



**NEW JERSEY IPMS MOSQUITO-GRAM**  
**DECEMBER 2020**

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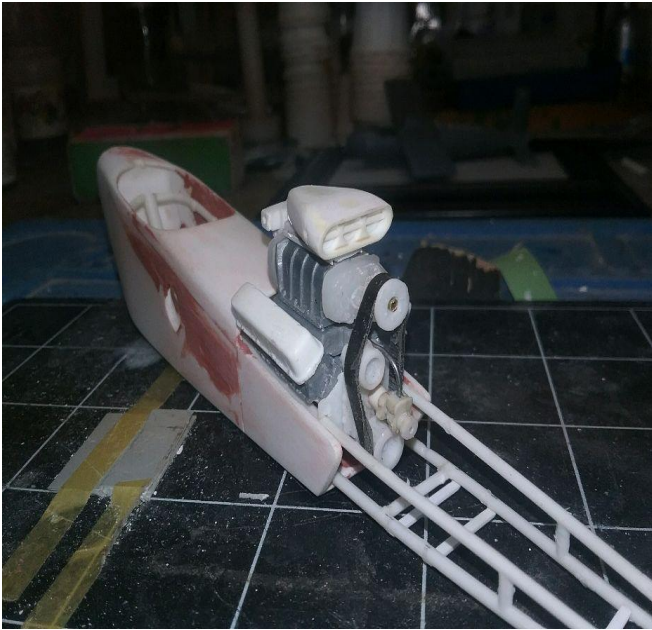
**"From the Iron Works " XMAS 2020**

Hi all. hope all of you are well and remain that way! I won't talk about Covid bcz you all know the deal ! Despite this, Best Holiday wishes to all of you and your families. I hope we will be able to meet by summer. The coming months will tell. Just believe the science and what's to come shortly. "NUFF SAID" !!!!!.



Not much new on this end. I'm still working in my shop and am having some fun working on a few things. The Bren gun p-1103 is ready for paint now. Should be done for the next Iron Works with base and figures. My Milners dragster is plugging along as well but still has a way to go. I just finished the pumps and valves on the chevy small block. now I can do all the feed lines and wiring, then finish up the chassis and body. I've put a lot of extra time in this bcz it needs to look right to me. I'm usually not a

stickler of accurate but a lot of what's seen on a front engine dragster needs to look busy bcz it is! BTW the MPC kit of this car is not even close and is based on available parts from other kits as is so many other kits! Anyway, mine will look the part and that's all that matters. Enclosed are in progress pics.



The Meng Fokker fuselage is closed and the mid wing and upper forward sheet metal is installed. You can look at it at the next ZOOM. The only other thing I'm doing now is playing with my 3d printer. I'm going to print a GODZILLA bust from the Godzilla 2000 movie. We will see how it goes. I absolutely LOVE the printer! The resolution is awesome! and BTW its "THE WAY OF THE FUTURE! :)







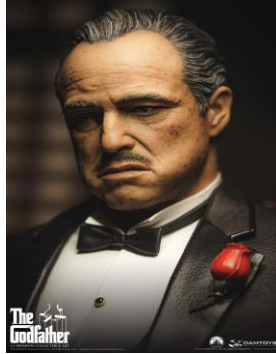
When I get back to my Zvezda Hind I'll show you how to use the 3d interior parts and the awesome 3d resin rivet decals. This kit needed upgrades big time but it's a perfect canvas for detailing! That's about it except "Happy Holidays , Be safe and Covid free and hope the new year brings us much needed relief and joy!!!!!!!!!!!!!!!!!!!!!! Be Well !!! BB Pres



