

NEW JERSEY IPMS CHAPTER NEWSLETTER

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" FROM THE IRON WORKS "

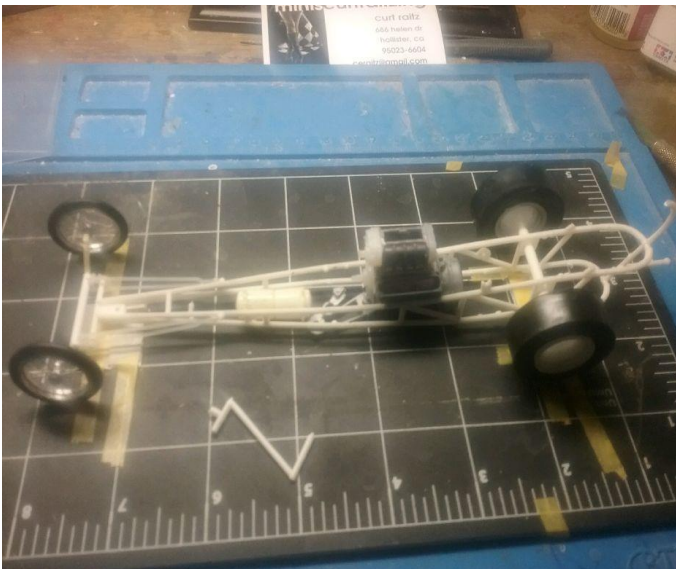
OCTOBER 2020 BY BIG BILL SCHWARZ PRES

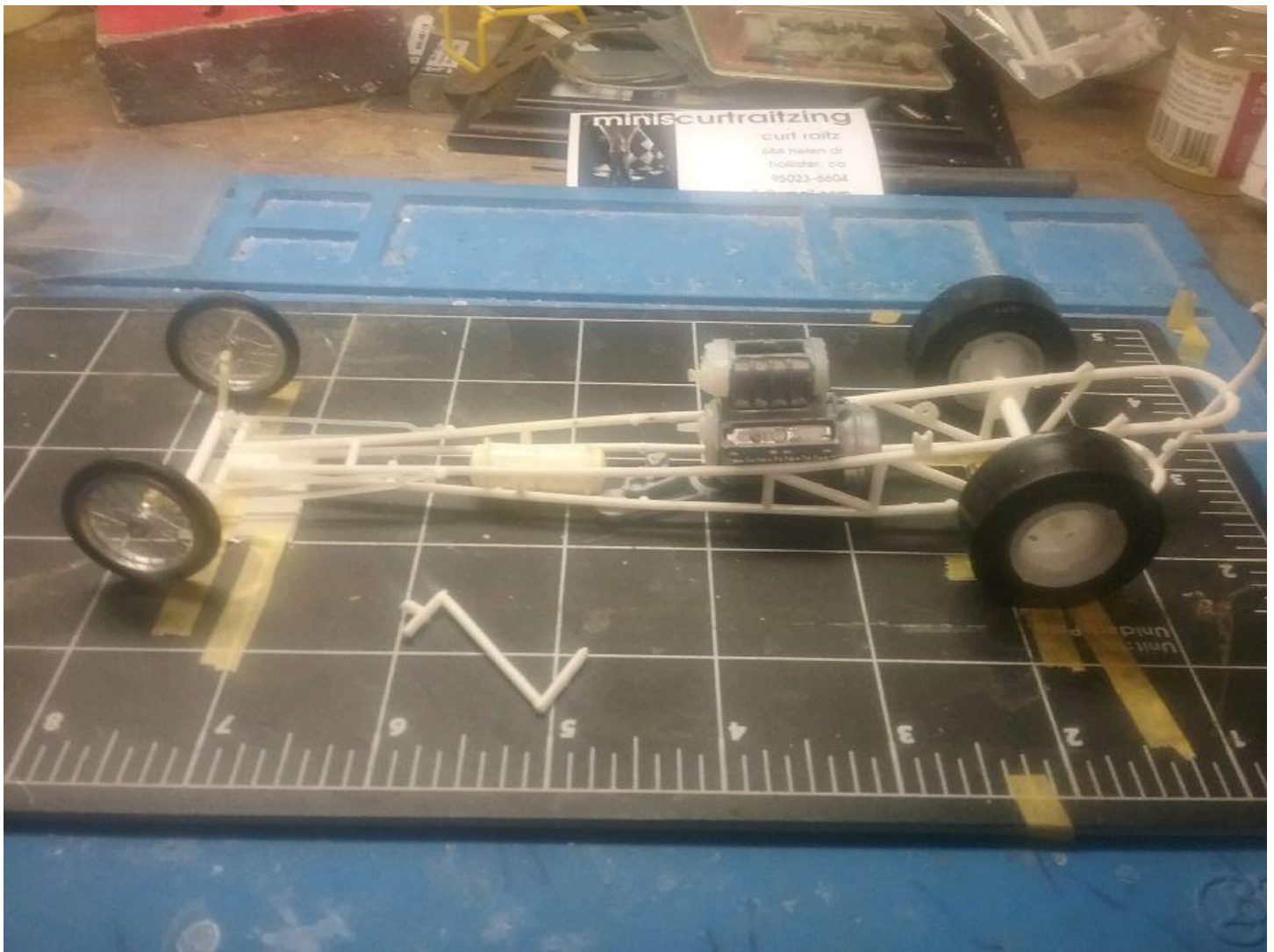
Hi all. Not much to say other than hope you all are well. No show, no meetings and Covid on the rise is just bad. What we have to do is, do the science, and we will do a lot better.

