILL.

" FROM THE IRON WORKS "

BY BIG BILL SCHWARZ PREZ

Hi all. first off i hope you are all well. That being said its my first and foremost wish that you all are in good health. **NOTHING ELSE MATTERS AT THIS POINT !**

With that said I want you all to know that until I as well as the eboard thinks it safe , we will not have any meetings during the next several months. **NO MODEL CLUB MEETING OR SHOW IS WORTH THE COST OF ANY MEMBER OR SHOW PARTICIPANTS LIFE! PERIOD !**

I would hope you all understand and bear with us till all of this is done. The show is scheduled and still on but if things aren't right we will reschedule or cancel as needed. **NO REASON TO PANIC EITHER.** We will keep you updated and have newsletters etc. **WE WILL KEEP YOU ALL UP TO DATE SO DONT WORRY !!**

That's all that's going on at this time. Submit newsletter articles as normal and feel free to keep in touch. **ALSO A BIG SHOUT OUT TO ED MINTO, MARTY QUINN , DEVIN , VIN, JOE AND MIKE FOR TGHRE HELP GETTING THINGS DONE AND KEEPING THE CLUB GOING.** It's been a privilege to work with these men all these years. That's it for now. Do well, keep social distancing , wear masks . build models , and enjoy life !!!!!!!!!!!!!!!!!!!!!

Regards, BIG BILL

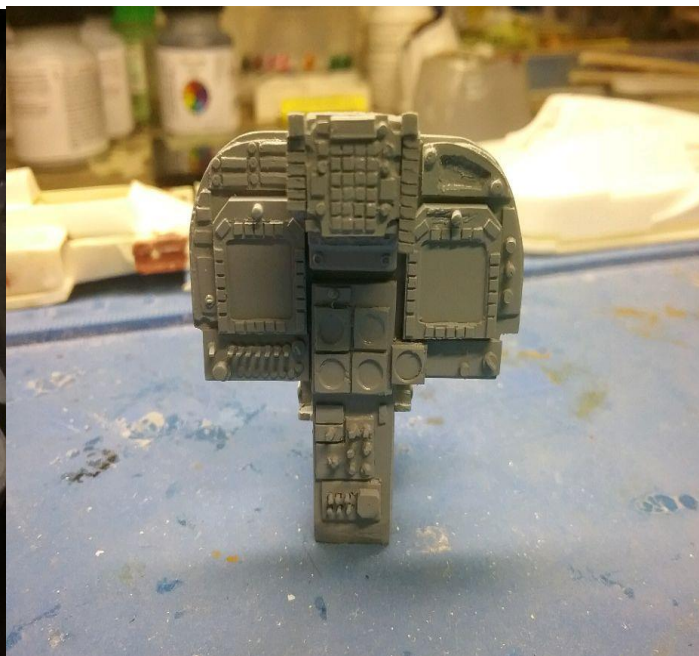


" AV8B 2 PLUS NIGHT HARRIER 1/18TH SCALE IN PROGRESS REPORT"

FROM BIG BILL SCHWARZ PRES

Just a quick update on my Hobbyboss 18th scale Harrier. All the major upgrades are now complete. the wing and the fuse have all the upgrades I'm doing; the interior is installed , the seat built and the working landing gear are all done.

NOW FOR THE FUN STUFF ! If you look at the pics you will see multiple items in tan and grey/blue. These are all 3d printed parts made just for this plane. Tacts pod, mavericks,jdam and gbu are all 3d printed as well. They are done on a liquid resin uv cure 3d printer called tghe longest orange 30. The parts are great and I've come to see that a lot of guys will have one in the future. Once you learn CAD and slicing and operation, the possibilities are endless. no more or very little need for aftermarket. now that's my own opinion and no one else. If you zoom on the parts you can see the quality. The bomb shackles and lazer pod are simply awesome. The sway brace bolts are actually 0.80 flat head screws and nuts so they actually work. My harrier will be on display only at Skeetercon but will be in competition at Maraudercon in October. There is a lot of scratch-building done to this too. it can all be seen when you see it/ I also want you all to know this airplane could not have been taken to this level without 2 of my very old friends. Pat Sparks and Harold Offield who owns AMS resin. Pat did the interior patterns as well as the 3d drawing work. There's only 3 Harriers that have the upgrade set from AMS but only Pats and mine have all the 3D printed parts. I also had all new artwork done for this. More to come as the next few months go on. The last pic is my very old old faithful work table. I'll show you the other one next month. ENJOY. BB





Can't believe these are printed! Technology is really something! Ed.



Very Cool stuff !!

