



MOSQUITO-GRAM

OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS/USA

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FROM THE IRON WORKS

from BIG BILL SCHWARZ PRES.

Hi all members. Hope all is fine and everyone is well. Nothing new on this end nor club wise so theres not much to say here this month. With a 3rd vaccine coming online i'm hoping that things in this world will take a turn for the better !!!! Hopefully science and cooperation by us all will take a turn for the better as well. I'm working in the shop as my leg permits and a little down the NL is a brief pic with some in progress looks of my Svezda Hind and AMT Klingon bird of prey.

That's about it for now. Be well, and have fun doing what we do. We the board will let you know any changes as far as the show and K of C goes. Till then again be well and enjoy the zooms !

REGARDS/FRIENDSHIP "BB"

" From Big Bills workshop "

Hi all. These are a few in progress shots of things I've been working on. Milners' dragster body is painted, decaled and ready for clear coats.



Next is the new 48th scale Zvezda MI-24 Hind .



The interior is painted and the Quinta 3d printed interior is in. It's too nice to weather so I have to find a way to accent it. More to come in this. Zvezda has worked closely with Quinta and Arma

and Reskit with this product. That's a great thing. One last thing on this. the fuse is now built and comprised of 12 parts !!!! There was absolutely NO FILLER NOR FIT PROBLEMS ANYWHERE! GREAT STUFF. 3D interiors are "THE WAY OF THE FUTURE"!!!!!!!



Last up is the AMT KLINGON BIRD OF PREY IN 350TH SCALE. Thanks to pics from Ed Minto. I altered and scratch-built about 35 extra parts to make it look busier. BIG THANKS TO ED !!!!!.



It's built, black based and sprayed a pale green color. The panels as you can see are many colors as they are on the studio model . I had to teach myself again how to hand paint because each panel is hand painted. There's still many, many to go ! When it's all done

, I will clear coat ,wash ,and weather it. I work on this when I am stressed bcz it makes me focus.



This is one of AMT'S best TREK kits and it shows. That's it for this month. If you want to know about application of 3d printed parts give me a shout. I'll walk you through it. They are more than decals and applications are beyond dip in water and apply.



“BB”

Editor’s note: Wow these look awesome. I’m also thinking of using the photos that are sent for the newsletter full-size. When I was the Editor of the Central Jersey group, I kept the photos small because I had to mail the NL to five members without computers. That’s not a problem here, so we’ll see. I’m also going with larger font for easy reading of this monthly masterpiece.

From the Vice President's Desk

By Vince D'Alessio



Hi Guys,

Hope all of you are doing well. This month I have completed a Me109 E 4/7 Trop. I know it's just another 109 but it's the first one I have ever done, hard to believe, but it is. I have many Hasagawa Me 109 kits this being one of them. Maybe I'll do more- they are fun.



This kit and the rest of them have been on the shelf for decades staring at me begging to be built, I finally listened. The

build went smoothly- the engine cowling required adjustments but overall it was good fitting. The Decals were Eagle Cals the best I have used in a long time, there were probably 40 stencils- one of them rolled and it was my fault.



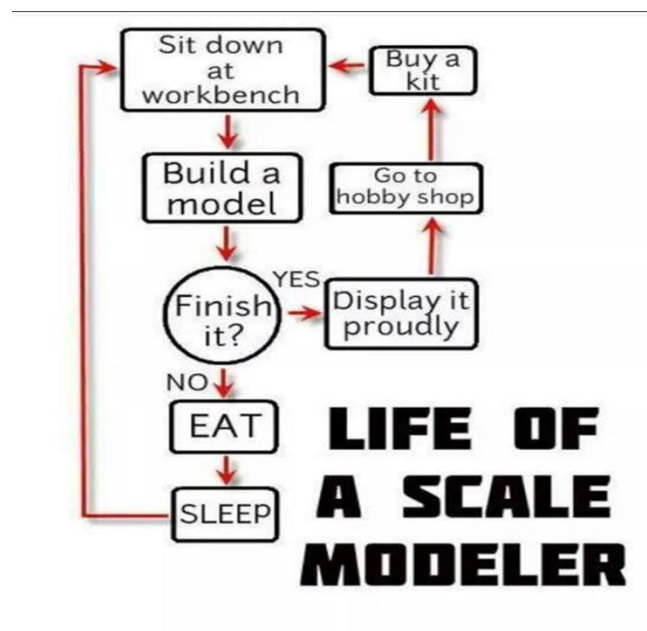
I used Extracolor Lacquer paint which were buried in the back of the paint drawer. I have been told by experts (Mr Badger Himself) that the shelf life of paint is 7 years. This Extracolor is from 2009. Anybody using older paints? Pictures of the 109 included,



Hope we are able to get together by mid-year, let's keep our fingers crossed that by that time we are all vaccinated and ready to go. Stay well stay happy.

Vince

P.S. I'm writing this during the blizzard hoping the power stays on.



It's too bad so many shops are gone. I tend to buy kits at shows, and as a result have no new kits for over a year! Editor.