Hopefully after the holidays we can get back to some of the basics, but I don't think we will ever be the same. We just hope and try to be well. I am working in my shop a lot and am still waiting for parts for my Fokker and Hind. Until then I'm building a replica of Milner's Dragster from **MORE AMERICAN GRAFFITI**. Enclosed are 3 early build pics. I had to modify big time an old AMT Jawbreaker chassis. I built a jig so the frame is straight. The front axle is scratch built. Take a look at the custom made individual spoke front wheels! They're from Curt Raitz of Hollister, California. I will show progress over the next month. The body is from the old Fremont Racing Resins Line, just reopened by the original owner Joe. More to come later. Till then be well practice everything science has told you and hope for the best.

Enjoy the Zoom Meetings because that's it for a while. Best Regards to you all.

BB PRES

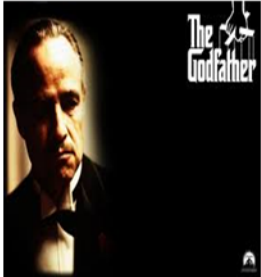




Good to see Big Bill building bulbous tires! We all hope your leg is healing and you are getting up to snuff!!!

From the Vice President's Desk

By Vince D'Alessio



Hi Guys,

Hope all is well with you and your families. I Have recently finished an AFV Club SIG-33 150 mm artillery gun used by the German army during World War II. This model has a lot of the smallest and thinnest pieces I can remember; some had to be removed buy fine saw blades! The fit was very good. There is some flash and a lot of seam lines that require extensive cleanup. It seemed most of time I spent in cleaning up mold lines between rivets and there are a lot of rivets. You really have to pay attention to the below average instructions. The front wheel and suspension are particularly delicate and full attention must be paid to construction sequence- it is key to the build.



I can't help myself when I saw that AFV Club had an additional paraphernalia kit available, along with a Verlinden resin AM kit. I purchased both, and used them on the display base. The Verlinden resin was as usual excellent but expensive. I also bought an SS Officer Figure for my base presentation. The paints used were all Tamiya, along with MIG, AK interactive weathering materials, pitches included.



Guys stay positive and stay healthy in these very trying times. After the elections the country will open up and we will have physical meetings again, see you all at the K of C in Garwood soon, Shout out to Big Bill- hope you are doing better and not in much pain?

Vince

Thanks to Big Bill and Vince for their support. These guys help us all hold it together. Is this the first figure we've seen from Vince in many a moon? Asking for a friend.

Here is a link from martin Quinn about working less and modeling more. Sounds like expert advice!!!

<https://hbr-org.cdn.ampproject.org/c/s/hbr.org/amp/2019/02/why-you-should-work-less-and-spend-more-time-on-hobbies>



Have any of you injured yourself so badly modeling that an ER visit was necessitated?

Please share your story. Identities will be protected. NOT!!

Pictures (with blood) earn EXTRA POINTS!!

AND NOW IT'S TIME FOR A TERRE-GRAM!