With regard to a meeting, Bob LaPadura has a suggestion for using ZOOM to have a virtual meeting.

Hi all,

I hope you are all surviving this pandemic and are free of its effects. As we all know, social distancing requirements have forced us to stay indoors, and have removed our ability to meet, in person. I wanted to float an idea; we can meet remotely. It's not a complete solution to not having our monthly meetings, but it can afford us the possibility of still having some face-to-face interactions. I have been using the **Zoom** app to keep in touch with my friends, and while it's not perfect, it's still something. A meeting organizer forwards a meeting invite via e-mail to a list of participants; something I can do. Within the e-mail is the link to the Zoom meeting. What is needed is a laptop, tablet or smartphone equipped with a camera and microphone. Basic drawbacks are that the meeting times are limited to approx. 35-40 min., and participants can only speak one at a time. This can be addressed by creating additional meeting invites, as needed. It doesn't even need to be a replacement for the monthly meeting, but just a nice way to get together. If you are interested in participating, please forward a good e-mail address to the following:

Robert.LaPadura@gmail.com

Also, you should download the Zoom app to your tablet or smartphone. I don't believe you need to do anything if you use a computer.

I don't have a date yet, but our next meeting would be Fri. May 8.

Let me know what you think, Bob L.

(Bob and Martin pitched this to the E-Board, and got approval.)

Editor's note; I'm using ZOOM for my voice training classes, and some small recitals. It works very well, though it took me a bit of effort to figure it out. If you want to be involved, or just to try it, e-mail Bob. And thanks to BOB for the idea and the willingness to be the ZOOM Ramrod!

Also....it may be able to tool the audio in ZOOM to enable allspeak? Someone told me this today-no idea how to do it myself!

And NOOOOWWW.....it's time for a new Terre-Gram!!!!



Gotha UWD

Here's my build of the 1/72nd VLE vacuform kit of the Gotha UWD floatplane. Now here's some useless information. VLE, the kit manufacturer was owned by the late Bob Wheeler, a true gentleman and superb modeler. It was Bob's little joke that VLE stood for Very Little Effort. Oh, and the UWD stood for Ursinus (the aircraft designer) Wasser Doppledecker, translated the Ursinus water biplane. There's your dose of useless information!

This was a true mixed media kit, with white metal as well as resin parts. Construction started by cutting out the main components from their carrier sheet and sanding them down. My method is to leave a sixteenth of an inch extra plastic surrounding the cut- out part. This serves as a guide as to the evenness of your sanding when you're removing the thickness of the carrier plastic. If you do it right the you can run your finger around the part and the extra plastic will fall off.



One of the main problems with vacuform WWI aircraft is the thinness of the wings and lack of wing rib detail on the wings undersurfaces. I've found the easiest way to replicate the underwing rib detail is to mask the space between the ribs and then spray a heavy coat of Krylon gloss white paint. When you remove the masks you'll have paint ridges then can be easily rounded and blended into the wing by gentle sanding across the wing. (Great Tip. Ed!)

This model posed many building challenges due to the unique design of the aircraft. My first build was the floats and associated struts. The floats comprised a top and bottom section. Due to the thinness of the plastic and lack of gluing area reinforcing strips had to be placed inside the floats. With the floats completed they were painted to replicate varnished wood. I did this by first painting them overall with Tamiya XF-15 Flat Flesh. Then masking off sections I streak Tamiya XF-79 Linoleum Deck Tan over the Flat Flesh. I do sections at a time and streak in different directions as this replicates the grain patterns of the wood sheets used in construction of the actual floats. I finally coated the entire float with Tamiya X-26 Clear Orange which makes the grain effect "pop" and produces a nice gloss wood finish.



Once the floats were done it was time to attach the supporting struts. These were white metal struts and had to be glued at correct angles to insure proper alignment to the bottom wing. For this I made a jig to hold the floats during strut installation and aircraft assembly. This jig was made using aluminum angle held in place with double edged tape. Thanks to the great

1/72nd drawings supplied with the kit and those found in Windsock Data File #83 I laid out the correct spacing and secured the floats in between the aluminum angles. Holes were drilled in the floats and the struts were secured. The great thing about white metal struts are that they are strong and can be bent slightly which really helps in alignment.

The next step was building the bottom wing and engine nacelles. This was a little tricky as the outer wing panels had a dihedral of 4 degrees but yet the kit wing was naturally straight. I lightly scored the outer wing panel junction points, cut the leading edge and bent the panels upwards. The wing was then taped to a wooden board, wedges placed under the wing tips elevating the tip 4 degrees. Testors liquid glue was applied to the scored areas, softening the plastic. This was allowed to dry for a few days, the wedges were removed and the tips had their correct angle. The leading- edge gap was filled and sanded. The resin nacelles were then attached to the wing. The white metal engines were painted Tamiya XF-69 NATO black, highlighted with Rub-N-Buff silver and installed in the nacelles. Also at this time locating holes for the wing struts were measured and drilled. Again those 1/72nd drawings were invaluable.