**I'm really looking forward to seeing hoe a 3-D Printer works. Should be interesting! Ed.**

# From the Vice President's Desk

By Vince D'Alessio



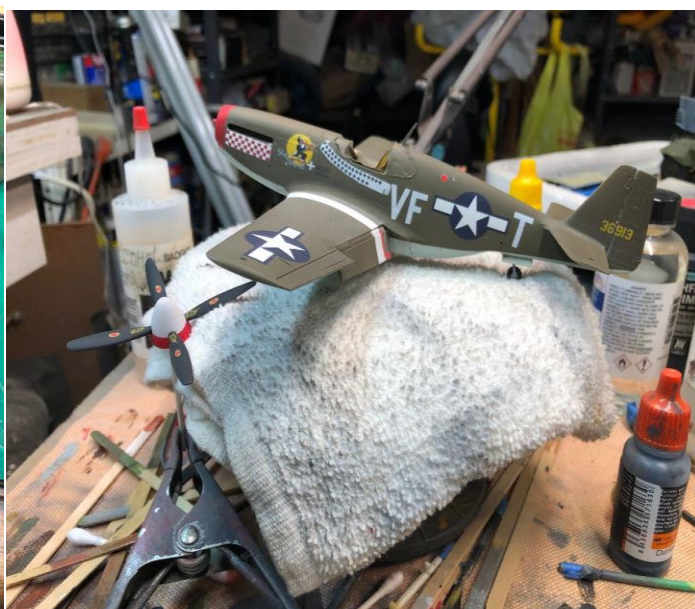
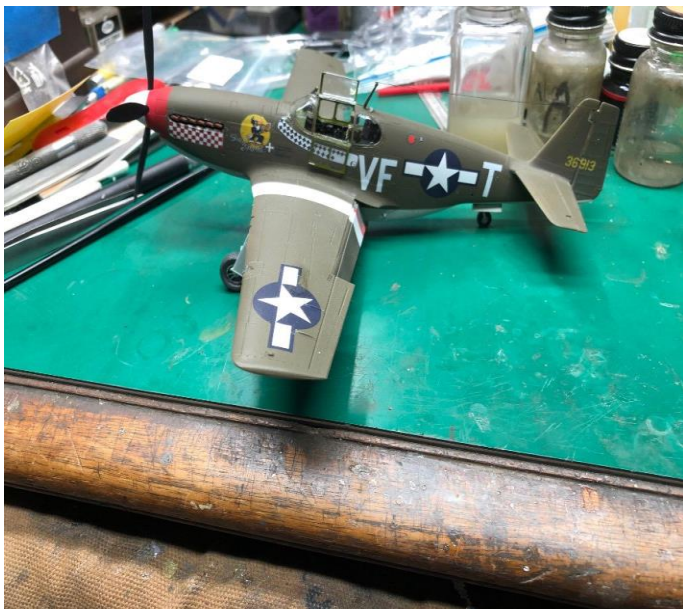
Hi Guys,

Hope you all had a great Thanksgiving, one of the benefits of the Chinese Plague was that I did not have to travel to Brooklyn this year. I am sure that Christmas will be the same,. Governor Murphy in his cause to save us from ourselves will shut down gatherings at Christmas to under 11 like Thanksgiving.

Getting on to the reason we are here, I have built a P-51B Mustang- it is the replica of a plane flown by Dom Gentile an I -Talian Boy from Ohio who learned to fly as a 13 year old with money he earned as a paper boy. He is the highest scoring ace to fly the P-51B in Europe. The kit used is by Tamiya and is pretty good. The paint used is Mr Color OD semi-gloss and Xtracolor RML02. The decals were terrible- it took me days to save them -they disintegrated off the sheet. Lucky I tested them before just applying them straight from that sheet. Overall I recommend the kit especially since Dom Gentile is one of my war Heroes. I have included a few pictures.

I got an EMAIL from Pat O'Connor he is doing well.