FANERA-2

This is my build of the Mikro-Mir 1/72nd scale Lisichkin NIAI-1 “Fanera-2”.

First a little history lesson. The NIAI-1 “Fanera-2” (Fanera is Russian for “plywood”) was a four seat cabin aircraft designed and built in the USSR in 1930. The designers, Lisichkin and Rentel in an attempt to build an efficient and small transport aircraft blended the wing into the fuselage forming the cockpit and cabin which held the pilot and three passengers. This area was extensively glazed, giving the passengers and pilot excellent visibility. The pilot was also

supplied with lower wing root windows allowing good downward views as well. A Townend ring and wheel spats were fitted to reduce drag.



Flight trials were extremely successful and twenty aircraft were ordered for use by Aeroflot, the Russian state airline. Some of these aircraft were also fitted with floats or skis.

The Mikro-Mir kit comprised 46 parts on three sprue of white plastic, one sprue of clear plastic and one small fret of PE. Also included were masks for the extensive windows on the aircraft. There was a little flash on some of the parts and very thick sprue gates on all components.



Due to the great amount of windows on the forward portion on this aircraft, the cabin area was molded in two pieces of very clear plastic. A basic interior was supplied with the kit but I enhanced it a little with parts from the spare box. A PE instrument panel and associated instruments markings were supplied with the kit which I use. However it's virtually invisible once installed. All the seats and interior components mount to the lower wing. I painted the interior Tamiya XF-53 Neutral Gray with the seats Tamiya XF-25 Light Sea Gray for a little contrast.

With this done the Interior of the two large clear plastic cabin parts were coated with two coats of Future to eliminate any scratches and blemishes, then joined with Tamiya extra thin quick setting cement (real good stuff!). Now assembly got a little tricky.

You have to fit two small clear plastic windows into the lower wing roots portions and then secure the previously mentioned clear plastic cabin area over the interior and in between the left and right wings and mate it all up with those two small wing root windows. Much to my surprise this was very easy, all parts mated up well, with only a little filing and sanding needed. Remember this is a limited run "cottage kit".



I next added the masks for the cabin windows. These masks fit perfectly and were easy to use. They sure made this build a lot easier.

With this done the aft fuselage and tail surfaces were attached to the rear of the cabin. The joins here were not very good however and much filler was needed. A particular problem was found in the trailing edge wing root area. This area blended into the fuselage in a delicate compound curve. I used Mr. Dissolved Putty as well as an old dental tool to “flow” the putty into the area. The putty is very thick, but naturally assumed the curve of the area and once set



needed little further work. It's the first time I've worked with the stuff and it's really amazing! Highly recommended!

With the major building completed it was time for paint. I first primed with Tamiya primer and then followed with a coat of Krylon gloss white. Once dry I began to decal and this is where major problems were encountered. These decals were very thin and extremely brittle and there's nothing more frustrating than trying to position long, thin and brittle decals. However, with much patience and a lot of water they got applied. They were secured with Micro Set/Sol. Once the decals had dried overnight the model was sprayed Krylon Satin. It was then time to remove all those masks and happily they came off easily and there was no bleed through.

The spatted landing gear gave me a little trouble as the wheels were too thick to fit the spats but a little sanding cleared up the problem. The landing gear struts were very fragile however they aligned perfectly with their mating holes in the fuselage.

The engine was made up with separate push rods, exhaust manifolds and air intakes. Some of these parts were poorly molded and needed a lot of cleanup to fit properly. However once together gave a nice representation of an engine. The assembled engine even fit perfectly in the Townend ring. The engine cylinders were painted Tamiya XF-69 NATO Black, the crankcase Tamiya XF-53 Neutral Gray, the push rods Tamiya X-11 Chrome Silver and the exhausts Tamiya XF-64 Red Brown with a black pastel wash.

The wooden propeller was first painted Tamiya XF-15 Flat Flesh, then streaked with Tamiya XF-79 Linoleum Deck Brown followed by a coat of Tamiya X-26 Clear Orange to bring out the wood grain and varnished wood effect of the actual propeller.

Finally, it was time to add the PE control horns for the full span ailerons. This was a disappointment as they were simply too small and out of scale. I scratch built new ones from Evergreen rod stock and stretched sprue with excellent results.