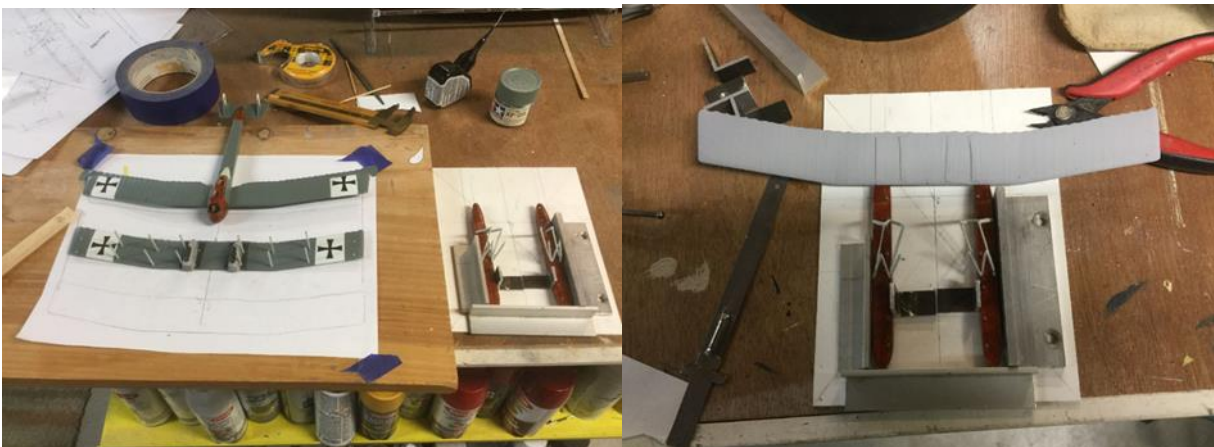
Going further it was time to construct the upper fuselage. This was interesting as it comprised the forward cockpit area and the tail boom. I first made the tail boom which comprised a left and right section. Due to the thinness of the plastic and for added strength reinforcing strips had to be glued into the join areas. The forward cockpit comprised of an upper and lower half with a resin interior. The resin cockpit was detailed using the kit supplied control wheel, scratch- built throttle quadrant and rudder pedals and was secured to the lower portion. Wood area were simulated using the previously discussed technique. Before the upper half of the cockpit was secured with metal rods running across the lower half were glued in place. (?) These were to serve as wing spars and attachment points for the upper wing. With these in place the upper portion of the fuselage was secured. The tail boom was then attached to the cockpit and join areas filled and sanded accordingly. The completed assembly was painted Tamiya XF-25 Light Sea Gray with the rear cockpit fairing being painted Polly Scale 505274 Japanese Light Gray. I also used this color for all the struts in this build. The wooden area was painted as previously discussed.



The tail structure was next. I used the kit supplied elevator but discarded the rudders as it was much simpler to scratch build them and not fuss with the vacuform ones. An interesting thing about the rudders was that control cables for the outboard portions of the rudder ran through the forward portion of the stabilizer. I had to drill holes in the stabilizers to allow for this. At this point I painted the rudders Tamiya XF-2 White, added control horns and applied the decals. With the rudders attached the entire assembly was glued to the fuselage. Rudder bracing struts were made from Contrail rod stock and glued into position

Now it was time to attach the upper wings to the fuselage. The previously installed metal rods, serving as wing spars were found to be much too long and cut accordingly. The wings were an interesting build as they represent a modified aircraft using balanced ailerons. The balance portion of the aileron, that's the oval shaped appendage on the aileron tip, was made from sheet styrene. Since these ailerons were retrofitted to the aircraft, they did not have the complete national markings applied, hence the incomplete cross. Wings were painted Tamiya XF-25 Light Sea Gray with Tamiya XF-2 White panels. The wings were then attached to the fuselage, filled and sanded accordingly.

Now I had three major assemblies, the upper wing/fuselage, the lower wing/engines and finally the floats. It was now time to get them together.



were also white metal. I then positioned the upper wing/fuselage over these struts and using a dial indicator base as a tail support glued it to these struts.

