MosquitoGram
The Official Newsletter of the New Jersey Chapter of IPMS

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JUNE 2021 **FROM THE IRON WORKS** **Vol.xxx.Issxi**

By Big Bill Schwarz, Pres.

Hi all. It was great to see everyone who attended our first meeting for quite awhile! We are now back to our regular 2nd Friday of the month meeting nights as well. Covid restrictions are changing every few days but at least for the better. Try for at least a few meeings to maintain some of the criteria and remember this- Vaccinated was your choice ! If you did or did not do it it's your choice but when it comes to club members " BE COURTEOUS AND RESPECT ALL THE MEMBERS HEALTH " !!! With that said our world should be getting back to somewhat normal soon and that's a good thing. !

Next and last is MCON 29. It is on and should be a WHOPPER !!!
I have no more vendor tables and my phone and email is busy all the time. It's probably going to be a record and we will see. The E-board has the whole show under control but I want you to remember the club needs you show day so Please show up. That's about it from this end. I had another surgery yesterday and will see how things work out. Till the 11th all of you be well and enjoy life.

BB

We all wish Le Grande Guillaume best of luck with his leg, and thanks for all the work he does.

The Contact's View

By Mike Pavlo, VP

It sure was fun to finally be able to get together in person last month! Once I walked through the front door of the Knight's Hall, the 15 months since our last gathering seemed to melt away. Then seeing the guys one by one as they arrived really made things seem like normal again. It's funny how we tend to take things for granted, until they're gone. For me, getting back to the way things were in most aspects of life will always be appreciated.
We're all excited about the long delayed MosquitoCon 29 finally being good to go next month. It will have been twenty-seven months since our last show, which is hard to believe. I'm certain it will be met with enthusiasm by all who have been looking forward to it.
I won't be able to attend the meeting, so I'll wish everyone a fun night.
Best Always,
Mike P.

Mike won't be at the meeting because his son is getting married that weekend! Congrats!

And Now it's time for anoooooother TEEERE-A-GRAM!

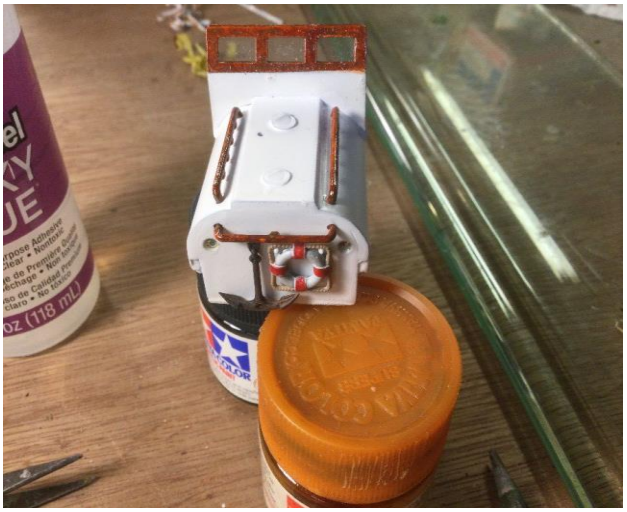
Glencoe Coast Guard Rescue Boat

Okay, okay, I think it's coming to an end. I haven't been feeling well, been fighting it, but I think this will be my last vintage kit build for a while. I'm being overwhelmed by the dreaded Advanced Modeler Syndrome (AMS) and I fear a complex biplane build is in my future.

Well the Glencoe reissue of the old Ideal Toy Corporation (ITC) 1/48th scale Coast Guard Rescue Boat was a very simple build and went together like a dream. There were only 31 parts all molded in white plastic. No decals were provided, more on this later. Even though the molds are over 63 years old, the kit was first issued in 1958, the parts fit perfectly, although there was some flash. Now here's some history about the boat.

There were 138 of these boats built and they served from 1937 through the mid 1960's however the last one was retired in 1987. These boats had a two ton bronze keel that made them self-righting and were self bailing as well, a fully flooded cockpit (boats do have cockpits) would drain in fifteen seconds. They had a crew of three and could carry twenty passengers. The boat was immensely strong, being made of wood and was powered by a 100 horse power engine giving it a top speed of eight knots.