Since these aircraft were well maintained I lightly weathered the model using light gray pastel overall with black gray around the engine and landing gear areas. With weathering completed

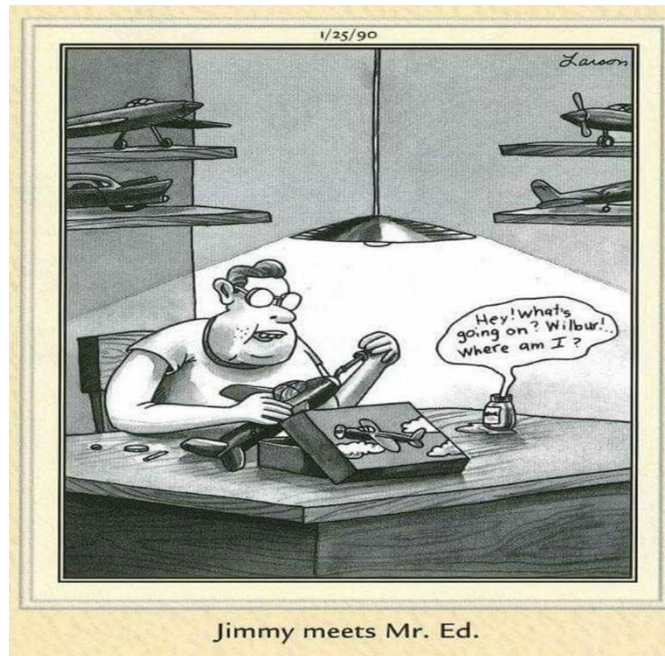


The model was done.

This was a very interesting and enjoyable three week build of a very unique aircraft. I think I might try and get another one and build it as a float plane.

I hope you enjoyed reading this, don't know when we'll all get together again at the K of C but I know it WILL happen. Until then stay safe and keep building! 👍

Mike Terre



Up next is Dr. Simon...with a LOT to say.

TUPELOV PS 35

The 1930's was a period of incredibly rapid developments in aviation . A ten year period saw wood and fabric contraptions evolve into airliners with many features still with us , such as metallic construction , soundproofed and climate controlled cabins , and a degree of reliability that increasingly made air travel less than foolhardy .

This quantum leap began with the Ford Trimotor and Boeing 247 , but it was the Douglas DC-2 that really got things moving. A number of other countries , including more minor players like Italy and France got into the act and built similar airplanes .

The Mitsubishi Ki-57 and the Soviet Tupolev PS 35 were also part of that new wave of airliners , and make an interesting parallel : they were both based on bombers already in production . For the Japanese it was the Ki-21 and for the Soviets ,the SB-2 . Both were successful planes , but they were both made irrelevant by the Douglas DC-3 which , with the same horsepower , and in the PS35's case, the same M62 engines , could carry up to 30 passengers instead of the 10-12 of these Japanese and Soviet contenders .

The DC-3 was so successful that licenses were acquired for its production both by Japan and by the Soviet Union which respectively built 500 and almost 6000 examples of this legendary plane.

The Tupolev PS35 had begun as a projected passenger version of the very important Tupolev SB-2, but it became apparent that many changes would be made to turn the bomber into an airliner. By the time the prototype PS35 was ready for its first flight in 1936, it had essentially no commonality with the SB-2 besides the landing gear, which had to be strengthened because weight had risen by a ton.



Flight trials were very satisfactory, but it became evident that the original circular section fuselage was too low for passengers, and the second prototype was built with a redesigned fuselage. The PS 35 was then approved for production and a series of 10 ordered. These gave good service, and were used primarily on the Moscow-Stockholm and Moscow - Prague routes.

But, as I already wrote, plans were already afoot to license-build the Douglas DC-3 in the USSR. The Soviet engineer Lisunov had spent a year at the Douglas plant in Santa Monica studying the DC-3's production before returning home. Conversion of all measurements to metric and also the lesser availability of high strength alloys made the Soviet 'Douglasky' slightly heavier and lower performing as its US counterpart, but it was just as successful and tractable; it was called the Li-2 (for Lisunov). Soviet production ramped up quickly, and by 1941 the Li-2 was in much wider use than the Tupolev PS-35.