The Contact's View

By Mike Pavlo, VP



Happy New year to everyone! Hopefully many things will improve as this year unfolds, since I'm trying my best to remain positive and not go crazy.

So far, one modeling bright spot for me is the announcement from Tamiya that they will be releasing a 1/48 F-4B Phantom kit this spring. Internet photos look very promising indeed. The depiction looks to be highly accurate and should continue with Tamiya's legendary ease of assembly and enjoyable build process. The B model is my favorite version, so I am really looking forward to this one! I am hopeful that they also release it in 1/72 scale, but I'm not counting on it. Tamiya is very strange that way – Many of their 1/48 scale kits have been shrunk down to 1/72 – except for the ones that are most needed (i.e. P-51B, F4F, P-38, F-14). Time will tell.



I know this is not a B, but wanted a pic for reference. Editor

As always, I'm looking forward to our Zoom meeting, but also anticipating the day when we can meet in person again. This month marks the 1-year anniversary since our last meeting. Little did we know back then what the future had in store for us.

Stay well, Mike P.

THE JUDGES TABLE

By Jon Da Silva



Hello all. Hope this year is treating you better than the last. I'd like to thank all of you for your well wishes **on Strawberry and my engagement. We hope to be able to have a safe ceremony later this year or early next year.** Hopefully she doesn't turn me down when the box for the 1/200 Trumpeter Scharnhorst arrives. It's probably larger than she is. I have been doing a lot of reading and learning, more so than building in the past few months. Lots of studies on ships, not that I haven't always. I've also been reading quite a bit about Eastern Europe during the Soviet Era. Really makes me want to build my T-72's and BMP's. I actually built a 1/35 scale Trumpeter BMP-2 with brass barrels and an advanced

photo etch kit a few years ago and never brought it in to a meeting. Perhaps I'll take some photos and share them in our next newsletter. Other than that I have been playing with a 1/700 scale Seal Models Mikasa with Toms Modelworks photo etch. I have the 1/200 scale Hobby Boss kit of Mikasa but have put that to the side until I can finish airbrushing it. It's quite large and I want to waterline it so I need to build a base as well.

Be well, Jon

I was unaware of the upcoming hitching of the Judge and the Lady-best wishes and happiness. Editor



Now it is Time for another...TERRE-GRAM!

A Surprise from Dave DeNardo

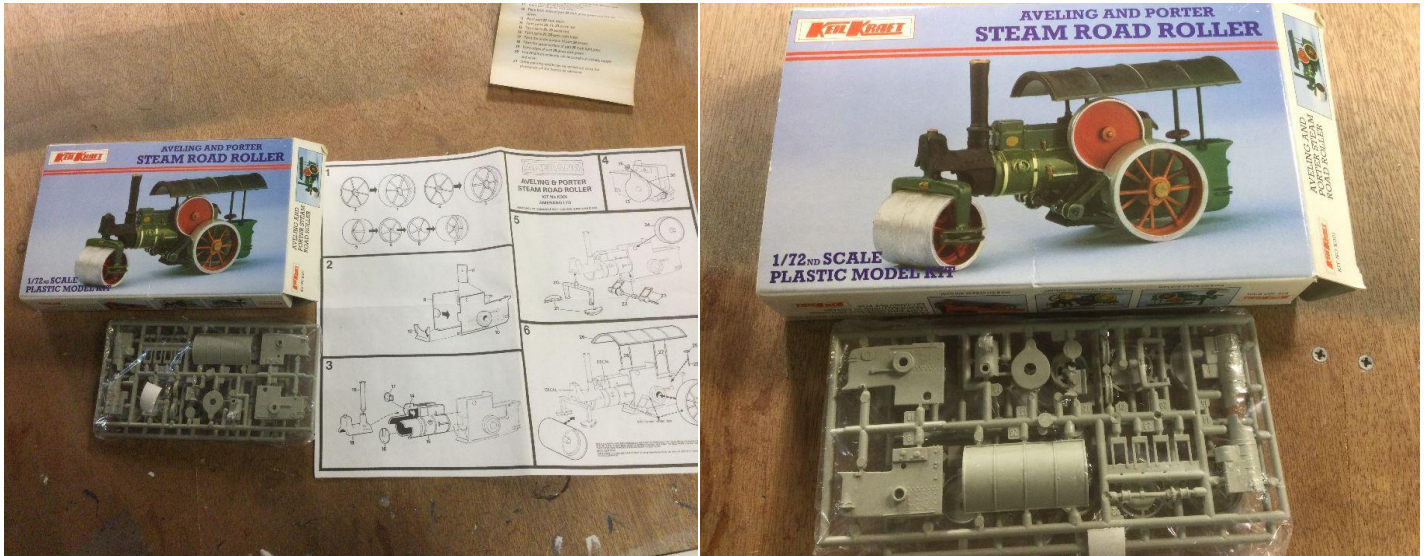
I always have my modeling bench cleared by the end of the year and a new project ready on New Years' Day. I bet you didn't know that it's bad luck to have an unfinished model on your bench for the new year! It's an old modeling superstition that I made up a few years ago.

