

**OFFICIAL NEWSLETTER OF THE NJIPMS
NEW JERSEY CHAPTER OF THE INTERNATIONAL PLASTIC
MODELING SOCIETY.**

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" FROM THE IRON WORKS JULY 2020 "



Hi everyone. As most of you know Mike O'conner has passed. Its a sad day for us indeed and he will be missed. I would like to you thank the guys that contributed to his family too. WELL DONE , WELL DONE !!!

As for club buisness nothing at all is new. I will be making a major announcement around the 15th so expect a mail for all members.

That said, the ZOOM meetings have gone very well. Thanks to Dan Spera for making it so. Im still not sure when meetings will be able to resume,

but WE will let you know. That's it for this month. Please remember to
DO THE SCIENCE, AND BE SAFE AND WELL ALWAYS!!!.

Thats it for me. enjoy life and live long and healthy
!!

BIG BILL SCHWARZ PRESIDENT



THE JUDGES BENCH

I think this newsletter should be dedicated to Mike O'Connor for all that he's done as a member and friend. A fine soul that I knew for over 10 years since I've been a member and I'm sure many of you have known him longer. Most of you knew him better than I, so I'll leave it at that. I hope the best for his family.

In the model building world, Squadron finally got me to spend money. I woke up about 10am today, July 3rd, (I typically go to bed around 3-4am) and was greeted with an email for 25% off. The first thing I did was check to see if they had the 1/200 scale Trumpeter HMS Rodney that I've wanted since it came out. Other sites have had it, but with the 25% off from Squadron, it was the lowest price I've ever seen, including the evil auction website. Needless to say, a trip to my desktop PC and 3 minutes later and the kit is on it's way.

Regarding the virtual meetings. I enjoy them. I've seen about 20 familiar faces and hope more come. You only need a device with a microphone and the internet to join in. You don't necessarily need a camera. It also might be a good idea to reach out to members of the club that moved away. This gives them an opportunity to interact with us again. Consider joining in this weeks meeting. I think it's going to be the new normal for the foreseeable future.

Editor's note: Considering how few people out in public are wearing masks and not keeping a safe distance, I won't be surprised if we get locked down again! So ZOOM will probably be the forum for a while.

Here's a heartfelt few words from John Bucholz

Mike O'Connor was the definition of a fine scale modeler. He never seemed to have just one category he specialized in. One month he would bring in a modern jet, the next month a WWI biplane, and the next a battleship or some armor. Mike seemed to enjoy it all and I must admit that I was often upset with him when he brought in his latest creation to the monthly club meeting. By upset I mean that his builds were always so

good it was very hard to compete with him in the contest voting. Rather than just brood over my kit builds, I decided to knuckle down, work harder, and expand my skills. I started building kits outside of my comfort zone (anything that was not armor!). I got into scratch building and learned basic airbrush skills. It took a lot of years but I was very proud to tie for the model of the year award for 2019 with Mike O'Connor. Mike was one of the many great modelers at NJIPMS who always inspired me to do better and expand my modeling horizons. He will be missed by all of us.

John Bucholz

Patrick also asked me to pass on the family's thanks for all the kindness that came their way from the Club. Ed.

