



## **MOSQUITO-GRAM**

**OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS/USA**

**Vol.XXX.Iss.i**

**" FROM THE IRON WORKS "**

**FROM BIG BILL SCHWARZ, PRES.**

Hi all. this is just a short piece this month. I've been in and out of surgeons getting scraped and prepped for more skin grafts so il' pretty busy..There are only 2 things for me this month so here it goes.

#1 first and foremost is this: I hope you are all well and stay well. It's not good out there so please regard your health as the #1 priority and stick with the science !!! Hopefully when the government finally gets a solid plan and gets the vaccines out we all will in short order be back to some kind of normal life ! We will see.

Now #2 is simple. I hope you all had a decent XMAS and I wish you all a great NEW YEAR !!! We need some positives. That's it for me this month. I'll post some pics of my Meng Fokker as well as my Milners dragster in the coming weeks. I just ordered a Pacura kit from Lucky as well as a few 3d printed detail items plus am still trying different things on my 3d printer. Great Stuff !! That's it for now. Be well and hope you all prosper this new year !!!

**REGARDS, BIG BILL**

HI GUYS. I FORGOT TO ADD THIS!

As of January 1st 2021 We the Eboard, due to Covid problems, moved the MOSQUITO.Con to SATURDAY JULY 31ST 2021 at the PAL. Hopefully we can do it if everyone gets on board with the vaccines and stays safe !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Thats it !

BB



Editor's Note: We all wish Big Bill the very best as he battles that which ails him. Say prayers, sacrifice a good white wine. Good luck Bill.

## From the Vice President's Desk

By Vince D'Alessio



Hi Guys,

This month I have completed a Panzer 4 Ausf E Vorpanzer in gray it's the Dragon kit 6315, It is also a redo of the same kit done several years ago.

Paints used were Tamiya, Vallejo , and Mission models. Weathering products used were Ammo pigments , washes, filters and streaking grime. Fruil metal tracks were used. Pictures included.

I wish all of you a healthy and happy new year Stay healthy and stay at home.

Vince



Great look on the exhaust and muffler.





Thanks Vince!



From VP Joe Smith:

HAPPY NEW YEARS TO ALL OF OUR MEMBERS.

# The Contact's View

By Mike Pavlo, VP



I hope that everyone enjoyed the holidays and got to enjoy some peace and tranquility. This was certainly a unique season for many reasons. Let's hope that next year at this time it will all be just an unpleasant memory.

I am pleased to say that I was lucky enough to receive a model and some modeling related books and supplies under the Christmas tree. The kit was the 1/35 scale AFV Club M5A1 Stuart Late version. That kit was released in 2011 and was apparently a very short run, as it became hard to find almost immediately. I had been looking for one since then – they would occasionally turn up on eBay, but always at obscene prices. Well, I finally found one for a reasonable price and Debbie wrapped it and placed it under the tree for me.

Not much has been announced regarding new kits for 2021, which isn't surprising. One bit of good news is that Arma Hobby plans to release an all new P-51B in 1/72 scale. It's hard to believe that we still don't have an accurate "B" version in that scale. The best one currently is the Monogram kit from 54 years ago. Arma Hobby saw the need and will be filling it...finally!

Wishing everyone a Happy & Healthy 2021  
Best Wishes,  
Mike P.

Editor's Note: I also received a very nice kit-Tamiya 1/48 Ilyushin Sturmovick-a favorite aircraft of mine.



ANNOUNCING FOR THE FIRST TIME IN 2021

Here's a new TERRE-Gram.