My method for such strut work is to tack the struts in place using Aleen's Tacky Glue and if positioning is correct finally secure the strut with super glue. If a mistake is made the Aleen's can be easily removed and you can try again. Once dry I added additional struts, working inboard to out and completed the wing strut work. I then removed the completed assembly from the board and installed the struts running from the lower wing to the cockpit area. This was much easier to accomplish with the assembly removed from the board.

With this completed it was time to attach the aircraft to the floats. The floats were secured in that previously discussed jig and the aircraft attached to them, again the tail being supported by the dial indicator base. Once dry the completed aircraft was removed from the jig. And amazingly it didn't fall apart.



I installed the kit supplied white metal propeller and nose gun and that was about it. The resin radiators were attached to mounts above the engines. They were painted Tamiya XF-69 NATO Black with Copper Rub-N-Buff was used to bring out detail. Copper wire was used for the radiator lines. Rigging was done with stretched sprue. The aircraft was lightly weathered using gray and black pastels. I also streaked some Micro Flat over the satin finish to give a worn fabric look to some areas.



This was a very challenging two and a half month build. I learned some new building techniques, especially using jigs and these will come in very handy in future builds.

Due to the Coronavirus going around I don't know when we'll meet again but hopefully it'll be soon and I'll bring the Gotha with me. The one good thing about "sheltering in place" is that it's gives us plenty of time to build. I'm very thankful for this hobby as when your building it takes you mind off things. So no excuses, get down to your bench and build. Hope to see you all soon, stay safe and God bless you and your families.

Mike Terre.

PS: Save the date, planning on having Nostalgia Night in September!

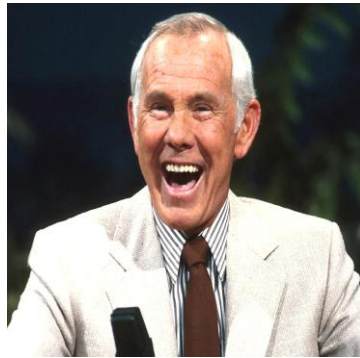
WOW!! This was not a Terre-gram...but a Terre-Tome!! LOL! Thanks again to Mike for a great look at his modeling genius! Ed.



BTW...my computer decided this was trash before I even read it. When I went to get this article going...it was gone!!! Asked Mike to send another?.....He did not have it. We were both righteously bummed!!! But then I found the cookies (?) and grabbed the file from the trash!!! I want a raise!!! Ed.

John Bucholz has been super-waiting-patiently for this review to appear. So.....

Here's JOHNNY!!!



The Armored Column-In box review-French R35 tank from Tamiya



The newest 1/35th scale kit from Tamiya is a brand new tooling of the French R 35 tank. This small two man tank was produced by Renault and was just an update of the old R17 tank from WW1. The crew consisted of just a driver and a commander who had to observe the enemy, load and fire the main gun and direct and communicate with the driver. Needless to say they were not very effective as a main battle tank but due to their mobility and armor they could be effective when used with proper tactics. Unfortunately they were mostly spread out among the infantry divisions and were overwhelmed by the German blitz in 1940. Captured examples were given to many of Germany's allies and they were also used in combat when French troops attacked American troops during the North African landings in 1943.

The Kit-

Molded in the standard "Tamiya Tan" plastic the kit is typical of the newer tank kits from the Big T. The lower hull is composed of five pieces so they can incorporate all the extra detail that would not be possible with a one piece hull. The upper hull is composed of just five pieces and for some reason the detail on the vents on top of the hull is also present on the inside of the hull.

The only way to see this would be to open the vent hatches (but with no interior why would you?) The most complex area of the build is of course the suspension. The good news is the kit has link and length tracks so much of the work is already done for you. The only nit pick here would be that the way the tracks are cast onto the sprue, the track pin holes are missing. If you don't want to go to the trouble of Model Kasten tracks (and who does!) you can use a sharp point to place an indent in each track end (or just skip this and add a little mud and dirt on the suspension.) The 37 mm cannon has 12 pieces in its construction but this also allows a side to side movement as well as up and down just like the real thing. The turret hatch can be shown open or closed and you do get a nice sitting commander figure to fill the open hatch and you should consider placing him as many people will think this kit is a 1/48 scale build (the whole tank is about the size of a Tiger II turret!). The kit has a full color guide and decals for two tanks from June 1940 but there are a lot of references out there for many other camo schemes that these tanks carried. If you're looking for something other than the usual USA/German/British tank kit why not give this a try.

John Bucholz

One thing I do not understand is why the Commander is outside the tank????? Ed.

John Cunningham sent a note and some photos of his latest build.

My latest project. What is it? It's going together well for an old kit. I'll send another pic when it's finished. These old kits are a hoot to tackle. Collectors don't like it, but I do. A blast from the past. You don't see much of this stuff built up any more and it's a shame. Build 'em as long as you can!