I completed my last build around the middle of December, it was the crop-dusting Lysander that I wrote about last month. I had the bench cleaned off and the new project, the MiniArt 1/35 scale German “Lanz Bulldog” tractor ready to go. It was soon thereafter that I got an email from Dave DeNardo asking me if I would be interested in building a KielKraft 1/72nd scale Aveling and Porter steam roller. A picture was attached and the hook was set, I just had to build that model! Dave graciously mailed me the kit at great expense using Express Mail and I had it in my hands by the last week in December. All the more amazing considering how poor the US Mail has performed lately.

I was curious about KeilKraft as the name sounded familiar but I couldn't place it. A Google search found that KeilKraft was a British postwar producer of balsa wood flying models whose founder had worked on the De Havilland Mosquito production line.

In the early 1980's the company tried to expand into plastic models but this effort failed and they soon went

out of business. There's an interesting company history on the internet, just Google KeilKraft Models and you'll find it.



Since I had a model already on my bench I told Dave that this would be my second build for the new year. However the model had other ideas! The day after I got Dave's gift I was in my shop and decided to look it over and see what kind of build it would be. The kit was molded in very soft gray plastic with a lot of flash on the parts. The spokes on the wheels were all "flushed over" and would have to be cleaned up.

The instructions were not that great either but with only 25 parts it wouldn't be a problem. The best way to

describe this model was that it was a very early cottage kit.



I decided that cleaning up some of the flash wouldn't be starting a kit and I fully intended this to be my second build of 2021, but like I said before, the model had other ideas and before I knew it, I was building it!



With the flash removed from many of the parts assembly started and it was a battle. I think a

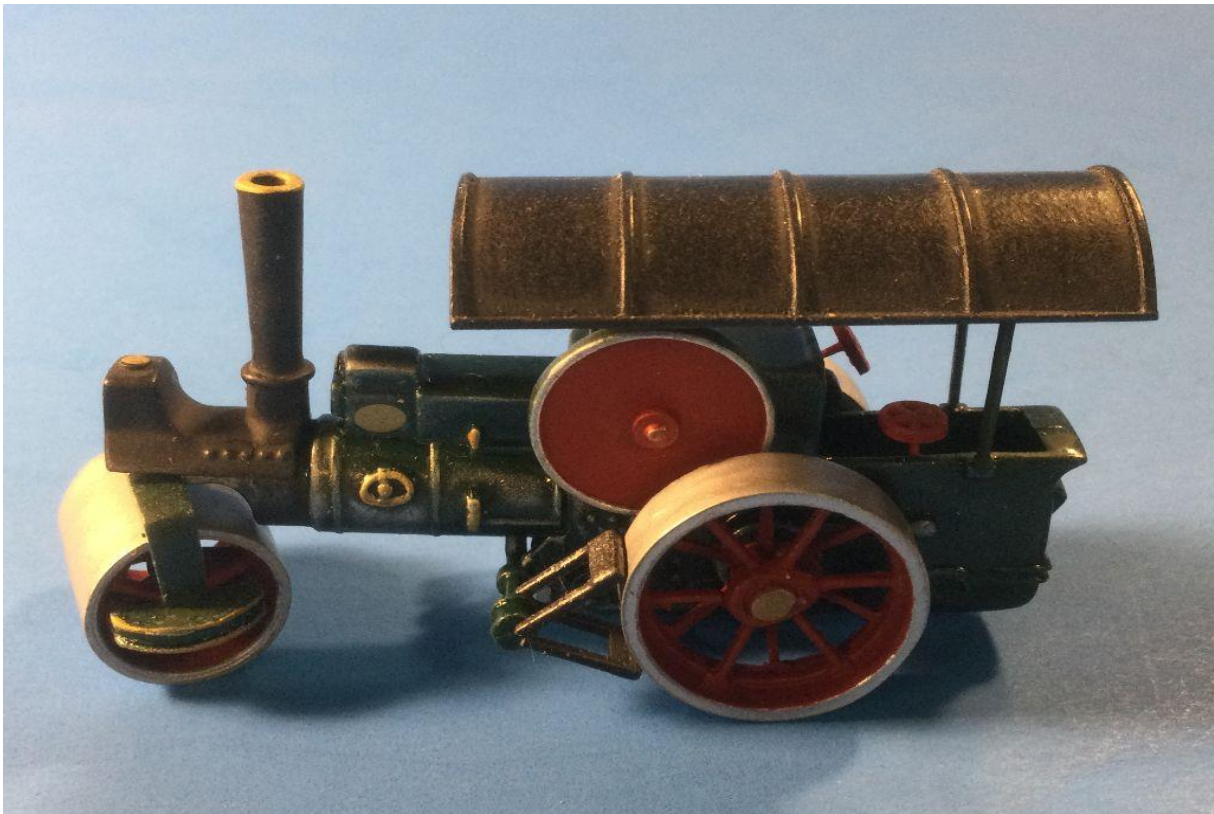
committee must have made this model as there was major gaps in some of the joins and the instructions illustrated parts that simply weren't there. It was very fortuitous that there was a picture of the completed model on the box cover.