Crop Dusting Lysander

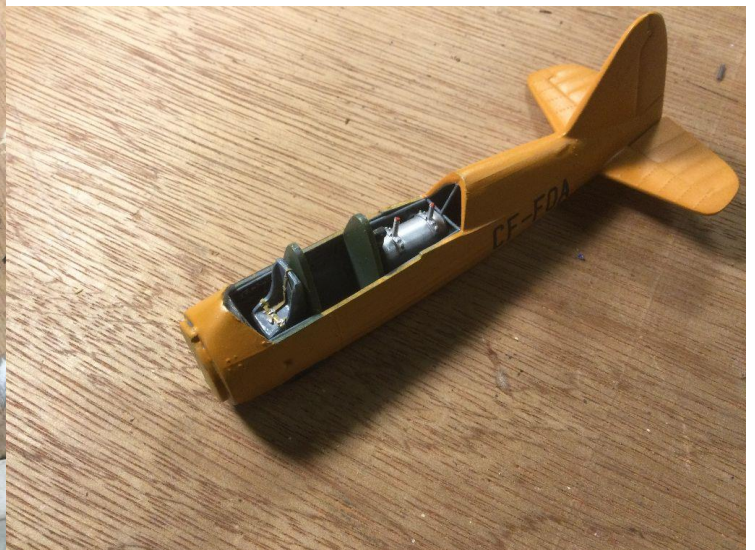
Normally the IPMS Journal does not motivate me to build a subject contained in it but the July - August 2020 issue was an exception. There was a wonderful article, "Planes of Farm" written by Brian Baker describing his builds of various 1/72nd scale "Ag" (agriculture) aircraft.

In the article there was a Westland Lysander that had been modified in Canada for crop dusting use. Now we've all seen Lysanders in various military paint schemes but I can't remember one in civilian markings. With this in mind, the hook was set, and I knew I had to build this aircraft. Luckily I had a Airfix 1/72nd Lysander in the stash and the build was on! A note of warning however, my Airfix Lysander was kit #02053 which was released in 1982, earlier releases had serious outline and fit problems and should be avoided. This kit is also famous for having a guy with a suitcase scrambling up the boarding ladder of the rear cockpit, it's really not a bad kit at all!





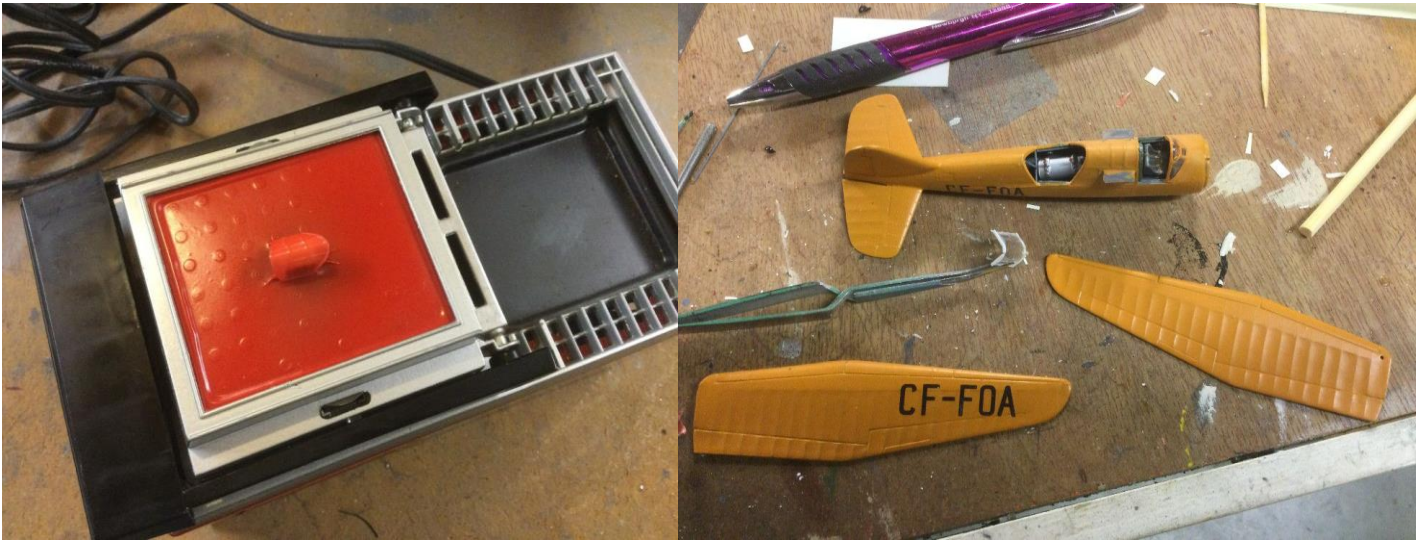
First thing I did was lay out the various fuselage bulkheads and floor boards. Believe it or not I had a Eduard PE Lysander instrument panel, can't remember where I got it along with a nice True Details pilot seat and associated seat belts. The cockpit side walls were detailed using Evergreen .010" strip stock. The control stick, throttle quadrant and rudder pedals were scratch built. There wasn't much to do for the rear cockpit, again Evergreen strip stock was used for side wall detail. All interior portions were finished off with Tamiya XF-53 Neutral Grey, with black pastel and Rub-N-Buff silver used to highlight the details. With that the fuselage was closed up with very little filler or sanding on the joins.