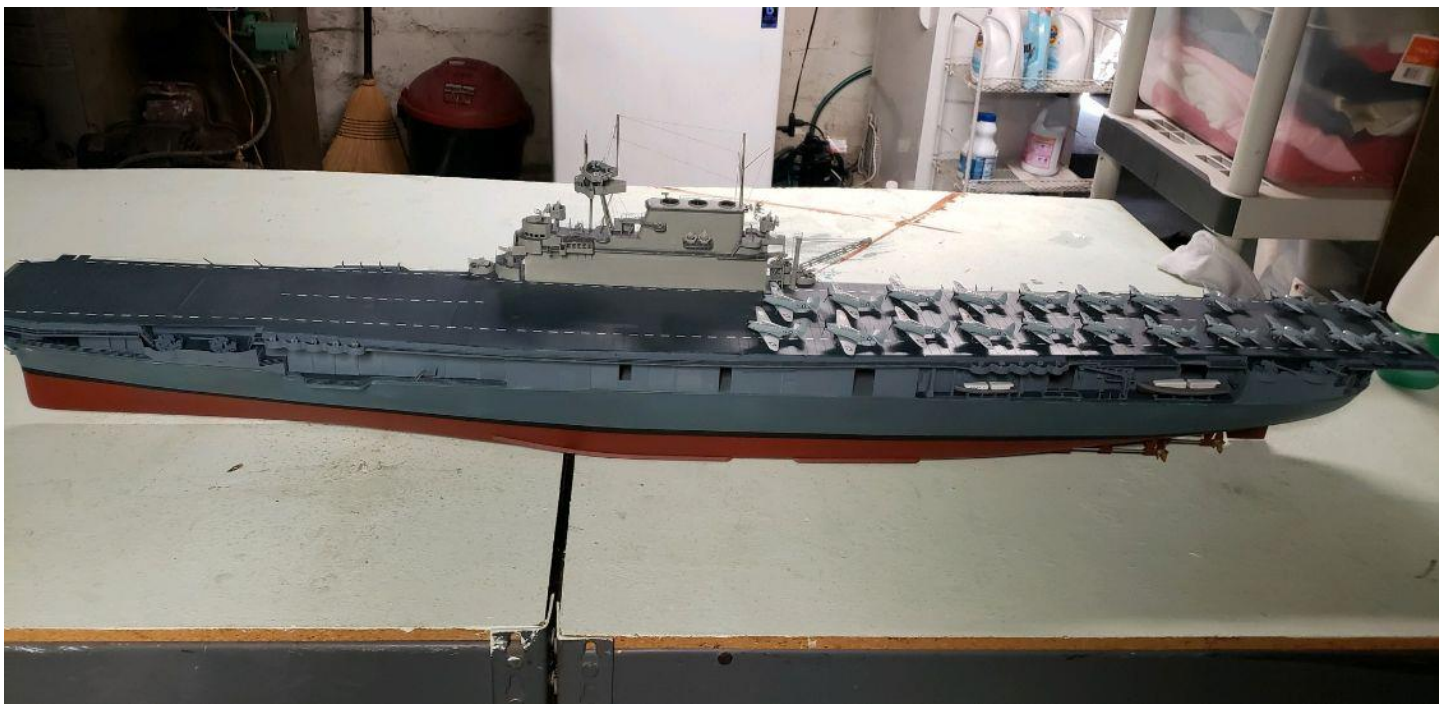
Here are a few pictures of Mike O'Connor's builds.



1/200 Scale DKM Bismark

This was the last model Mike was working on before he passed.

I appreciated the welcome from Patrick and his family and friends at the service. Mike's Atlantic Avenger was on display, and a number of other club members were there...masked men of course.



1/200 scale USS Yorktown

And here are a few pictures of Mike himself.



Loaded for beer.....both hands full!



With Marc Rocca

From my own perspective, Mike showed me the ins-and-outs of getting the registration done properly at MCon. His will be big shoes to fill at the table. I enjoyed every minute with him. Ed.

John Bucholz also continues his basic instruction for scratch-building.

Tools of the trade-Scratch Building 101

Scratch building does not require a 3-D printer or a small machine shop in your basement. Basic scratch building can be done with just the normal tools any scale modeler should have on hand.

Core Tools- 1) Hobby knife- The old X-Acto #11 is the best all purpose tool for basic building. Make sure to keep plenty of blades on hand as a sharp blade is very important when cutting plastic shapes.

2) files- you will need at least a round, triangular, and flat face file.

3) sandpaper- several grits from course to fine will be needed for shaping and detail work.

4) glue- liquid cement and tube glue for plastic are used on most projects but have some epoxy on hand for larger builds.

5) cutting mat- you will be doing a lot of cutting and a mat will really save your work space. If you don't yet have one, buy a dark color with inch and MM markings on the surface. (Most plastic sheet is white and will be easier to work with on a dark background.)