This seems to be a more modern weapon system. There's a dish receiver. Of course we would love to know the kit, the scale, the manufacturer...but if JC is happy...so are we. Ed.

If you are not 18 years of age- you must turn the page now...DO NOT VIEW !!!!!!!!!!!



I asked for examples of risque' Nose Art...and Devin Poore came through...uh....BIG TIME!!!

If I'm a Japanese pilot, I'll look twice-so the AirCobra pilot can blast my butt away!!!

The Contact's View

By Mike Pavlo, VP



MIKE sent along this important message regarding this years IPMSUSA Nationals.

The IPMS/USA Executive Board and the 2020 National Convention Planning Committee are still moving forward with planning and on-time execution of the 2020 convention. We are well aware of the plethora of challenges ahead of us in the next 90 days. There are many more unknowns than "knowns" at the moment. However, with the facts on-hand we feel the convention can still be held.

The #1 consideration in planning is the health and well-being of all of our members. Some of you have reached out to me stating that since you are in a high-risk age or health group you are not willing to risk being exposed to COVID-19. We fully understand this and agree that if you are in a high-risk category, we feel that you are probably better off not coming even if all restrictions are lifted by late July.

I have read many opinions on public forums over the past several weeks regarding the status of this summer's convention. As a convention planner, the biggest item I pay attention to is the contract that IPMS/USA committed to with the hosting hotel, Embassy Suites, and their parent company, Atrium Hospitality. These contracts are generally written in favor of the hotel, i.e., the financial burden is on the guest (IPMS/USA) to produce the numbers expected for the hotel to make a profit. We could have balked at the contract when it was presented in 2018 but then the week we picked would have went to the next organization looking to host a convention. In other words, we have to play by the hospitality industry's rules. If IPMS/USA were to back out of the contract without cause the financial burden on our society would be very substantial. Luckily, Embassy Suites in San Marcos is fully aware of the current COVID-19 situation - and in fact they are taking it in the shorts like all other hotels around the country - and have verbally agreed to work with us to execute a successful convention regardless of the contract language. This is good news for IPMS/USA. I am committed to working with Embassy Suites since they have been so good in working with us during the past couple of years to make our show a success.

The biggest wild card that both the General Manager (of Embassy Suites) and I see at the moment are government-imposed restrictions on crowd sizes and public gatherings. This is the biggest factor we are keeping an eye on and is what will eventually dictate if we are FORCED to cancel. If there are public gathering restrictions or reductions in maximum occupancy rules in the local city and county, we will assess if we can still execute a convention based on the details

of potential restrictions. AS OF RIGHT NOW THERE ARE NO RESTRICTIONS EXTENDING TO THE DATES OF THE CONVENTION. There may be many opinions and conjecture regarding restrictions in-place during the convention but as of today, they remain conjecture. I am not planning a convention based on conjecture and opinion...only facts.

A lot of what the committee will plan in the coming months will be based on the numbers we see for pre-registrations and other convention related purchases. If we see low numbers - like we are seeing so far - we will scale back what we are spending money on. I have no more details on this other than we are looking at options that may produce a smaller-size convention than others in the past. It pains me to plan this way because I think I am the most excited IPMS member regarding this convention but I have to face the reality of what is happening in the world today. It's not fair but it is happening. We will deal with it.

Refunds: If you have spent money so far or if you want to spend money registering in the short-term be assured that IPMS/USA will refund any money if we are FORCED to cancel due to the public gathering restrictions I mention above.

Unfortunately, there remain many more questions than we have answers for at the moment. I wish I had a crystal ball that could tell me/us exactly what the conditions on the ground will be this summer...but I don't...the team has to plan with the best information it has at the moment. This is what we will do.

I stand by to answer any questions any one of our members have regarding the 2020 convention. Please e-mail me at: director.nats2020@gmail.com

Best Regards

Len Pilhofer – IPMS# 49932

Director, IPMS/USA National Convention 2020

www.nats2020.com

Wow that is a lot to take in!! I know I have a hotel room already, and was actually thinking of driving, and making a road trip out of it to see friends and family. I guess it's wait and see?

Marc Rocca contributed a really good build bio!

I wanted to come up with something clever to call this column. Mike added “-gram” to his name already and Rocca-gram didn’t sound good anyway. So here is the first (possibly only) installment of ...

“News from the Nuthouse”

Building the Tamiya T-55 in 1/48 scale.