I next moved on to the windshield and canopy. The majority of these components were painted over on the real aircraft leaving only the pilots windshield and canopy clear. A problem arose however as I wanted to leave



the rear cockpit canopy open to show the chemical tank and associated equipment. The Airfix rear canopy was very thick and would not fit over the rear fuselage. Well, that old favorite of mine the Mattel vac-u form machine came into good use and a much thinner canopy was quickly formed from the original part. Since it was to be painted over I didn't have to use my much hoarded and very valuable clear vacuform plastic!



The pilots canopy was interesting as the Lysander had a very complex system. The side portions of the canopy could be slid back independently as could the top portion or all drawn back together as one unit. I decided to have the sides drawn back but to leave the top portion closed as it made the model just a little more interesting. I cut the Airfix canopy down and used just the top portion, the side panels were made from .010" clear plastic and secured accordingly.

At this point the two piece wings (upper and lower parts) were assembled and well as the horizontal stabilizer/ elevator. These components were very nicely molded with nice thin trailing edges, all the more remarkable as the wings and stabilizer were two piece. Once dry the stabilizer was glued to the fuselage with surprisingly little filler on sanding needed.

The landing gear was next assembled but I left the wheel assembly as well as the landing lights off to ease painting. More on the landing gear later.

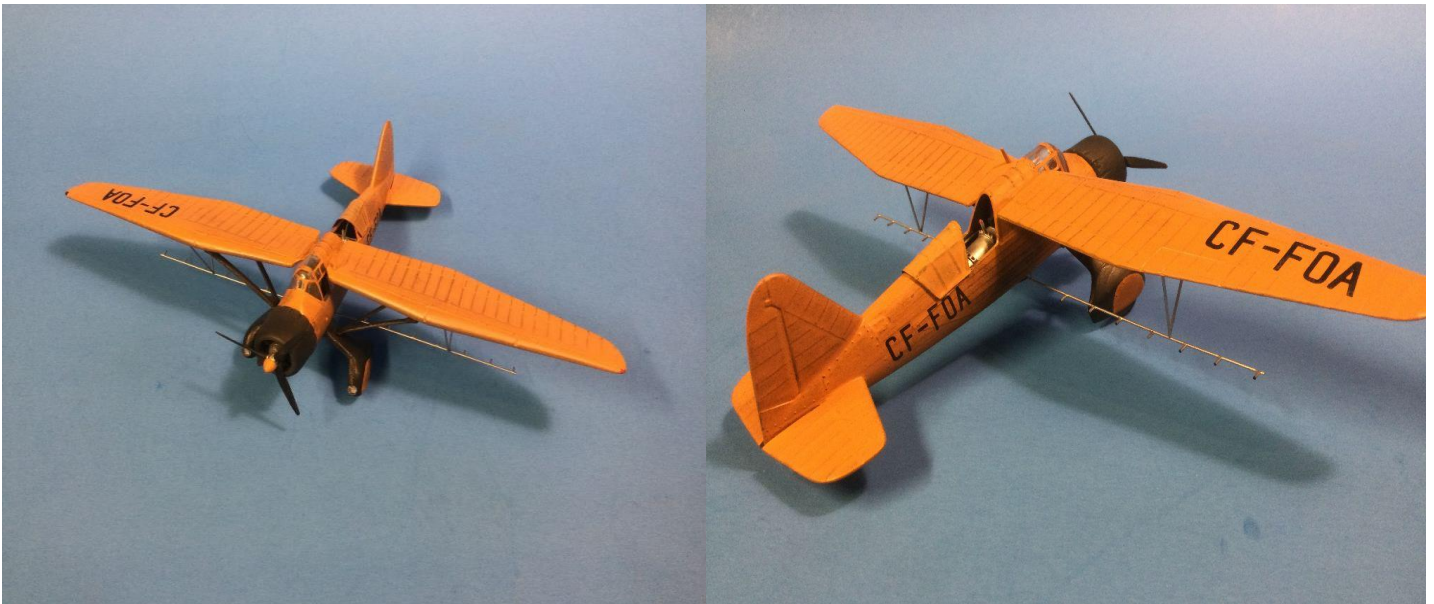
With the major assembly work done it was time to paint. The majority of the aircraft was a medium orange and Polly Scale Sierra Pacific Daylight



Orange was the perfect match. This was a model railroad color and these are very handy to have in your paint rack. These colors usually come in a big 1 fluid ounce bottle and have many applications other than railroad paint schemes. I always try to snag these colors when at shows, bad news is they've been out of production for a long time and we haven't had any shows lately, very bad combination!