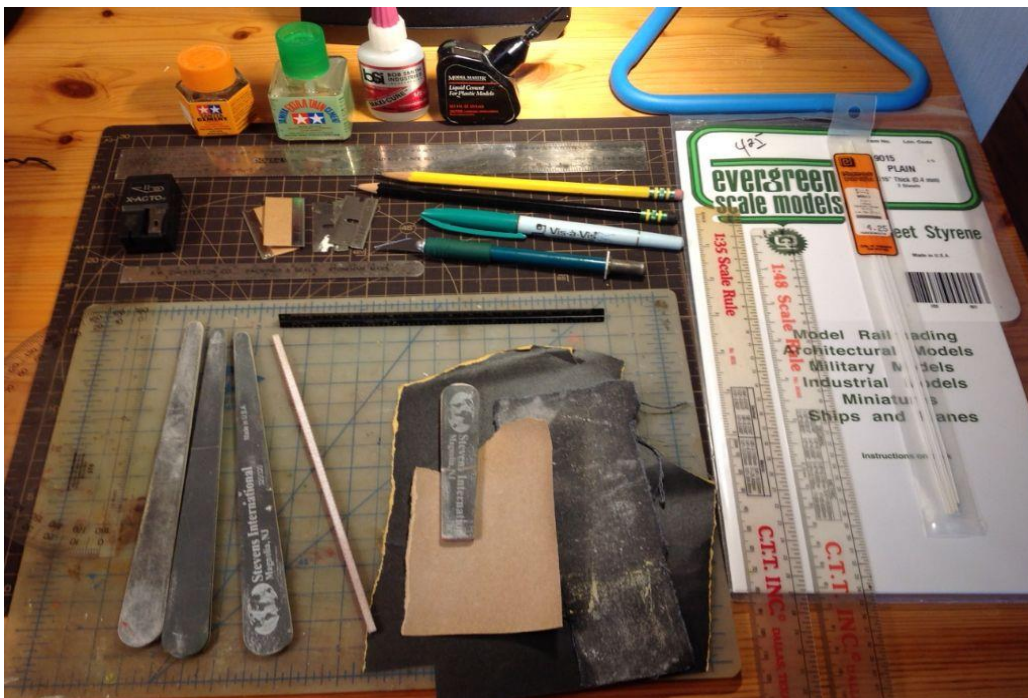
6) straightedge ruler- get a stainless steel one with both inch and metric markings. Model rail road shops have a good selection if you can't find one in your local craft store. This will be the tool you use the most and I have a short 5 inch and a long 12 inch on my bench at all times.

7) sharp pencil- used to mark plastic sheet before cutting. I use pencil because I can erase the many incorrect lines I draw on the plastic much easier than when I use a fine point marker.

8) scale rulers- I have then from 1/87 to 1/25th scale. They enable you to determine the real size of the item you want to build. I can speak from experience that many scale drawings are not spot on when compared with the measurements of the real thing.

9) razor blades- plain old single edge blades will be used for shaping and scraping- get plenty as they dull out quickly.

Now, last but not least you will need some plastic sheet. Evergreen and Plastistruct are the most common brands. When starting out just pick up the assortment packs. These will have one or two of the most common sizes (usually .10 to .40 in sheets). You may also want to get a rod and tube assortment which will have several sizes and will come in handy when you need a length of rod with a constant diameter.





And now it's Time for a TERRE-GRAM!

Mike Builds a Ship!

In the summer of 2013 Squadron was having one of their “large model” sales. Going through their offering I noticed that they had the Revell reissue of the old Matchbox 1/72nd scale Flower Class Corvette for \$49.98. This was a “Platinum” kit with photo etched parts and brass gun barrels. Being a 1/72nd scale modeler I’ve always been interested in this model, the price was right and it was ordered.