Vince



## The Contact's View

By Mike Pavlo, VP



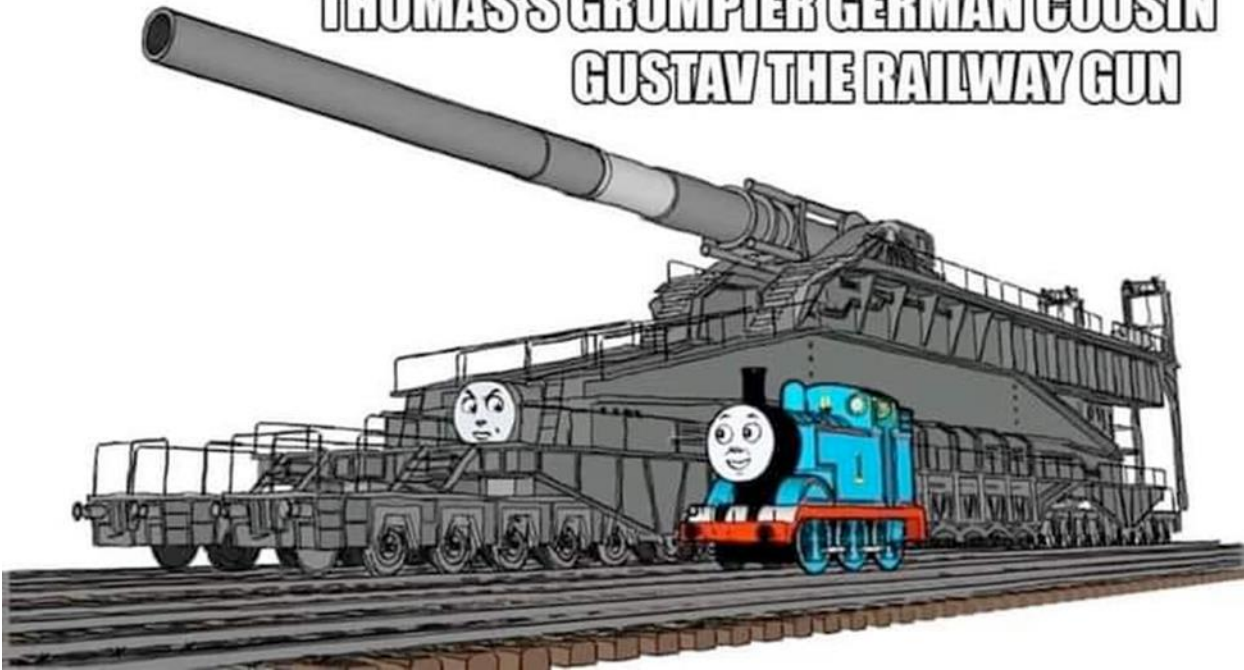
I'm looking forward to our club Zoom meeting on Friday. It's always a fun time, but I'm really looking forward even more to when we can finally meet in person again. Obviously, we don't know when that will be, but let's hope it's safe to do so in the not too distant future.

I'd like to take this opportunity to wish everyone a safe and joyous Holiday Season and certainly a happy and healthy 2021. As always, please keep our servicemen and women around the globe in your thoughts and prayers. Being away from family is always difficult, but even more so during the holidays.

Merry Christmas and Happy Holidays!  
Best Wishes,  
Mike P.



# THOMAS'S GRUMPIER GERMAN COUSIN GUSTAV THE RAILWAY GUN



I couldn't resist this one! Ed.

## THE JUDGES TABLE

By Jon Da Silva

That's it. That's all she wrote. It's this miserable year to rest. While great for our hobby, it's also been the year doing a lot of reading and The level of detail in that game on the



December folks. Let's put being trapped indoors is difficult. I've spent most of playing World of Warships. ships is astounding.

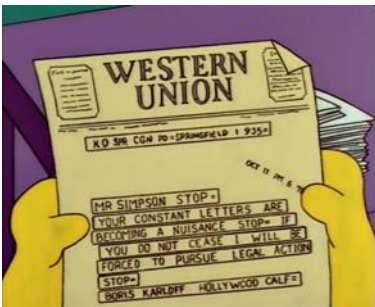
I must say playing the game really makes me want to try and find the old Heller 1/400 Jean Bart to buy. It seems like it doesn't exist anywhere on the internet for sale. Interestingly in my search I found out that heller makes a 1/400 scale battleship Maine. I was shocked and equally shocked at how fast the listing sold on eBay (I didn't even have time to enter a bid)

I might be possible to still have a model of the month. Logistically whoever would like to enter would have to submit photos for the month, then I could create a online poll (or perhaps have one on our website?)