A bunch of years ago I built the beautiful Tamiya 1/35 scale T-55. A great kit with lots of detailing but lent itself to adding more. Their new 1/48 scale version of the T-55 is equally as nice... Well, almost. A few details were left out and I cannot figure out why. Bolts head on the 1:1 vehicle and the 1/35 kit are missing in places even though there are even smaller details molded elsewhere in the kit. As I went through the build, I used the 1/35 model as a guide and added some of the missing details and improved some that just needed to be made to look better. I have taken up the habit of starting a build with a general shot of the contents. In this instance there is the addition of a new kind of glue... a single malt glue for my brain.



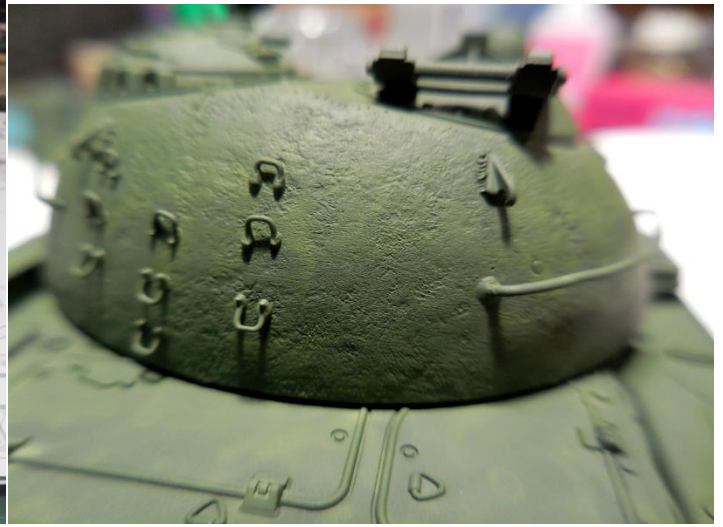
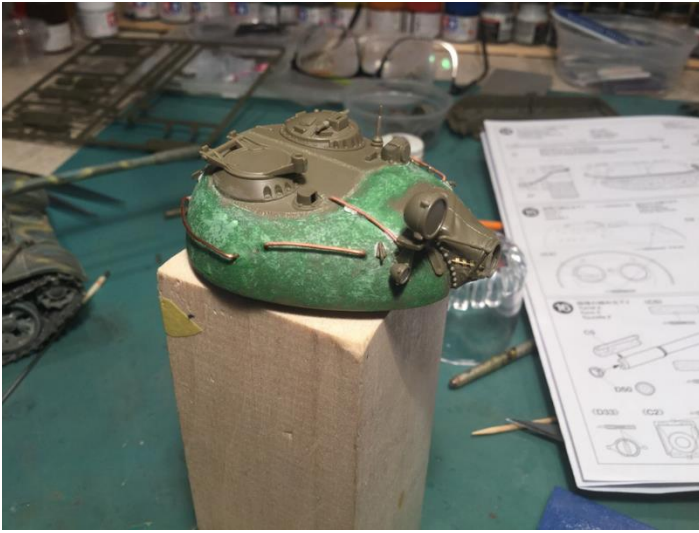
I believe the new ‘glue’ is must have in these “perilous, trying, difficult, times.”

Mine tends to be clear and of Russian or Polish origin!

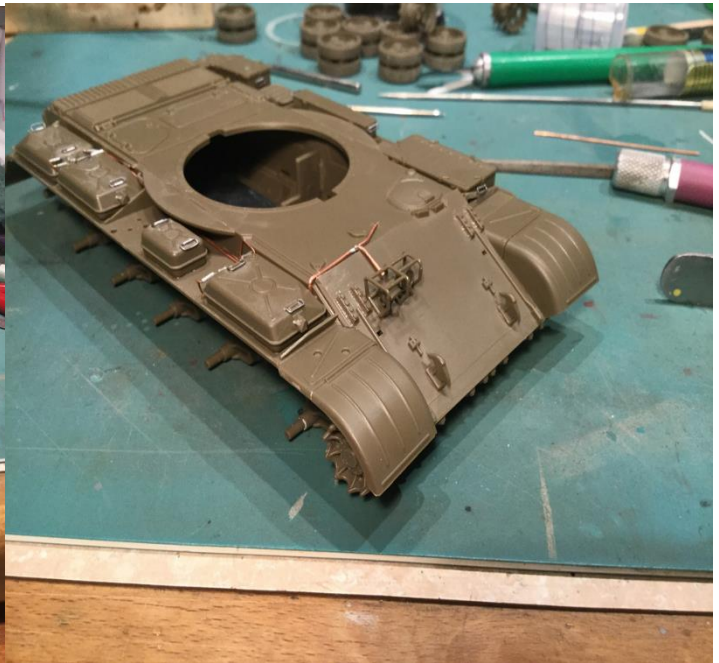
Nice crisp detailing molded on the turret but some of it is simply too neat and clean. It doesn't take too many reference photos to see that the Russians didn't worry about the cosmetic aspect of some of their manufacturing process. The welds are very pristine and needed to be crapped up, for lack of a better term. After the welds were worked with a tool made with sharpened tubing, a line of Tamiya Extra Thin (TET) was brushed on the welds to soften the look. Homemade tools? Maybe time for another "Tool Night" once we get meetings rolling again.