The black portions of the aircraft, cowling, struts and portions of the landing gear were painted Tamiya XF-69 NATO Black (scale black).

Once the paint was dry I decided to add the decals as it was easier to position the individual decals now rather than when the aircraft was complete. The registration letters came from an AeroClub sheet I've had for a long time. Positioning was not that difficult and the decals settled down nicely with a combination of Micro Set/Sol. When the decals had dried overnight all components were sprayed with Krylon Satin.



With painting complete assembly went forward quickly. The landing gear was attached and detailed accordingly. I was going to use MV Lenses for the landing lights however the kit supplied lights fit perfectly. A little Tamiya X-11 Chrome Silver was applied to the rear of the lights and they were installed. The wheels were painted Tamiya XF-85 Rubber Black with Tamiya XF-53 Neutral Grey hubs and secured. The completed assemblies were then glued to the fuselage again with little filler or sanding needed.

With the landing gear installed the wings were glued in place followed by the wing struts. The struts were a little hard to fit but no major problem.

The kit supplied cowling was next installed, the engine being painted Tamiya XF-69 NATO Black with the crankcase being painted Tamiya XF-66 Light Grey. The cylinders were highlighted with Rub-N-Buff silver. The propellor was painted Tamiya XF-69 NATO Black with a Tamiya XF-16 Flat Aluminum hub. I lightly buff the propellor blades with a paper towel to give them slight sheen. The spinner was then added and both propellor and cowling attached to the fuselage.

I next built the chemical tank for tge rear fuselage. This was made from an old bomb out of the spares box, the front and rear portions removed and replaced with Evergreen sheet stock cut accordingly. The pump portion was made out of components found in the spare box as well. The tank filler necks were made from Evergreen .010" rod stock. The tank was painted with Tamiya XF-16 Flat Aluminum and secured in the rear cockpit.



Finally it was time to build the spray bar and support struts. This was made from a combination of Evergreen .010" and .015" rod stock. I thought this portion would be a difficult build but with a little careful measuring and a lot of luck it was completed in three hours. The spray bar and struts were painted Tamiya XF-16 Flat Aluminum and with that the model was virtually complete. The navigation lights were picked out with Tamiya XF-11 Chrome Silver followed by overcoating with Tamiya X-25 Clear Green and X-27



Clear Red. A mixture of gray and black pastels along with Rub-N-Buff silver was used for weathering and with that the build was complete.

This was a very enjoyable build that took about three weeks to complete. I though this was to be my last build of the year as I always like to have my bench clear and a new build waiting on New Years Day. However Dave DeNardo had other ideas and gave me a big surprise. Well, if you want to know what that surprise was you'll just have to wait till next months newsletter!

I hope you've enjoyed reading this. I want to wish all club members and their families a Happy and Healthy New Year and look forward to seeing us all back at the Garwood K of C soon!

Mike Terre

Editor's Note: Thanks to Mike once again for a good build and read.



And now from our own MAD DOCTOR SIMON!

As you can see in this shot, I've attached small blocks of foam rubber on a couple of spots on the top side of this semi-finished model . I use Maskol masking liquid as an adhesive for them. These blocks allow me to flip my model on its back without messing up the upper surface paint job or miscellaneous excrescences . When I'm nearly finished , the foam blocks come off with no fuss at all .



In case you were wondering , this is a Handley Page Hastings , a major kit-bash project which I'll write up .

Happy New Year , Health and Happiness to you and your families !

Simon V.

Editor's note; I do the same as Dr. V, to be able to turn models easily. Problem is when I drop them!!