Let me know what you guys think. It would be a good way to be a bit competitive with all the models we've built over the past year.

My best,  
Jon DaSilva

**I don't think anyone will argue about the difficulty of this year! Ed.**



**NOW IT'S TIME FOR THE FINAL TERRE-GRAM OF THE YEAR.**



## **My Christmas model**

Every year I like to have a model under the Christmas tree and this year it'll be a German tractor. It's the Miniart German Agricultural tractor D8500 Mod.1938 in 1/35th scale. Actually this tractor is a Lanz Bulldog, I have no idea what all the numbers mean. Ever since Big Bill brought in the Thunder Model Case tractor I've been interested in tractor models and boy am I looking forward to building this! Just look at those steel wheels and smoke stacks, they're just asking for some weathering. And that engine area sure needs a nice oily and greasy finish.

What's really helpful is that the box art is an actual picture of the real thing and you can't beat that. The model consists of 95 exquisitely molded parts on five spruces of medium gray plastic along with a small fret of PE parts and a very simple decal sheet.

The instruction sheet is very well done, easy to read and contains a detailed painting section with exceptional color illustrations.

If you want to see this tractor in operation just Google "Lanz Bulldog" and check out some great videos. There's one on how to start the Bulldog and it's just fascinating to watch. I'll give you a hint, the steering wheel is detached and used to turn the engine over.

This'll be a short piece as I'm busy decorating the house and Deb has a list of things that have yet to be done. I can't wait for this damn year to get over with as it's been a rough one. I'm looking forward to getting us all back together at the Garwood K of C and hopefully that'll be soon. Maybe we'll even get some shows going in 2021, let's hope so anyway.

I want to wish all club members and their families a blessed Christmas and a Happy New Year. Thanks for reading, hope to see you all soon.