Though less economical than the Li-2 , the PS35 cruised more than 20% faster than the Li-2 . When war with Germany broke out on June 22nd 1941, the small series of PS35's was promptly put in military service . Their speed made them useful and they served as staff transports , as transports for urgently needed supplies , and also to drop agents behind enemy lines . Some were still in service in 1944, not a bad performance in the very harsh environment of the Eastern Front .

I had been wanting for a while to build a model of this rather attractive footnote in aviation history , but there is no model available on the market. There was a model of the Tupolev PS35 released in resin 1/72 scale about five years ago , by the somewhat legendary company "Airkits" , created in Russia by the late Aleksandr Kozyrev . He put out several high quality of a number of obscure Soviet 1930's planes , but they are nearly impossible to find .

Much as I entertained building a PS35 , I was held back by the challenge of creating a cockpit for it . The spark to start on this project came when purely by chance I came upon an ad for the KP Siebel 204a , I believe in a Squadron catalog . The Siebel's cockpit is nearly identical to the PS35's in configuration and size . No, it's not a case of Soviet plagiarism : the German plane came out 3 years later than the PS35 .



The fuselage outline of the Siebel was also similar to the PS35 , with a somewhat rounded spine , but shorter and with one less row of passenger windows . I promptly acquired two KP Siebel 204 's ; these can be found for under \$20 . I also got an MPM SB-2 , and for the

wings and tail , a Russian Maquette brand DB3f . The latter is a third generation copy of the 1980's Plasticart Il-4 from the land of very manly female athletes .

Upon opening the KP Siebel 204 kits , I found the parts from their old 1970's Aero C3 kit along with an entire clear nose section beautifully molded in one piece ; I don't know if KP and Special Hobby are the same company , but the latter is the only company I've known to produce such fine clear parts .

As mentioned above , the PS35 is longer than the Siebel, with one more row of windows . No problema ! I cut a section from the front and one from the back of the fuselage of one of my Siebels , and spliced them to the fuselage of my 2nd Siebel kit.

The PS35 had flying surfaces different and larger than the SB-2's, and the MPM kit I had wound up being useless asides from contributing its main landing gear legs , just like the original bomber contributed to its airliner derivative .

Wing and tail surfaces for my project came from the Maquette DB3 f .This is a very basic kit , though cleanly molded ; it can also be found for under \$20 (and this important bomber could use a state of the art 1:72 re-do) .

Both the wings and tail surfaces needed some re-shaping , not a very difficult job . I cut a partial main spar into my priorly assembled fuselage to attach the wings to it. I attached the tail surfaces to the rear fuselage by staking with pieces of brass wire and supergluing . Call me old , but I like the joints on my models strong ! Fairing in of the flying surfaces to the fuselage was done using one of my other favorites : DAP plastic wood . It adheres well to plastic, dries fast and is strong ,but sands



easily to a fine feathered edge .

Having the basic airframe together but about as smooth as a porcupine ,I went through several cycles of filling small defects with Mr Surfacer 600 grade and Tamiya white putty, sanding and spraying with Mr Surfacer primer .

I added engines from the spares box and cowlings from the DB3f kit . In hindsight , I wish I'd used other, slightly shorter cowlings . Exhaust pipes are suitably bent aluminium tube. The main landing gear legs were from MPM , strengthened with brass wire , and the tailwheel from the spares box .

The pilots cabin interior was filled out with appropriate seats and control columns , seat belts made from yellowed newspaper and a photo etched instrument panel that came from the KP kit. Basic cockpit color is gray, with brown seats and black control panel.



The most demanding part of the build was attaching that new clear nose section , with priorly painted framing (protected with Maskol liquid mask) , to the fuselage . Some very careful filling and sanding , as well as some “rounding out “ of the shape of the nose cone was carried out by repeated applications of White Putty and sanding, with good results .

The Tupolev PS35 had a rather bland natural metal finish with black serial numbers in civilian service, and instead I decided to do the early War green/black/ sky blue finish it is known to have worn . Regrettably , I finally found a photo of an example in camouflage after I'd already painted my model . The pattern is different, but this not being a factory applied finish it probably varied from plane to plane anyway . I used my usual Model Masters enamels , mixed

to my specs . Black in particular would not look realistic applied straight , so I mixed in some Burnt Umber (also my pick for realistic tires) . The green color is Testors Green Drab , with some added Radome Tan and Sandgelb . I used Russian Underside Blue unmixed .