As nice as the casting texture is it way too even looking. Putty thinned with lacquer thinner was dabbed all over the surface. Once set, a light sanding to flatten areas randomly. The big dimples in the 1st photo are for part location but not needed on the version I am doing. These were filled with plastic disc punched from thin plastic sheet and sanded smooth before the putty was applied. The missing row of bolts heads was added to the side of the gun cover. The molded-on cover supports were barely visible so they were replaced with wire and tape. The tie downs were added and the grab bars replaced with wire so they could be banged up a bit. The molded-on wire conduit is replaced with a piece of wire and welds were added to this and the lift hooks.



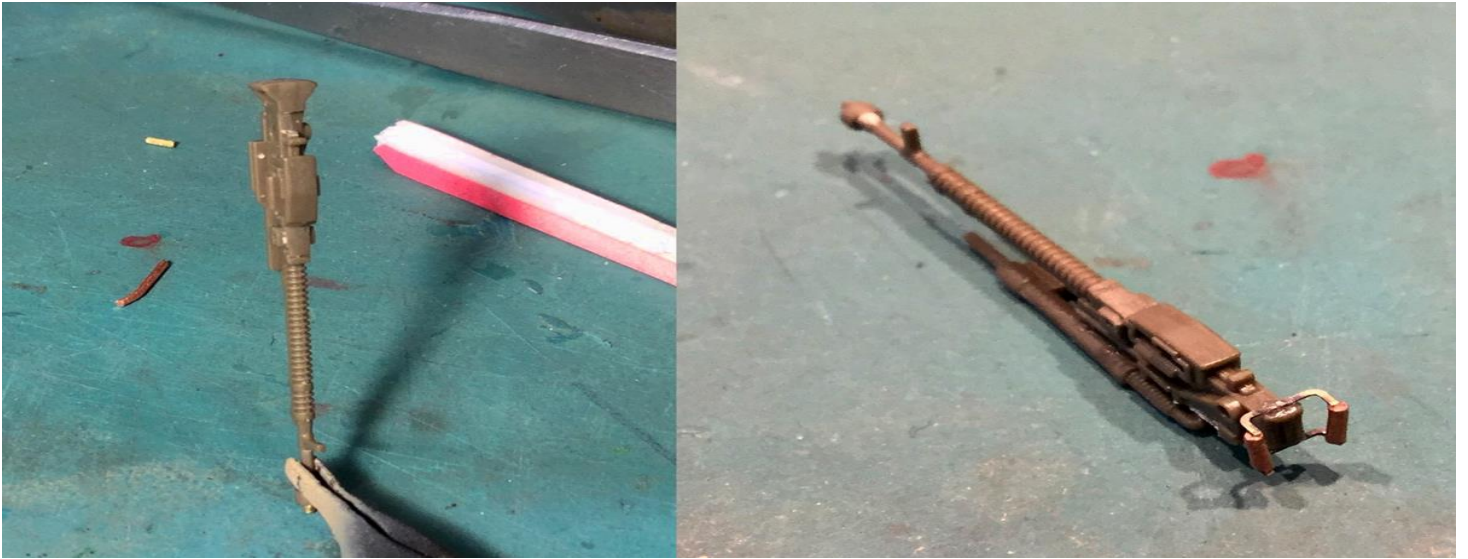


The link & length tracks are really nice with great detail. I like to paint the tracks separately so one end was left open to remove after the glue set. There is a pin on the center road wheels to set the position of the top track section so all the rest of the section will end up in the correct positions. I mistook that for a sprue gate and sanded it off making lining up the section a bit trickier. I secured strip of tape sticky side up helped to keep it stationary until the glue set. The top section is molded with the perfect sag.