Mike Terre

**I was expecting a buxom German Frau to be included!! Maybe in the hayloft? Ed.**



## NOW HERE'S A BUILD FROM JOHN BUCHOLZ

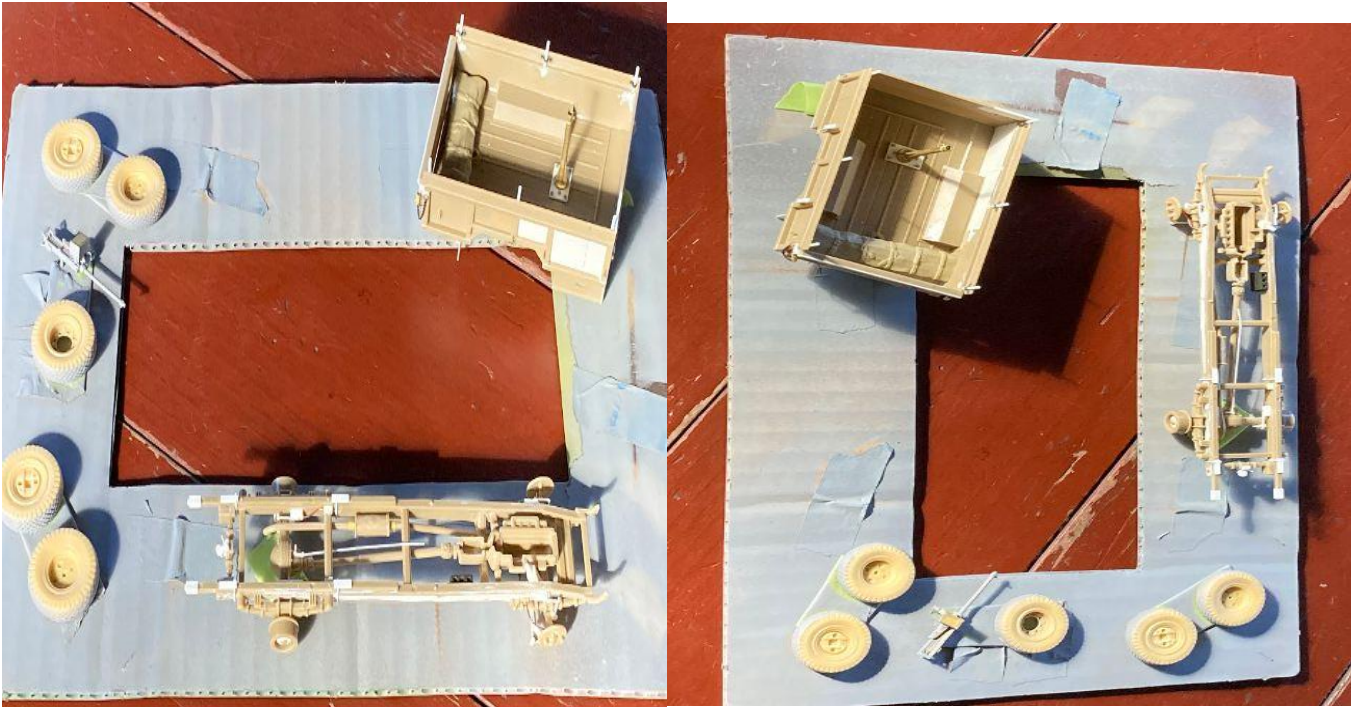
### A Moldy Oldie build-

The Canadian built 30cwt Chevrolet truck was put into service with the Long Range Desert Group in May of 1942. This truck had a metal truck bed and replaced the smaller 15cwt trucks currently in service. These trucks were just rear wheel drive (less weight) and were heavily modified for desert service. While all trucks had mounted armament, the main purpose of the group was to gather INTEL and not to fight with Axis forces. Patrols were usually six or more vehicles and were often away for weeks at a time. Each truck would carry up to two tons of water, fuel, and spare parts to ensure that even if there were losses due to combat or mechanical failure, the mission would continue. The LRDG was active in North Africa from 1940 till the end of the campaign in 1943.



This kit is from the 1970's and was one of Tamiya's better kits at this time. Looking at this kit today you will find many toy-like features such as moveable tail gate, steering, and radio compartment doors. The detail is also very basic on some parts and non-existent on others. The truck is molded as a radio equipped vehicle. Being that out of

all the trucks in a patrol only one would carry a radio I decided to convert it to a regular non-radio truck. You must remove the radio mount, lengthen the inner locker, and close the holes in the sidewall of the bed. While the basic shape is correct there are many items that need to be fabricated or corrected.



1- The undercarriage has minimal detail. You must add a steering box, tie rods, links, lever shocks, brake hoses and lines, and the rear differential Hi-Lo linkage. While you are at it find a set of resin wheels to replace the rubber tires supplied in the kit (they have mold marks in the sidewalls that are impossible to remove!).

2- The tail gate and bed are poorly represented. You will need a few pictures to see how the tail gate should really look. The posts that stick up on the edges also need replacing with more detailed pieces.

3- The cab is very simplified- The seat and gas tank are too small, the floor has incorrect pedals and shifter, if you want windscreens you will have to scratch build them, the water condenser is incorrect, and you must add a cooling air duct under the radiator.



4- Most accessories are poorly done. the POW racks on the running boards are totally out of scale, the sand mats on each front fender are just blobs, the sand channels on the side of the bed are cast as one piece (there are two with a space in between each one), no tow cables or chains are provided, and the rear bed needs a lot more stores than provided in the kit.