This boat played a starring role in the 2016 movie "The Finest Hours" documenting the true story of how a boat like this boat rescued 32 survivors from the 1952 wreck of the USS Pendleton off the coast of Massachusetts. I saw the movie by the way and I highly recommend it. Enough history, on to the build.



As stated above there was no real problems with this build, it literally snapped together, a real tribute to those 1950's mold makers. The two part hull and deck were together in minutes as was the three part center cabin. I used Krylon satin white for the majority of the model. The lower portion of the hull was painted Tamiya XF-9 Hull Red (what else?) There was even a very convenient fine raised line molded into the hull to show where the water line was. Speaking of raised lines, the hull also had U.S. Coast Guard in raised letters. A little careful sanding removed the white paint and the dark gray plastic underneath made those letter pop right out (old school modeling at its best!) The cover over the bow compartment also had raised numbers but I sanded them off and used decals instead. After doing that I realized that the dreaded AMS might be around!

The original boat had some beautiful mahogany wood work that on later boats was painted over. I decided however to leave the mahogany woodwork. This was duplicated by first painting the areas Tamiya XF-16 Flesh then streaking Tamiya XF-64 Red Brown followed by a final overcoat of Tamiya X-26 Clear Orange. I used the same technique for the grab handles and windshield frame as well as the masts.

The bow bumper was molded in one piece and fit perfectly but it lacked detail. This was corrected by wrapping some fine plastic mesh around the part and then saturating it with super glue. Once the glue set the bumper was painted with Tamiya XF-10 Flat Brown and secured. It also made me realize that a case of AMS was a distinct possibility.

The red and green running lights were masked and painted Tamiya XF-5 Green and XF-7 Red. The glass portion of each light was first painted Tamiya X-11 Chrome Silver followed by an over coat of Tamiya X-25 Clear Green and X-27 Clear Red. At this time I also filled the small port holes with Testors Window Maker.

I then secured the bow compartment cover, the forward lower deck, the aft cabin, the cockpit and stern cover. I literally did not need glue, these pieces just snapped into place, truly amazing.

The cockpit had a nice steering wheel as well as a grab handle and duckboards to stand on. The duckboards were coated with a gritty anti-slip paint and this was simulated by using Tamiya XF-53 Neutral Gray. There was a small instrument panel molded into the plastic but I sanded it off and a small instrument panel decal from my spares box was used. (AMS was really taking hold!)

The kit offered an optional bad weather cover for the cockpit and seeing how great it fit I decided to add it. This was painted Tamiya XF-78 Deck Tan as it gave a nice representation of the original canvas. It also added a little more color and interest to the model.

Next up was the supports for the hand lines that ran from the rear of the bow compartment to the stern. These had a lot of flash but amazingly the holes for the hand lines were open and needed no work. I used some Revell rigging thread, ran it through the supports and secured the ends. I then coated the lines with super glue to give then just a little better finish.

The box art shows that life lines were mounted along either side of the hull yet were not represented in the kit. These were made by cutting very fine tubing and securing them to the hull. Revell rigging thread was then run through the tubing and secured. I noted that these lines were a dirty brown and this was simulated by using a brown pastel/alcohol wash. (AMS was in control!)

The masts were next and I decided (or rather AMS directed me) to detail them. A mast light was added from scrap box parts as well as a small brace for the flag lines. The flag lines were made from black thread. This was done for the small stern jackstaff as well. I really had to hunt for a small USCG and American flag however an old set of paper flags from a Revell ship kit came to the rescue.

The kit also contained three figures, two Coast Guards guys in foul weather gear and one guy driving the boat. Again with all figures molded in the 1950's they had large holes molded in the middle of them. I love to know why this was so! The figures were cleaned up and painted. The two in foul weather gear were simply painted Tamiya XF-3 Yellow with Tamiya XF-16 flesh for the faces and hands. I then gave the yellow portions a quick coat of satin to give it a rubbery look followed by a light dusting of dark gray for a little contrast. The guy in the cockpit was painted Tamiya XF-50 Field Blur for the pants and XF-66 Light Gray for the jacket. I'll never be a figure painter but these were fun to do.