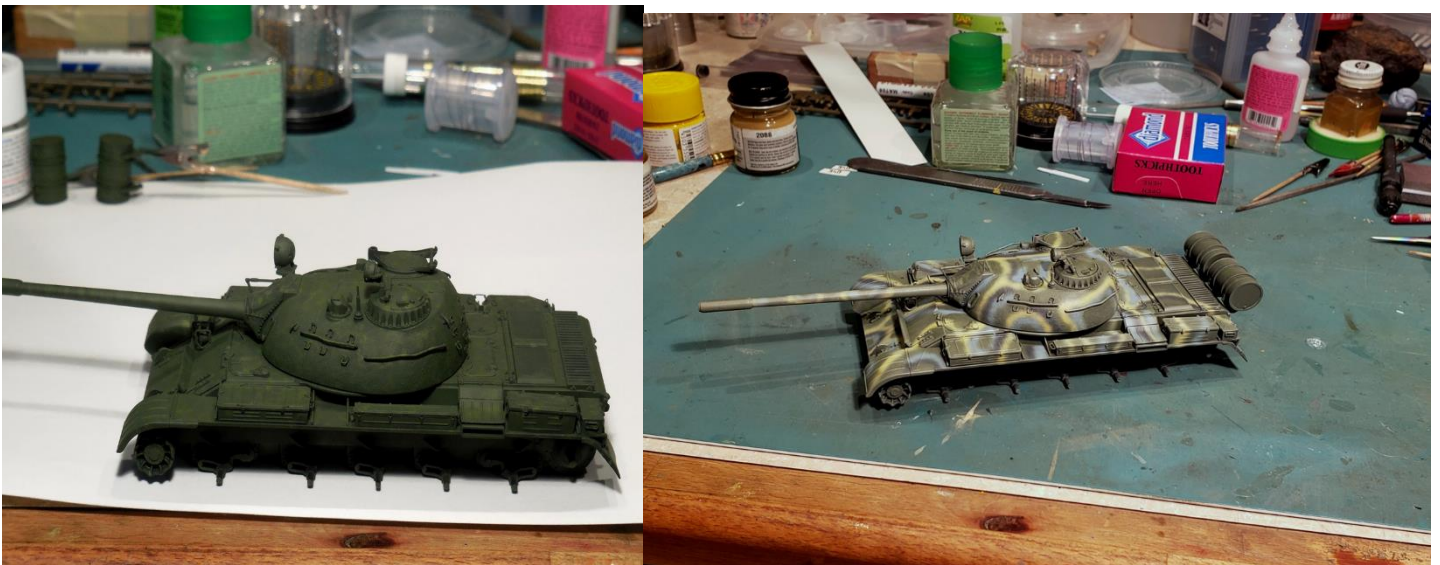


The upper deck is now installed. The molded-on tank handles are nice and can be left as is and will look great. But they are all in the exact same position so they were sanded off and replaced with wire bent around a piece of rectangular plastic strip. Fuel lines and electric conduit added and the welds on the bolt plates on front glacis were worked the same way as the turret welds but hard to see in the photo.

The handle for the machine gun is a solid blob of plastic. If found some extra grip handles in the PE spares box and cobbled together new handles.



The whole thing was primed black and given a white marbling coats for the black basing process. Forgot to get a shot of that step. The green base color was layered on so the black basing shows through giving nice tonal variation. I am doing the same tank I did in 1/35 scale so I used that model as the pattern of the camo. Using a photo I took of the turret of the older model I made paper masks for the turret number.

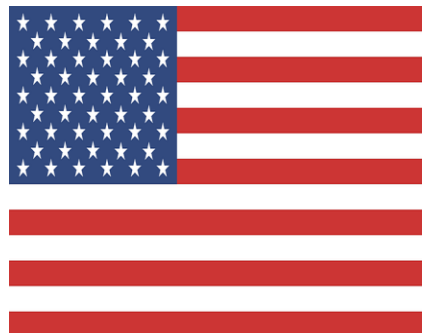




The only ref photo I know of was taken in a Taliban tank junkyard outside Kandahar. The overall appear is hard to tell but it didn't look like it was really worn out, rusted and abused so I kept the weathering light. Details were picked out with pin washes and the whole thing given mist coats of a light dirt color filter about 90/10 thinner to paint to fade it all. Sand color pigments brushed on randomly for the dust that would collect in corners etc.



How do you stop a Taliban tank? Shoot the guys pushing it!





I asked for a few little articles. Ya' know a photo and a blurb!!!! LOL Great work shown so far this month!!!!

BTW your Editor is currently building the HobbyBoss 1/48 T-34/85. Full interior and engine and all the other parts! When first released, Squadron had it for \$19.99!!!

OKThat's it...for now. With 21 pages, this is a lot to go through. There is still more that I was sent, which will be in Part 2, available at Newstands soon!!

Be sure to read this! A multiple-choice test will be coming...with a major award for the winner!!

Bill Schroeter-Ed.