Most of the other corrections are just to correct parts that are over scale (mud flaps and brackets, sand mat holders, rifle racks, tools, etc.). After priming with Tamiya White I painted everything in British Portland Stone, a color used on many desert vehicles at the time. Markings were always very minimal so I just gave it a patrol number and truck serial number. The spares box was used to fill up the bed with assorted cargo, jerry cans, bedrolls, nets, and such. I found a Collectors Brass 50 caliber machinegun (aircraft type, early barrel) which was placed in the front bed area (some had them in the rear section) and mounted on a pedestal.

The figures are a combination of some old Verlinden British desert raider soldiers with re-sculped and/or replaced heads, arms, and details. The LRDG never had standard battle dress while on patrol so almost any color combination is possible with these figures. All in All, it was a time-consuming build because of the age of the kit, however this kit is the only LRDG truck kit I know of so there was not much choice in the matter. Take your time and you will be rewarded with a unique model.





## References- New Vanguard: The Long Range Desert Group 1940-1945

Osprey Vanguard series Number 32

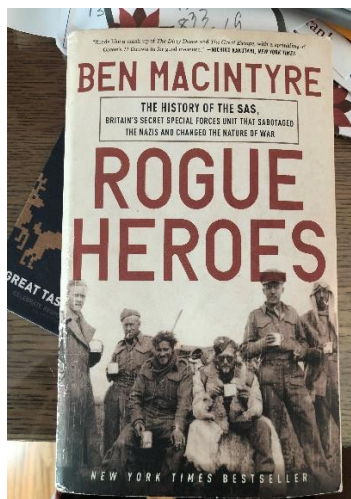
Published 1999- This volume gives a concise history of the LRDG with many pictures and color drawings of many patrol vehicles. The center cutaway gives a good detail look at the 30ctw truck.

Armor Models Magazine number 4 (no date!)- A Spanish publication brought in by Squadron shop over 20 years ago. The article on the build is so-so but there are pictures from the Imperial War Museum as well as some color pictures of restored vehicles at one of the many shows they have in England.

There is also a website [www.lrdg.org](http://www.lrdg.org) with a full history and pictures of the vehicles-

Happy Modeling-John Bucholz

**THANKS JOHN! I RECENTLY FINISHED A BOOK “ROGUE HEROS” BY BEN MACINTYRE, which details the complete history of the SAS as well as the extraordinary characters with which it was peopled! A good one!**



**Patrick O'Connor sent a couple of pictures. First his build of 1 a 1/48 scale ME-109 F Tropical.**



**And his newest Stash Member.**



**You may remember that last month, Patrick showed a Corsair in Post-War French colors, with which I was unfamiliar. Leave it to Fred Horky to clear things up!**



In your latest IPMS/New Jersey "Mosquitogram" received via my long-time friend Mark Young, I noted that you don't seem to be certain of the parentage of the markings on the Pat O'Connor's Corsair: that passage copied below.

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Corsair 56 Suez war

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Well, again my advanced age has put me in a position where about everything is in the rear view mirror, and I remember things that most folks have never even heard of!

But I must hasten to add that I wasn't personally involved with Corsairs (or anything else) with those black and yellow stripes ....but do REMEMBER the event!





In this case, it was “The Suez War” of the fall of 1956, when Israel, England, and France teamed up to take back the Suez Canal. recently “nationalized” (i.e.”grabbed”) by a suddenly nationalistic Egypt.