I really liked the steam rollers paint scheme, nothing like red, green and gold trim for machinery. I used Krylon Hunter Green and Tamiya XF-7 Red for the major colors, with Tamiya AS-12 Bare Metal Silver for the rollers, Krylon Black Primer for the forward boiler and smoke stack area as well as the roof with Tamiya X-12 Gold Leaf for the gold accents. Due to the unknown nature of the plastic I decided to prime all parts using Rustoleum Light Gray Primer.



Assembly of the major components took a few days with much sanding and filling needed. I didn't try

to super detail the model just did an out of the box build. Since I was “rattle canning” most of the painting took only a few hours. I hand painted the red portions of the roller spokes as well as the gold highlights. Hard to believe but there was a decal sheet which contained gold manufacturers markings that went on the left front portion of the boiler and the nose of the front roller support. They were a little thick but some Micro Set and Micro Sol took care of them. I did not weather the model as I just liked the nice clean appearance it had when completed.



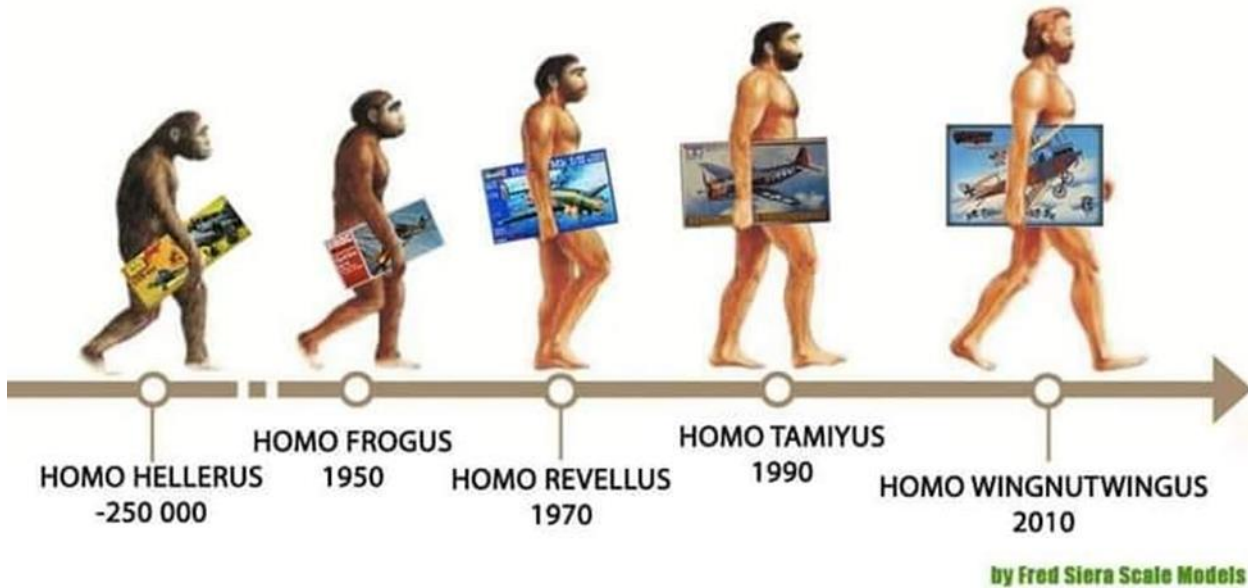
Even with the poor fit I used all kit parts with the exception of the roof supports which I made from Evergreen rod stock. This was a very unexpected but fun five-day build. I want to thank Dave DeNardo for the model and the enjoyment it gave me in building it. Don't be surprised if you see this build out on MosquitoCons competition tables!

Hope you've enjoyed reading this article! Now get back to your benches and build something incredible! Stay safe guys!

Mike Terre

Thanks Mike, and thanks to Dave for the inspiration! BTW I go with Rustoleum Primers all the time, and never have a problem. Which primer to use is a HUGE topic in the FB Groups...and I keep pushing the Rustoleum. They do a great job, and are very inexpensive, considering how many kits can be primed with just one can! Editor.

MODELER EVOLUTION



I can't seem to get out of the HOMO REVELLUS state!
Ed.

Next our own Mad Dr. finishes his Hastings Project.