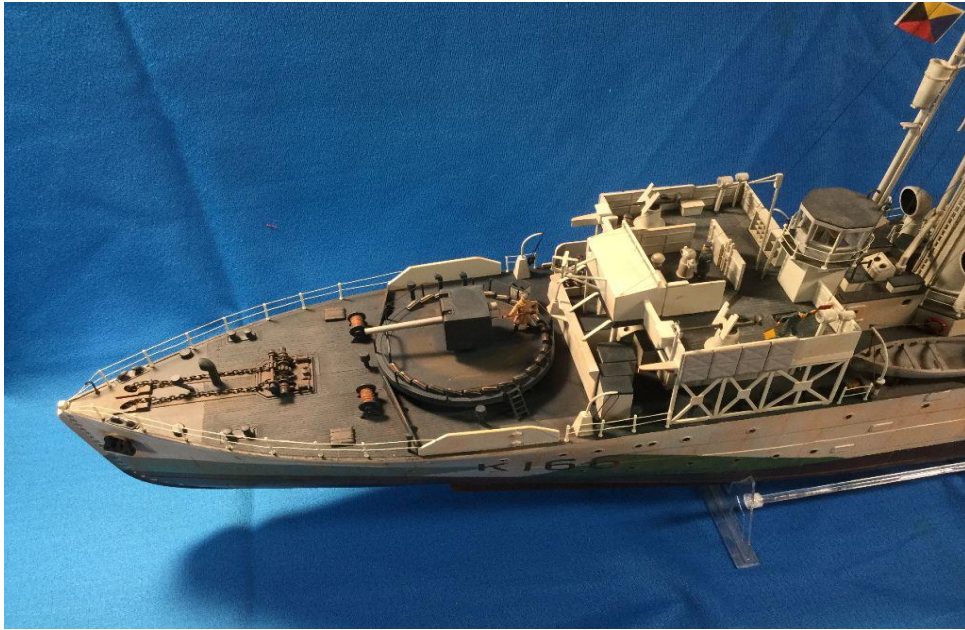
Fast forward the summer of 2019, I’m retired, living in Southern Delaware, (Gods country!) and was experiencing a terrible case of modeler burn out. Looking for something different I decided to build the Corvette. Jumping right in I found out just how big this build was going to be, the hull was almost three feet long! It would not fit on my bench! And I also now realized that there was over 1000 parts to the beast! The enthusiasm for the build was slowly going away but I pressed on. After getting the four piece hull together I decided to remove the molded in porthole structure and use the detailed PE parts. This entailed sanding down the 50 or so structures, cutting out the PE and gluing them in place. After the 10th porthole I was beginning to question why I started the project!



I then started to think about paint and realized I wouldn't be dealing with the usual small amounts but JARS of the stuff. This thing was going to really eat up the paint!

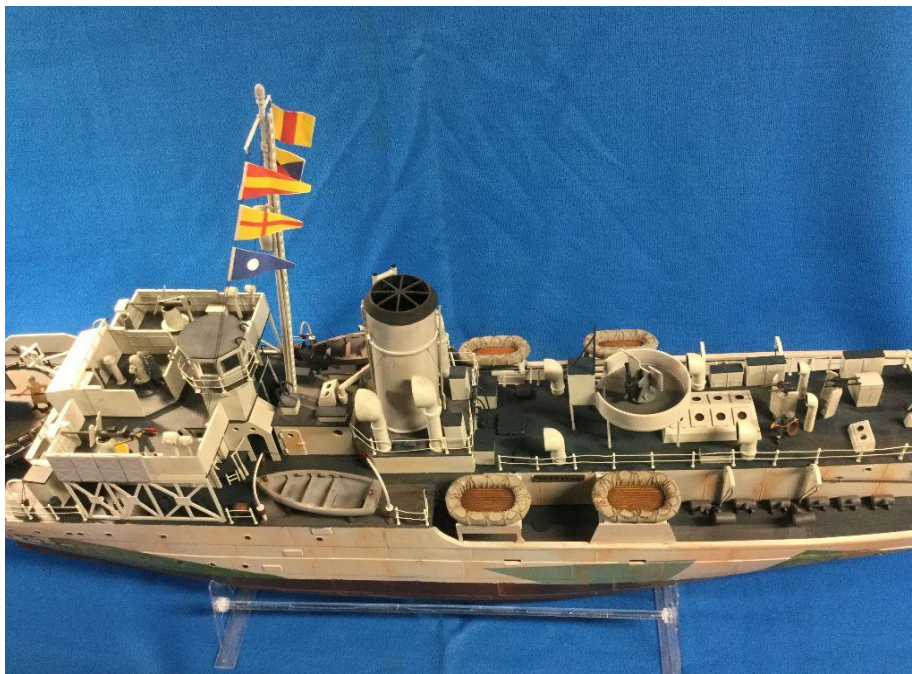
I'm familiar with most aircraft colors but was entirely “out of the water” with ship colors. Falling back on that tried and tested method of TLAR (That Looks About Right) I managed to get the necessary colors together in the quantities I thought I would need. Boy did I underestimate that! The surface areas were immense and ate up the paint like nothing. This necessitated a couple of trips to the local hobby shop, which was about 30 miles