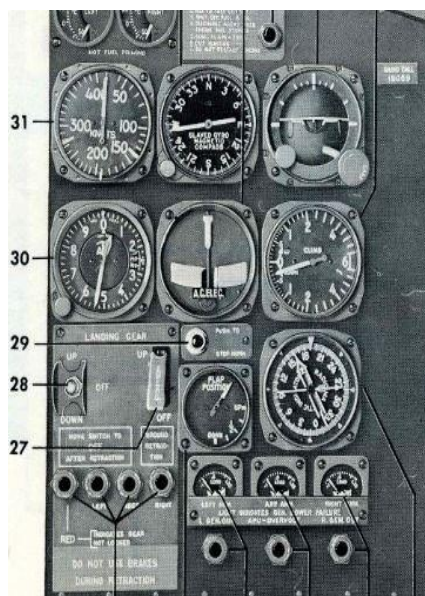
Just the previous spring I’d graduated USAF pilot training and became a newly-minted “hydraulic specialist”. (That is, a USAF 2nd Lt., sitting in the right seat of our mutual uncle’s “dollar-nineteens” of the 778th Troop Carrier Squadron, 464th Troop Carrier Wing.)

My most favorite picture of the –119. Al Lloyd even used it on the cover of his Aerofax C-82/C-119 book! Story of taking the picture attached, if you’re interested.



In that exalted position, I was in sole charge of the Landing Gear Control Switch, marked as item 28 in the scrap view below of the copilot’s instrument panel, scanned

out of my T.O. 1-C-119G-1 “Dash One”. (That I’m still carrying it around after sixty-odd years probably indicates something; not least that I’m an inveterate pack rat....)



Note that all that is provided for the purpose of raising and lowering the rollers, is just a simple, three-position switch: up, off (neutral), and down. That simple switch and all the “steam gauges” that surround it ...that’s what those round dials are derisively called in this day of computerized “glass cockpits” ...are an indication of how far human factors design and cockpit ergonomics have progressed. Today just about any airplane calling itself modern will, to prevent operator confusion, provide him with a device that LOOKS like a little “wheel” to plainly indicate its function. And perhaps that’s a clue as to what designers think of pilots: they design at a kindergarten level for the operator.

The above reminds me of all the discussion in “The Right Stuff”, about monkeys going into space first ...perhaps because the designers didn’t trust humans to do it?

But per usual I’ve distracted myself, again: my apologies!

To get back to my discussion of the Suez War: as an airlifters community newbie, the Suez Crisis was the first time I experienced the phenomenon which occurred when just about any kind of trouble happened, anywhere in the world. Immediately, a rumor mill

would start with all sorts of scenarios about our possible involvement. So naturally, everybody was paying attention to what little hard news was filtering down to squadron level about Suez. (Later after conversion to the C-130 with much longer legs and capacity than our high-handle wheelbarrow C-119, as often as not we WOULD wind up involved, often with just a couple of hours notice.)

As wars go, Suez was a little\* war, soon ended and with not much really changing. Among French types flown by the were prop-driven F4U-7's ....incidentally the last of that long Corsair line and built for the French .....chosen mainly because French carriers of the era were too small to operate jets. (They were two USN Independence class WWII LIGHT carriers that themselves had been stopgaps, built on cruiser hulls; and the Royal Navy's Colossus, also a light fleet carrier ...see [https://en.wikipedia.org/wiki/List\\_of\\_aircraft\\_carriers\\_of\\_France](https://en.wikipedia.org/wiki/List_of_aircraft_carriers_of_France) )

Per Wikipedia, the Corsairs of the Aéronavale did well .... "The 14.F and 15.F Flotillas also took part in the Anglo-French-Israeli seizure of the Suez Canal in October 1956, code-named Operation Musketeer. The Corsairs were painted with yellow and black recognition stripes for this operation. They were tasked with destroying Egyptian Navy ships at Alexandria but the presence of U.S. Navy ships prevented the successful completion of the mission. On 3 November 16 F4U-7s attacked airfields in the Delta, with one Corsair shot down by anti-aircraft fire. Two more Corsairs were damaged when landing back on the carriers. The Corsairs engaged in Operation Musketeer dropped a total of 25 tons of bombs, and fired more than 500 rockets and 16,000 20 mm rounds"

But the war DID have great consequences. For example, historians mark it as the watershed proving England could no longer count itself among the big bullies in world geopolitics. (France had long since not been the big bully of the block in determining world affairs. That was established but not admitted after two out of three times within