The number 2 on the fuselage and silver-edged fin star are AML decals . The underwing stars are from the Maquette kit . They all laid down beautifully .

There are several small antenna masts and a nose pitot tube, all made from brass wire (I like solidity) , and the under-the-nose DF football is from the spares box (I believe from the Williams C46 , a sadly forgotten kit). Monofilament fishing wire was used for the twin antenna wires .



I detailed the right wing landing light with a tiny rhinestone . And after finishing the kit , I also found out that there should also have been a landing light in the left wing ! In my defense , documentation on the PS35 is not abundant , and plans somewhat inconsistent .

Wingtip green/red position lights and a white tail light are from a CMK resin set . These look nice but are devilishly difficult to apply and love to fly off your table !

I finished this project with my usual Testors semi gloss spray ; I've been using this for more than forty years with no bad experiences . It makes flat less flat , shiny less shiny , and in my simplistic mind is always appropriate . And I've got a stockpile in the basement !



If you've read this far , thank you ! I hope the pictures I sent will help you understand how I made this Tupolev PS35 by kit-bashing . I'm pleased with the results , though there are some inaccuracies in the finished product . I'm now off to bigger and better things , kit-bashing together a Handley Page Hastings . But as they say, that's another story !



I can always rely on FRED HORKY sending something interesting.

A “Model A Ford” Postal Service truck!



Model-A-Ford-PO-Truck-Postal-Museum

Model A Ford mail truck in the National Postal Museum in Washington

https://en.wikipedia.org/wiki/National_Postal_Museum

Are you old enough to even REMEMBER seeing the Model A Ford mail trucks making their roundsin olive drab paint?

Boxart 1929 Ford



Or know why post office trucks and mail boxes were painted in Olive Drab for decades?



(The answer: after World War ONE, the War Department gave the Post Office Department a large supply of war surplus olive drab paint that was used to coat the mail collection boxes AND TRUCKS. Olive drab became the standard color for collection boxes until 1955sixty five years ago! For more on the subject, see <https://legalbeagle.com/13656954-what-are-the-official-colors-of-the-us-postal-service.html>)

It shouldn't be too difficult a kit bash; the hardest part might be finding a suitable Model A Ford kit as the basis. There have been a number of Model A Ford model kits produced over the years: the old MPC kit for an "A-model Woody" seems it might be the best candidate.



No fancy casting of resin parts, etc. would be required, just a sheet stock body spliced onto a modified Model A Ford station wagon kit.

Many of the other kits (Monogram, AMT, etc.) were of modified Fords with latter-day wheels, etc.; which would make the build harder.