away. My interest in this project was rapidly going away. However I stuck with it and got the hull together, deck and some superstructure as well. It was now Christmas 2019 and I took a break from building.



In the New Year I just didn't want to go back to the Corvette, which violates one of my cardinal modeling rules.....always complete the build you've started. Well, rules are meant to be broken and I went on to a vacuform model. However the Corvette was lurking on one of my benches just glaring at me, demanding that it be completed.

With the onset of COVID-19 lockdown I decided to finish it. I mean what if I caught the damn virus and died? Couldn't leave an uncompleted model on my bench! I'd go to modelers hell for that!



I decided to forgo the rest of the PE parts and brass gun barrels and complete the model "out of the box" or as Matchbox issued it back in 1979. I just put the thing together and didn't worry about every little detail. And then a funny thing happened, I start enjoying the build. I just used standard modeling techniques, nothing fancy, and built it. For example, I didn't use the PE railings as they looked flat. I used the kit supplied railing posts, strung kit supplied thread over them and secured it with Super Glue, followed by a coat of paint. I didn't use a lot of fancy weathering techniques but rather used my tried and tested pastels. For the ships rigging I DID try

something new....E-Z Line...and it worked beautifully. I didn't have to worry about exact measurements as the line could be stretched. Might have to try the stuff on my biplane builds after all . Marc Rocca, take note of that statement.

The kit had crew figures with it and this gave me some fun. I'm not and never will be a figure modeler but these guys really enhanced the model. I'm particularly happy with the guy on the bridge waving two signal flags. So this was my first big ship model. I found out that once you get into the build it really draws you in. Not a bad experience at all.

I'd like to mention some IPMSNJ guys who unknowingly helped me with this build. First many thanks to Tom Van Dermark. Many years ago he wrote an article concerning building this model. Tom your comments concerning reinforcing the cross hull supports were excellent and saved me much trouble when the decks went on. Martin Quinn, I used your technique of posing the guns off center in order to give the model a little interest. Bob La Padura, I took your suggestion and put a little "wave" into the flags...they look great. Devin Poore, your beautiful ship builds inspired me to get this beast done! And completely unrelated to this build, your Facebook comment that Civil War Monitors could be painted gray totally amazed me. Another bit of useless information



that I will never forget!

This build will never win any competitions, in fact I'd be embarrassed to bring it to any shows, however I'm happy with the results and that's all that counts. I will bring it to the first meeting we have and we can all have a laugh at it.

I don't know when this damn COVID-19 stuff will be over with and we can have a regular in person meeting at the KOC but I hope it's soon! I'm also thinking that with all the "lockdown" time we've had that there will be a lot of very exceptional models out on the competition tables for next years' shows. Thanks for reading, hope to see you all soon.



Mike Terre



Now from the lab of the MAD RUSSIAN DOCTOR

Most of you will roll their eyes and think « there goes Simon with his obscure stuff again “ , and yes , I’ll ‘fess up to it : Cant z1007, Consolidated Coronado, Dornier Do 26 , Tupolev SB-2 m103 ... Yup , I like the offbeat stuff, but no, I have nothing against Spitfires , P51s , Zeros and the like .