KIT- BASHING A HANDLEY PAGE HASTINGS

I've always liked the Handley Page Hastings. Having first flown in 1946, it played an important role in

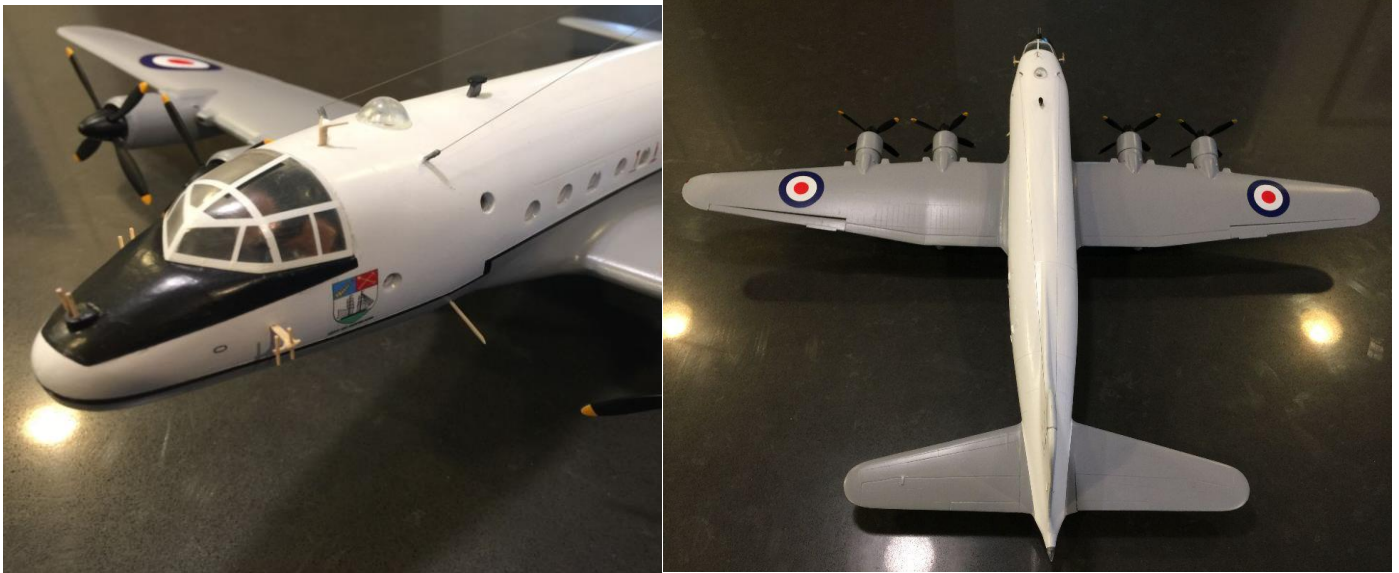
the Berlin airlift , and was the RAF's main transport until it was replaced by the C-130. Some remained in service with the RAF until 1977, and they also served with the RNZAF.



I was checking out some pictures of this type a couple of months ago when it struck me that you could describe the Hastings as a C 54 fuselage with the wings of a Halifax , and I decided to do a kit-bash since there are no kits available . Obviously I was going to need documentation , and I got what I needed with the Warpaint Hastings book, which includes 1/72 plans.

I began with wings from an Airfix HP Halifax . I happened to have a pair of resin extended wingtips,

which gave me the correct Hastings configuration. The engine nacelles needed to be lengthened and reshaped.



The Hastings has eight air intakes in its leading edges, and I created those by using the over-the-Engine- air intakes from 2 Halifax kits, probably the most tedious part of this project . Luckily, the 1962 Airfix Halifax , which is a surprisingly good kit, can be had very cheaply .

I used metal main landing gears from Squadron for strength, and aftermarket Halifax resin wheels with tyre treads , although the Airfix plastic parts were quite adequate .

Next was the fuselage . As I mentioned above, the Hastings fuselage resembles the C54 's . I found a Mac h2 C 54 kit on E Bay, and was in business. The plastic is nice and thick , which made the necessary “ plastic surgery “ possible. The fuselage had to be shortened by more than an inch, and the shape of the nose significantly altered, using wood putty ; having those 1/72 Warpaints plans was very useful .

It was not difficult to modify the tail fin from a C 54 to a Hastings configuration ; the Hastings fin is lower but broader. The horizontal surfaces were more of a challenge: the later Hastings had distinctive, very long tail panes . The wings from an MPM SB-2 kit that I happened to have left over from my recent Tupolev PS-35 kit-bash fit the bill perfectly after I scribed new control surfaces.



As I 've often said, I'm an old dude doing things in an old fashioned way, and I like my models solid; I made spars from brass rod for both the wings and tailplanes when it came time to attach them to the fuselage using epoxy glue. I then used Tamiya white putty to fair them in.

Having a complete airframe , I gave it a couple of cycles of priming with Mr. Surfacer followed by filling and sanding.

Painting was quite simple: the entire airframe was sprayed with Testors Light Ghost enamel, and then

the upper fuselage was masked off and sprayed White. The cockpit was detailed with an instrument panel, flight controls, and central console , all painted RAF “coal hole “ black . I used the adequate C-54 seats, painted brown , and used those excellent Kit-World 3-D seat belts decals .

The Mach2 C-54 cockpit is molded quite thick ; this allowed me to be able to reshape it into a very credible Hastings cockpit , although clarity isn’t great even after a dip in “ Future”. Cockpit framing was done with white decal strip . The fuselage portholes , which had to be reconfigured quite a bit were glazed with Testors window maker .