**A friend of Fred Horky had asked for a list of IPMS Nationals sites...and what follows is the result.**

**In answer to your question, I would love to give the impression of being the oracle and "knower of all things IPMS/USA", a veritable WIZARD OF OZ .....**



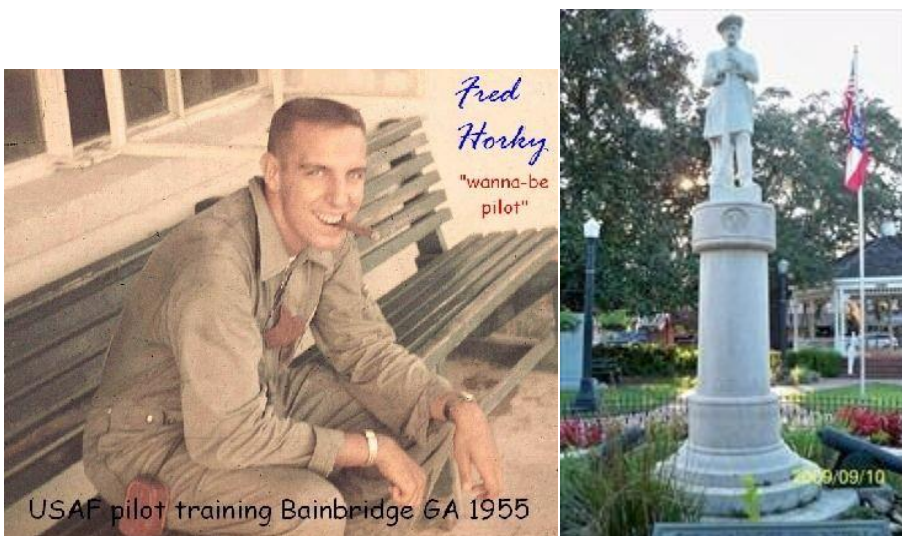


.....but somebody at HQ has already made a national convention list available to anyone.

All I did was Google “list of IPMS/USA conventions” and this popped up immediately!

[http://www.ipmsusa.org/national\\_contest\\_committee/ipms\\_nationals\\_locations.shtml](http://www.ipmsusa.org/national_contest_committee/ipms_nationals_locations.shtml)

Feeling a bit foolish, I'll even close with one of my older “signature block pictures” ...this one from SIXTY-FIVE YEARS ago, at primary pilot training WAY down south at Bainbridge, Georgia.



*Fred  
Horkey*  
"wanna-be  
pilot"

USAF pilot training Bainbridge GA 1955

P.S. I might as well complete the thoughts that the mention of Bainbridge stirred.. ....the place is so far south that it's within spittin' distance of Florida, and so Suthren culturally that back then Civil War seemed to have just ended.

I'll add that anybody thinking nothing has changed or improved in this country in the last sixty-five years wasn't at Bainbridge with me in 1955. Bainbridge had the Requisite Confederate Statue in the square...not far from the equally-standard dual water fountains for white and "colored" ....and the cultural mores to match.



Our class had one (1) black student, dim memories recall Nicholson from having graduated from Howard University in Washington DC.

The locals would no doubt have considered him "uppity" in his quest to fly: I don't think he got off the base the whole time we were there, except to fly....

Some more pictures; no extra cost for using email! First, my pictures of the then-brand-new T-34A's





..and T-28's ....our upper classmen had flown the Piper PA-10 "Cub" and North American T-6. A couple of the latter are seen at right, waiting to be flown out.



P.P.S. Bill, David, and Ralph: I included you just to let you know I'm still on the green side of the grass; also thought you might find the list of conventions useful or at least interesting. Maybe even a "newsletter stuffer", right, Bill? It's quite impressive when you see them all together, isn't it?

MARTIN QUINN SENT SOME GREAT PHOTOS FROM THE AIR FORCE MUSEM!













LOVE THESE OLD PLANES!!! MARTIN POSTED 4 ALBUMS OF PHOTOS TO THE Club's FB page. Head over there to see more.

I was lucky enough to get inside a B-17, and a B-24 when the CAF flew them into Allaire Airport in Wall Twp. It was surprising that such big planes had very little actual room for the crew. In the B-24, the catwalk from the forward area into the bomb-bay was quite literally more fit for a cat than a flier!

Hope everyone enjoys the newsletter. Thanks to the contributors. Stay safe and health my friends.

Bill Schroeter, Editorius Erronius