The Kalinin K5 was first flown in 1929 . It was a large single engine plane, and the first successful attempt by the young Soviet aviation industry at creating an airliner ; previously the

country had relied on German types , primarily the very successful Junker F13 . It had the elliptical planform favored by Kalinin . The fuselage was made out of a steel tube framework , with aluminum covering up to the back of the passenger cabin. The wing and tail surfaces were wooden , with plywood and fabric covering . It was flown with a variety of radial engines , the most successful being the US Wright Cyclone . Later it was also powered with the in-line Mikulin M17 , a development of a BMW design for which the Soviet Union had acquired a license . This engine increased the Kalinin K5's performance , but also made some structural

Reinforcement necessary.



Over 260 examples of this type were built , and with its ability to haul 12 passengers in a heated and soundproofed cabin , strong structure and tame flying characteristics it had a quite successful career in the 1930s.

Its moment of glory was the beginning of the War , first on the Finnish front , then at the time of the German invasion in June 1941 when it was used to evacuate thousands of wounded casualties . It was definitely “old hat “ by then , and remaining examples were promptly written off afterwards .

A Models , a Russian company exporting through Poland for tax purposes, was for a number of years very active in filling gaps in the coverage of Soviet types large and small for modellers . They also produced non Russian types such as a 1/72 Spruce Goose , Martin Mars or R3Y-1 Tradewind !

Lately their output has slowed down quite a bit , and their output has also turned to civilian aviation with types such as the Beechcraft Starship . I also suspect that the same outfit has produced a lot of the Eastern Express kits as well as products by a new company called Sova-M . But even for a Russian-conversant person like me some of this stuff remains mysterious !

A Model kits used to be a challenge to build , with a guaranteed need to file and putty hard, though the end product would usually justify the hassle ; I am for instance quite happy with their Yermolaev ER-2 I built a couple of years ago. Russian modellers even had a joke about “ the order of A Model “ , which you earned by completing of one of their models .

However , A Model have gotten progressively better , and even though they still call themselves “ short run” , they are getting pretty close to mainstream . I recently built their fairly large Ilyushin Il- 14 , and it was all smooth sailing asides from an overly scale-accurate landing gear that would have collapsed in no time at all.

The Kalinin 5 is quite large for a single engine plane , somewhat like the even more successful An-2 . Its square section fuselage is made up

of top, bottom and side pieces , which are molded flat . The instruction sheet recommends scoring the inside of the fuselage sides to facilitate them bending and matching the top and bottom pieces ; I found this to be unnecessary . After glueing in appropriate floors and bulkheads , the four fuselage pieces joined up with minimal effort and a good fit. I didn't bother with the passenger seats or toilet since they would be essentially invisible anyway . The pilots station , consisting of seats , control columns and an instrument panel were dropped in after the fuselage assembly .



I wanted to build the liquid-engine powered version of this type , and not the radial-engine version offered in the box. For this , I got an old Encore model of the Polikarpov R 5 , which has the appropriate M17 engine . This is an ancient mold which dates back to the Bad Old Days of Soviet modeling . After assembling the fuselage , I sawed off the R 5's engine . Having chopped off the nose of the A Model , I then attached the Encore's M17 engine . This required a lot of putty and filing work, with decent though not perfect results . I also used the large , Ford Model T- like underspent radiator and prop spinner from the Encore kit.

The wings , tailplane and associate strutting were all well molded , required only slight cleanup and were a good fit . The fixed landing gear was also fine , but I re-did the weight-bearing elements with brass rod for strength's sake .

Transparencies were good , with well- defined framing, but I used Crystal Clear for the passenger windows , including small portholes for the toilet , which I'd drilled out.

The kit includes some nice smaller detail parts such as the underwing position lights .

Wanting a late model in military service , I added a radio mast and a wind driven dynamo which I scratch built , on top of the fuselage .

After a coat of Mr Surfacer primer from a spray can , I painted my K5 in Soviet- standard olive green and light blue . I used my much-preferred Testors Model Masters enamels for this , mixing my own as I usually do .

Early/ style red stars with black outlines were from a Begemoth sheet . These are incredibly thin although strong . Great care is needed to apply them , but they lay down like paint, though the colors are not very dense . The numeral on the tailplane is from the sheet that came with that Encore R 5.