Decals came from a variety of sources : a 1:72 HP Hastings decal sheet from New Zealand, black stripe stock, various sheets for serial numbers, and an after-market Avro Shackleton sheet for national insignia. Propellers were obtained from two of the equally ancient Airfix Bristol Superfreighter kits. Tips were

painted yellow, masked off and then the propellers were sprayed black .

The tail wheel is from the Halifax kit, placed into a priorly cut out opening in the rear fuselage. The prominent tail light is made from clear sprue. The Rebecca antennae in both sides of the nose are from an Italaeri C-47 kit. The distinctive DF antenna on the roof is made from plastic scrap . Various other antennas were made from brass rod. Landing lights are rhinestones from the nails section of a cosmetics store. I also get my sanding sticks there . The underwing pitot tube is a bent sewing needle.



The final step in what was a thoroughly satisfying project was my usual coat of Testors semi gloss varnish. With proper planning , and by keeping a steady pace , this project never seemed difficult or frustrating ; I finished it after coming home from the hospital and recovering from COVID . There are some accuracy issues which I'd be glad to point out, but it is most definitely a Hastings and I'm quite happy with it.

Dr. Simon V.

So sorry to hear about Dr. Simon's coming down with COVID. He was in the hospital for five days, but is better and back working. Best wishes. Editor

Next we have Stave Zajak's build-a real gas!

'57 Ford Gasser 2'n1

Scale: 1/25th

Company: Revell

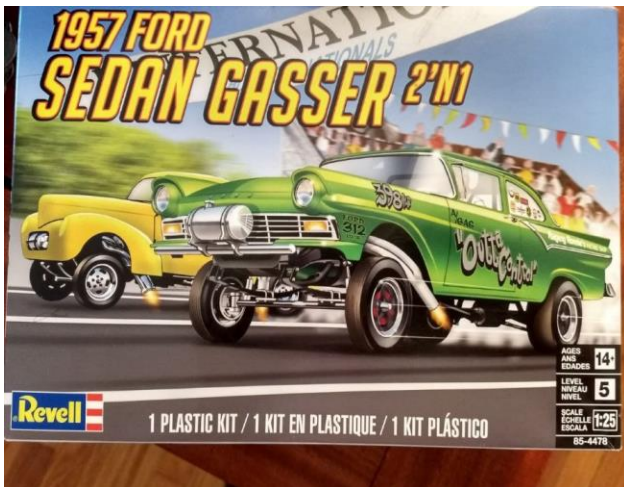
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Reviewed and built by: Steve Zajac

This was a Covid induced 'what the hell' build. I always wanted to do a weathered car and why not after weathering a couple of tanks this year with my pastel dust. Like something that was home built in the 60's, had a nose-bleed front end, was hard to handle, and positively unsafe at any speed! A car that was raced 'til it died, then towed to a barn where it sat for.....like 50 years ?? I took it 1 step further, this barnyard find was to have lots of dust andrust.

Rust, that is the real thing not pastel or paint, not the Tamiya/MIG/Vallejo variant. Youtube has this kind of madness, and a British modeler enlightened me with his rust technique: mix vinegar and steel wool in a jar and let it distill for about 30 days. It's the real thing. I picked this kit up on a summer visit to Portland Maine at Renys, a small discount store that still has a model kit section. You can build it stock or drag. Builds up very nice, fits well, just sand away the seams and almost no problems. Link to online build:

filthy 57 ford gasser barnyard find - WIP: Drag Racing Models - Model Cars Magazine Forum



The body got a 2 tone finish with Tamiya white primer sprayed on the roof/trunk. Testors Acryl Ford blue mixed with some old Aeromaster Russian light blue

was air sprayed on the rest. After the Future gloss coat, the kit decals and 'Homemade Hell' decal (by SMBC for an altered wheelbase '64 Falcon) were applied. Following a semi gloss coat, the pastel mud was applied, and when fully dried, brushed off. Then the rust was applied with an old paintbrush in areas where rust happens, and once dried it was brushed off leaving behind..... the rust. FYI: wear a mask!! The nice thing about the pastel dust and the rust, you can brush most or a little of it off, then add more, here and there. A light patina on the roof edges and the rear deck for instance, and heavy rust on the bottom of the chassis.



Thanks to Tom Geiger at Model Car forums, who noted in the WIP Drag car threads to make sure the rust does not look like it was streaked on with a brush. I used circular motions with sandpaper to remove the streaks. The 2 tone interior color is the Aeromaster Russian light blue with very nice kit fabric decals on the old skool bench seat (GM P.E. seatbelts added) and interior doors. Then the dust was applied to the interior and the floor got plenty of rust.