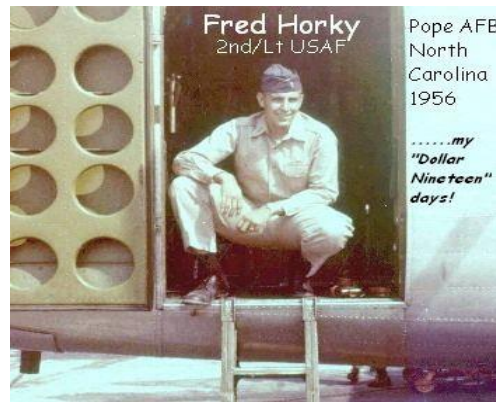
seventy years ...the Franco-Prussian war and WWII ...being steamrolled by a sudden new continental power to their east. The third time ...WWI ...France hung on with a lot of help from allies for four years of bitter trench warfare on its own soil.)

To summarize: while Egypt (and most especially, control of the vital Suez Canal) had long been under the thumb of England, growing nationalism in Egypt resulted in that country seizing control of the Canal. Rather than try to describe the result myself, I'll just add a summary paragraph from the Wikipedia article on the subject .....On 29 October, Israel invaded the Egyptian Sinai. Britain and France issued a joint ultimatum to cease fire, which was ignored. On 5 November, Britain and France landed paratroopers along the Suez Canal. While the Egyptian forces were defeated, they had blocked the canal to all shipping. It later became clear that Israel, France and Britain had conspired to plan out the invasion. The three allies had attained a number of their military objectives, but the canal was useless. Heavy political pressure from the United States and the USSR led to a withdrawal. U.S. president Dwight D. Eisenhower had strongly warned Britain not to invade; he threatened serious damage to the British financial system by selling the US government's pound sterling bonds. Historians conclude the crisis "signified the end of Great Britain's role as one of the world's major powers".

For the modeler, the Suez War opens a super-wide range of very interesting subject possibilities! Just on the aircraft side, it offers up a cornucopia of subjects, all with interesting markings: a short list including Egyptian MiG-17's (and Gloster Meteors!), RAF Hunters and Canberra's, Israeli B-17's and P-51's and Mosquitos and the ubiquitous C-47; and French F-84's ...and of course, Corsairs!

The attacking allies of course wanted to avoid "friendly fire" casualties ....although I've never seen anything "friendly" about the practice. Thus, since the black and white "invasion stripes" had worked so well twelve years before at Normandy, it was decided

that the new allies mark their aircraft with yellow and black markings at Suez ....of course including the French F4U Corsairs.



#### References:

[https://en.wikipedia.org/wiki/Suez\\_Crisis](https://en.wikipedia.org/wiki/Suez_Crisis)

[https://en.wikipedia.org/wiki/Operation\\_Musketeer\\_\(1956\)](https://en.wikipedia.org/wiki/Operation_Musketeer_(1956))

<https://www.militaryfactory.com/aircraft/suez-crisis-combat-aircraft.asp>

<http://wingsatwar.com/pageWingsOverSuezAircraft.htm>

<https://www.militaryimages.net/threads/british-aircraft-involved-in-suez-war-1956-attacking-egypt-and-port-said.9476/>

There are many, many more interesting links about this war on the web

#### Books:

<https://www.goodreads.com/shelf/show/suez-crisis>

\* It was at a different event somewhat later that I formed the Horky Corollary which expresses that "...there is no such thing as a "little" war, if it's YOUR butt that is getting shot at."



Editor's Note:

Well processing the words and pictures can get a bit tedious, but it is fun. I learn a lot from every piece that is contributed, and thank all of you who helped make the MosquitoGram an ongoing concern in this most difficult of years. Keep building and sharing. ZOOM meeting this Friday, December 11<sup>th</sup> at 730 PM. As always, if anyone needs helped getting on ZOOM, let Dan Spera or myself know and we can get you going.

Finally.....