A coat of Testors semi gloss lacquer was applied to close off this project . I am happy to add this long-forgotten type to my collection of models that I've finished . And I do admit that this whole Social Distancing / “don't go any place “ reality that we've been living through has an upside : more modeling time ! I hope all you guys and your families stay well . And do try some of this more off-beat modeling stuff sometimes !

Dr. Simon Vichnevetsky

Here's something from one of the Modeling FB groups I'm in.

I've seen model planes but ...

<https://www.youtube.com/embed/HyuE1XnYO0I>

Put your mouse on the link-Press control-and then click the mouse! This is amazing modeling...of a sort!

FRED HORKY sent me another excellent piece about Vietnam, aircraft and camaraderie!

Navigation by the Lindbergh Method © ***or***

“How the B-26's navigated between Vietnam and the Philippines”This story is totally unrelated to my own Vietnam activities in 1963, but when a friend who had actually DONE it confirmed the story, it seemed too good a yarn to NOT be included.

The old Douglas B-26's flown by the Air Commandos early in the Vietnam War were the really old, prop-driven light bombers, originally designated as the A-26 when they appeared in WWII.

By 1963 those Douglas attack bombers were about on their third or fourth war, and getting very, very tired.



Already related in my e-Journal from my same 1963 tour, was sharing a very wet Irish Wake at the DOOM (Danang Officers Open Mess) bar with Pat Crotty, a college classmate not seen since graduation. But meeting him that day was not a happy coincidence. Earlier that same day Pat had lost two good friends when the wings on their B-26 had suddenly said, "O.K., we're done" and broken off on a bombing run up in the mountains near Danang. It was the first such B-26 loss. After it happened again, the B-26's were grounded until a few were later heavily remanufactured as the B-26K.

But this next B-26 story happened before that, and is a lot happier.

I heard this yarn at Clark Air Base in the Philippines, on one of those prized trips "to the world" when I took a C-123 to Clark for a regular inspection.

It seems that early-on in the war, an Air Commando B-26 crew (pilot and navigator) was filing a flight plan back from Clark to Bien Hoa, in Vietnam. The Clark base operations officer had become curious, knowing that the B-26 was not normally equipped with the overwater navigation equipment like Loran (LONg RANge radio nav), celestial, etc.) usually required. So he casually asked the pilot just how they had gotten from Vietnam to Clark in the first place!

The B-26 pilot and navigator responded that they'd gotten to Clark basically by using the "Lindbergh technique": he had pointed his "Spirit" east, flown a pre-planned "dead reckoning" flight plan, and trusted that it would be impossible to miss the entire continent of Europe. Our B-26 crew had trusted the same technique to get to the P.I.. And of course, they were right: it IS about impossible to miss a string of islands a thousand miles long!

Moreover, they had planned to go back to Vietnam using the same technique: it wasn't like Amelia Earhart trying to find tiny Howland Island in the vast Pacific: Vietnam has a pretty long coast line!

Maybe the Clark base ops officer was a newbie or just out of SAC or something, but anyway their answer reportedly had about put him in orbit, spouting endlessly about "minimum overwater equipment lists" and "Air Defense Identification Zone reporting", etc. And so, he refused to clear them to proceed!

The result was that the B-26 crew had to wait until a westbound MATS C-124 arrived at Clark trans-Pacific on its way to Vietnam. And of course the -124 crew had to have their required "crew rest" (another night at Clark) before the B-26 could be allowed to meekly proceed back to Vietnamhanging on the wing in formation with "Old Shaky"!



The B-26 crew reportedly wasn't at all put out by this development. After all, every day that they were REQUIRED to enjoy the (relative) country-club comforts of Clark was a "counter" toward their Vietnam tour: including when at the bar, at the Base Exchange, etc.. Even a day spent hitting on the airline "stews" on their own crew rest in bikinis at the Clark "O-club" pool, was a day toward a combat tour! What's to complain about? It was a no brainer, and sure beat getting shot at in 'nam!

What their commander back in Vietnam had to say about their enforced absence from Bien Hoa is unrecorded.