All chrome parts were stripped with Bleche Wite, and air sprayed with Alclad silver candy base. Then the dust and rust were liberally applied to the front and rear end axles, etc. The bottom of the chassis was also heavily doused in rust. For the old skool gasser style

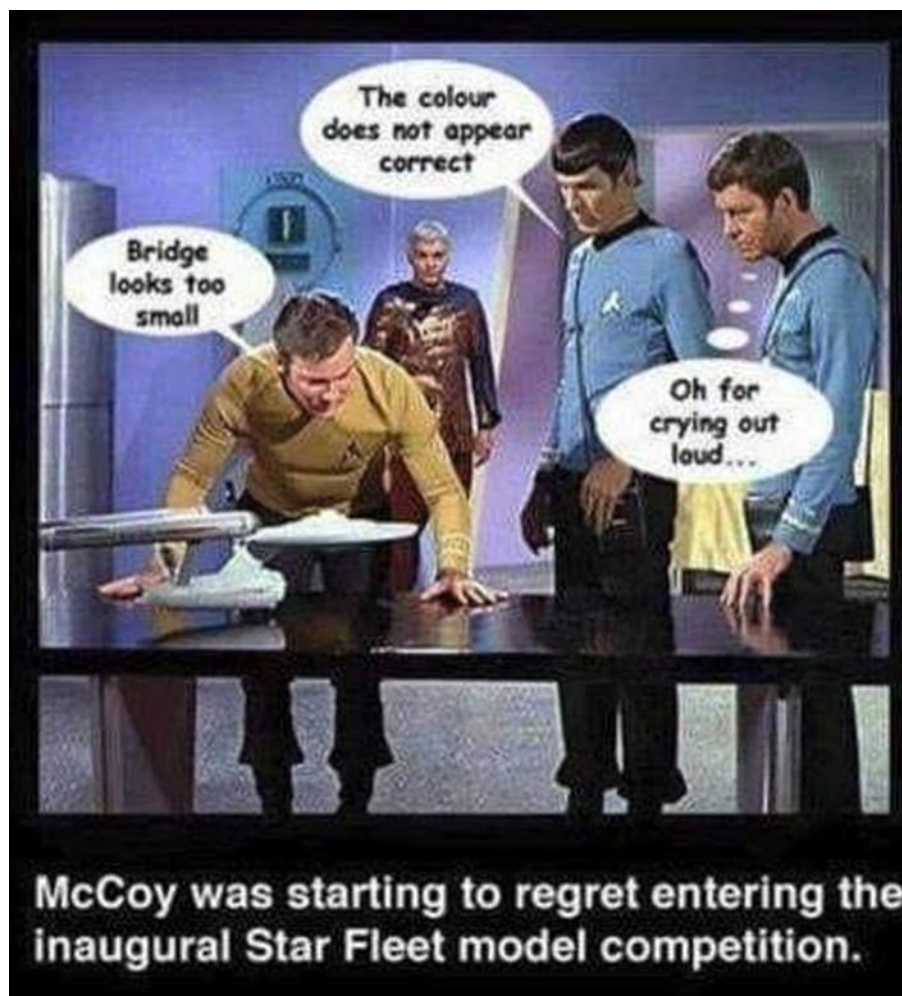
front end, I cut off the valance and trimmed the front wheel fenders, while the front of the rear wheel fenders was widened to accommodate the slicks.



The kit engine is a small E code 312 C.I. / 270 HP and has very nicely molded Edelbrock valve covers. The gas tank is from the AMT 63 Tempest AWB (a work in progress). The steel wheels were a must on this build (the kit also has chrome spoked Cragar style wheels), with a set of filthy whitewalls in the front. Final assembly fit of body to chassis was tight as expected. I replaced the rear side windows with clear sheet styrene as the kit windows rubbed against the roll bar making fit difficult. The front hood hinges were cut off for easier open and closed. Highly recommended. It was a gas!



Thanks Steve, great build! I love using real rust...but as Steve said-Wear a MASK, the stuff is carcinogenic!



Now a review from John Bucholz-with a twist.

Because we have not been able to go to a movie in months, I would like to do this review like a movie review-here goes!

A "western movie" review---The Good, The Bad, and The Ugly.....

The "Star of the Show"- The IBG Models TKS tankette (with Hotchkiss machine gun).



The "Back Story"- In the 1920's Carden-Loyd produced a series of machine gun carriers which became very popular with many countries throughout the world. The government loved them because they were cheap. The military loved them because you

could have five tankettes in place of one real tank. The main problem was of course they were totally useless in a combat situation. Poland produced the TK series of tankettes in the late 1920's. By 1933 the improved model the TKS was put into production. This model had a fully enclosed fighting compartment, ball mounted M.G., six-cylinder Fiat-Polski engine, and gunner's periscope. By 1938 almost 300 had been produced and were assigned to the Cavalry Brigades of the Polish army. When Germany invaded in 1939, the Panzers were massed into tank armies in order to break through the Polish defenses. The Poles followed the French style of deployment, and spread their tanks into small groups throughout the front lines. The TKS crews counterattacked with great courage and while able to best the Panzer Mk. I's, were no match for the cannon armed tanks and artillery of the German attackers.