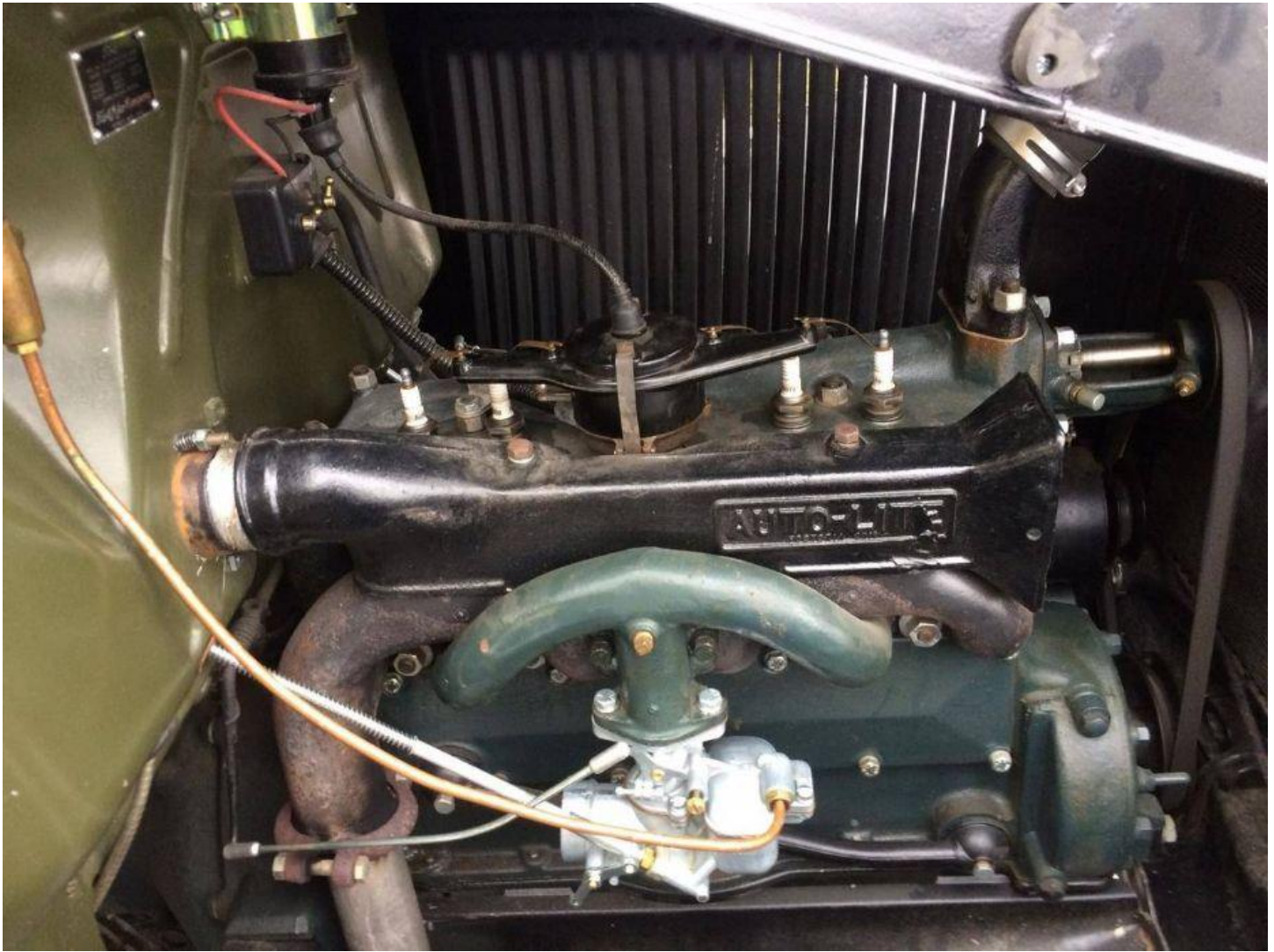
But if you're in a hurry, you could just search for a DIECAST Model A Ford mail truck on Ebay!

<https://www.ebay.com/itm/1929-U-S-MAIL-FORD-MODEL-A-TRUCK-1st-EDITION-USPS-1-25-DIECAST-TRUCK-/111318791485>

Or, you might even want to build a Model T Ford mail truck!



This is one cool photo!



For references on the A-model Ford build, there are many, MANY photos to be found by surfing the internet. Just a few of them are found below. (Evidently, full-scale automotive enthusiasts around the country have restored a number of these "1:1 scale" A-Model Ford mail trucks.)

Fred Horky
IPMS/USA 6390
Indian Trail, NC

Finally, here's a few pictures of the P-47 I built for the club build.



Here's the almost finished cockpit. I somewhere got a sheet of 1/48 scale instrument dial decals. They are great!!! It sure beats trying to paint them!



And the finished product. I'm proud of this one. Used my new Iawata Airbrush for the first time!

And now...Finally Final.

With this COVID-19 Pandemic in fuller swing....and seeming to get stronger, please allow me to editorialize a bit. Science tells us the ONLY way to beat this is to do three simple things.

1. **Wear a mask. Wear it properly so it covers your mouth AND nose.**
2. **Wash your hands often.**
3. **Avoid large crowds pretty much anywhere. The largest crowds for me were two BLM protests I was in; I swear 99% of the people involved wore masks.**

That it is. How hard is that? But I (sort of) understand that if you feel for whatever reason that you cannot abide by these simple rules-STAY HOME. I spoke to a Pulmonologist. There is no medical Reason to not where a mask. So, it is either abide by the Medical Advice- or stay home. Or be a vector for the virus.

As Model Builders, we have a hobby that we can easily disappear into for hours at a time. I actually also luckily, have music as well. I hope everyone is managing as best they can.

Let's hope we can get together soon and pick up the camaraderie and good times again.

Bill Schroeter

Editor