This anecdote remained just that for over a half-century, until confirmed by my long-time friend George Rose, a navigator I'd flown in C-119's with at Pope, and who later spent two combat tours in Vietnam; first flying the early B-26 with the Air Commandos, and later the B-57, interdicting at night on "the trail". I've included George's confirmation of how B-26 overwater nav was done between 'nam and the P.I.; next....

Fred Horky

IPMS/USA 6390

(The following is George's reply)

Fred, you can believe this is a true story. When we flew from Bien Hoa to Clark we basically did point the aircraft east and fly until we hit land (P.I.). The B-26 had at this point very limited navigation capability/equipment; we had ADF, VOR and the whiskey compass.



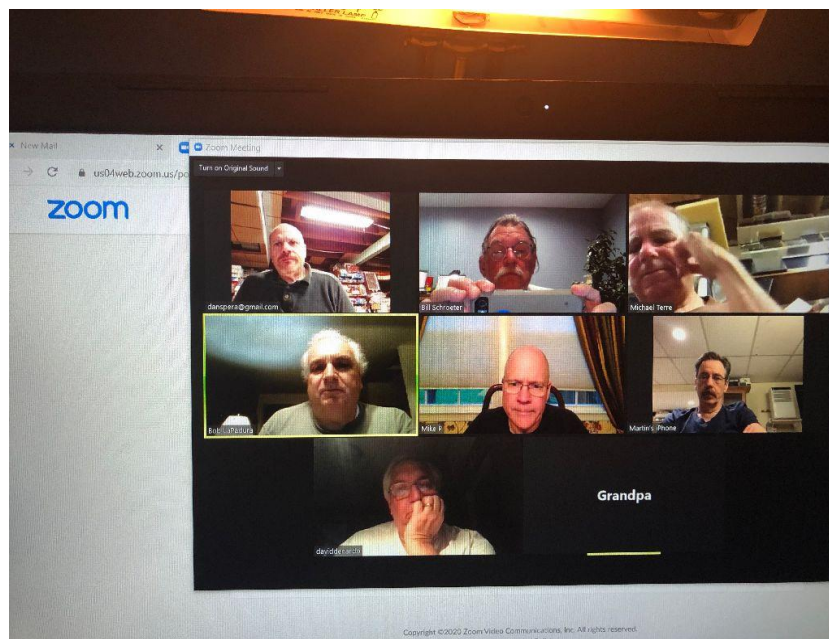
John Cragin, pilot (L), George Rose, (R) Nav

We did do a good flight plan using latest available weather and en route winds. We basically tracked out of Bien Hoa on ADF and VOR and map reading fix as we left the Vietnam coast. We DR'd (dead reckoned) across, giving DR position reports until we picked up ADF and VOR stations in the PI. I still have the flight plan. The total distance was 915 nautical miles with an estimated time en route of 4+45. Actual was 4+38

The B-26s may have had at some time better nav equipment i.e. Loran, Shoran and an N-1 or comparable compass systems. But ours did not; the compass systems had been deactivated. So when we went on missions we just had our maps, our eyeballs, hack watch, a vector from Saigon Control, and a forward controller at the target area. The assigned aircraft were not standardized. Instruments not in standard configuration, some had eight 50 cal. in the nose while others had six. Some guns could be charged by a switch while others had to be hand charged.

As a side story when my hack watch stopped working and I went to supply, they did not have one so I went to the exchange and bought a \$6 "Goodwill" watch. A note to this is that I had been standing by for a test flight on a B-26 after maintenance, and supply was one of the few places you could not hear the paging system. I had been paged but had not responded so the Ops Officer (Maj Adams) jumped in the right seat for the test hop. The vertical stabilizer came off and both crewmembers were killed. **George Rose**

Well thanks to all of those who contributed to the Newsletter. We hope all of our members are safe, and as healthy as possible. The JULY MEETING is on ZOOM at 730 PM Friday. If you need help with ZOOM, contact myself or Dan Spera, and we'll be sure to get you involved. As a final piece....here is a picture of the last ZOOM meeting I was able to attend.



So if you can, please ZOOM in on Friday night and touch base with your friends at NJIPMS!

Bill Schroeter, Editorious Stupidicus