The Good- It is nice to have a new model of this Polish light tank as the older kits from other Polish manufactures like RPM were really showing their age. The IBG molds are all new and are much more delicate and detailed than the older kits. You get a 12-page color instruction manual, tankette with separate hatches and view ports, an interior with engine and drive train, and three nice pieces of Photo-etched parts. Decals are provided but you really don't use them on any tank after 1938! The instruction steps point out where to place each part and then show a picture of the model with the parts in place (a nice feature if you are not a Polish tank expert!). There is also a nice five-view drawing in full color to assist with

painting (something all model companies should provide!).

The Bad- All is not perfect with this kit however-many small points can add up to some major work on your part. The main issue is the interior. If you make this kit all buttoned up-hatches and viewports closed, then you will save yourself a lot of work. Now you are asking, why is there a problem if the kit gives you an interior? The main issue is that the real tank was put together with conical screws (they look like rivets but they are not). The inside of this tank has metal strips on all the plates into which these screws were placed and each one has a corresponding nut on the inside surface of the plate. Unfortunately, the inside walls of the model are as smooth as a baby's bottom! If you want to open the top hatches to show off the interior, you have to replicate these detail (the white strips on the inside are all plastic strip and each screw on the outside armor plate has a corresponding nut added from plastic rod!). Another point is that while you get an interior, it is not by any means a complete interior. The engine is nice to include but because the driver

was six inches away from the exhaust manifold an asbestos lined metal cover was placed over the engine assembly (not in the kit). Seat back cushions-Nope. View port hinges-Nada. Radiator hoses, fuel tank brackets, ammo hold downs- Zilch. In short if you want to display an interior you will have to make about 50% of it yourself. Again, if you only open the top hatches and stick two standing figures in the opening you may get away with less detail, and if you close up all the hatches and ports you can skip all the inside items completely!

The Ugly- This is not a "bad" item, just one I think is in fact "ugly"! The track, wheels, sprocket, and idler wheel are all produced as one piece. This makes the suspension system almost foolproof to assemble but the effect is just like the old ROCO Mini tanks of the 1960's (all you old timers know what I mean-for the youngsters I put a ROCO suspension piece on the picture of the kit track assembly). The treads have no outside detail, and while each link is supposed to have two teeth the track assembly just has one solid bar from edge to edge. Not liking this set up, I removed the

rollers, wheels, and rear idler from the cast tread assembly by cutting and filing (yes it took a long time!). The front sprocket was a bit too much work but I had an old RPM kit and the sprockets are an almost perfect match (they just need some extra detail work). The RPM tracks will work on the IBG rims if you just file the inside of the track horns a bit (they are also link and length which saves time).

The "Movie critics review"- It seems like I am down on this kit, but really it is a very well molded model of a tank that no one else has produced. If you build it OOB and keep it buttoned up it will make a lovely piece for your collection. If you want to show the interior as it was in the real thing just be prepared for some scratch building (there is nothing overly hard there just a lot of small detail to add!). As this is light years ahead of the older kits I say if you want something different in your collection give this kit a try.

Stop Press----There is a version of this kit that has figures and separate wheels and tracks if you want to save some time converting the one-piece track assembly.

Final Credits- Most tank books will have a picture or two of the TKS but if you really want to see the full history of this tankette, I found a web site that has more information than you will ever need to complete this kit- I Googled TKS and came up with the site DERELA.PL. It had multiple sections on the TK3 and TKS as well as pictures of restored vehicles in Poland.

Coming Attractions-----Watch for the sequel----
"We build the TKS tankette"-----Coming soon to a
"Newsletter" near you!

Cool build! But think about it-A TANKETTE?!?!?!?



John Cunningham missed the deadline last month so here is his build of a 1/32 scale Frank by Swallow



Models.

To start off, the surface detail is very good but that's pretty much it in the plus category. The fit was not too bad but other bug-a-boos were present, like holes and slots too small or pins and tabs too fat. Injection marks out the wazoo, especially on the inside of the wings, tail and the horizontal stabilizers. They had to be removed so the parts would mate. That's how high they were. Crude pictorial instructions with no real clear "what goes where" info but most of us already know what to do.

The usual sparse cockpit that you would expect from an off the wall manufacture. I think this might have been some ones first attempt at mold making.

I, quite frankly (no pun intended) would recommend a better kit of the subject. It turned out better than I thought it would but it's no contest winner. I don't compete anymore so that's okay.



I used aluminum tubing for the wing guns and pitot tube. Jazzed up the cockpit with PE seatbelts and a few fabricated knobs and switches. The paint is Tamiya and decals are Techmod then a coat of some left over Floquil clear flat. I'll need to use Tamiya semi clear when that runs out. This was a prime example of a

"test fit every part" kit. Well, that's it until my next build. Stay safe and thanks again. Later, J. C.

Well that it me hearties! Stay safe and healthy.

Model on!!!

Bill Schroeter, Editorius Erronius Max