But wait! There's still more. The kit comes with a great stand straight out of the 1950's. The boat mounts on top of what looks to be a giant wave. This was painted Tamiya XF-17 Sea Blue with highlights dry brushed in XF-23 Light Blue. There's a small placard in the lower left of the stand giving some data about the boat. This was painted white and the raised lettering gently sanded to make them stand out. The boat was then mounted on the stand and it was complete. Looking at the extra detail I added made me realize that I had a serious case of AMS and that vintage kits were behind me for a while and that a major build was in the works.

This was a very fun and enjoyable two week build. I am still in awe of how well the parts fit, especially consider the molds are 63 years old. Hope you enjoyed reading this as much as I enjoyed the build. I was trying to make the May meeting but due to the Colonial Pipeline shutdown gas availability was problematical in Northern New Jersey as well as here in Delaware so I stayed home. I'm planning to make the June meeting and hope to see you all there. Thanks for reading!

Mike Terre

Mike, thanks for another great piece! By the way, is there a place I can buy a can of AMS? I could sure use it. Ed.

Here's a few pictures of the models from the MAY meeting.

Russian Armor by Eric Schroeter

P-47 By Patrick O'Connor Corsair

There will be more pics from the meeting later. As best I can remember, Patrick O'Connor, Eric Schroeter, Jerry Hughson, Chris Egan, Dr. Simon Vichnevetsky, Bill Schroeter, Martin Quinn,

Next up, Chris Egan goes into detail about constructing the windows and interior of the Beech Staggerwing.

As promised in my last withing, I will cover another set of building techniques used on the Staggerwing. The problem is that over the past two weeks I couldn't decide which topic to cover. After lots of bouncing around I decided that perhaps I should go in order. I initially dove into landing gear because Dan called it out first when I asked on a Zoom meeting a few weeks ago, but that is obviously something affecting the later stages of a build.

This month's topic is dealing with clear parts. In particular, how to deal with scratch building and installing basic windows and windshields in cabin aircraft. These methods are a little unorthodox and work for me some of the time. Obviously, there are a lot of talented builders out there who have figured out a system over the years, or you could be like me where every model seems like I am partially reinventing the wheel because of the sequence of construction or quality and fit of the parts. Let me start off by saying that for decades the clear parts in 1/72 scale kits were often thick, foggy, or ill-fitting. Big can be dealt with by sandpaper but small is another animal. The clear parts in short run kits are notoriously bad. This kit was no exception. They were extremely thick and cloudy. Also, the windshield parts were split down the middle and undersized for the fuselage. Dealing with these issues held this build up for over a year as I pondered how to build something that was faired in well, and was transparent. The windshield is very prominent on this type and there was a series of complex shapes around it.

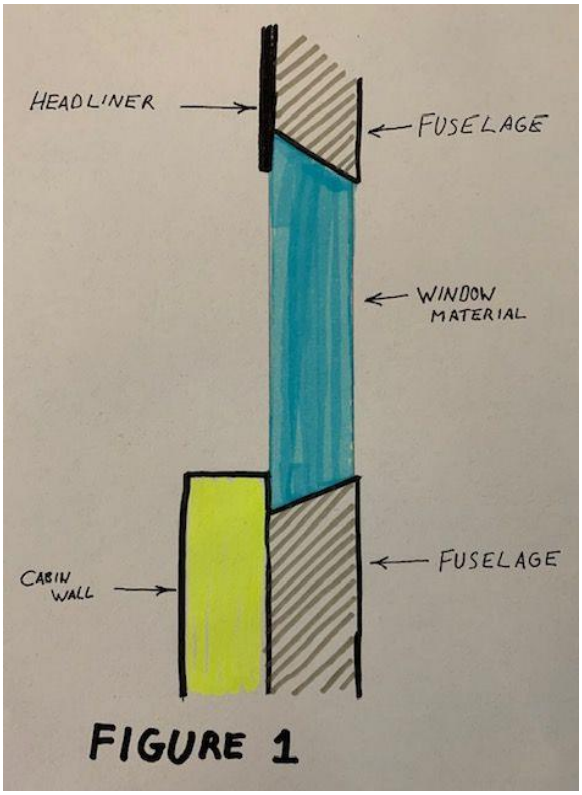


FIGURE 1

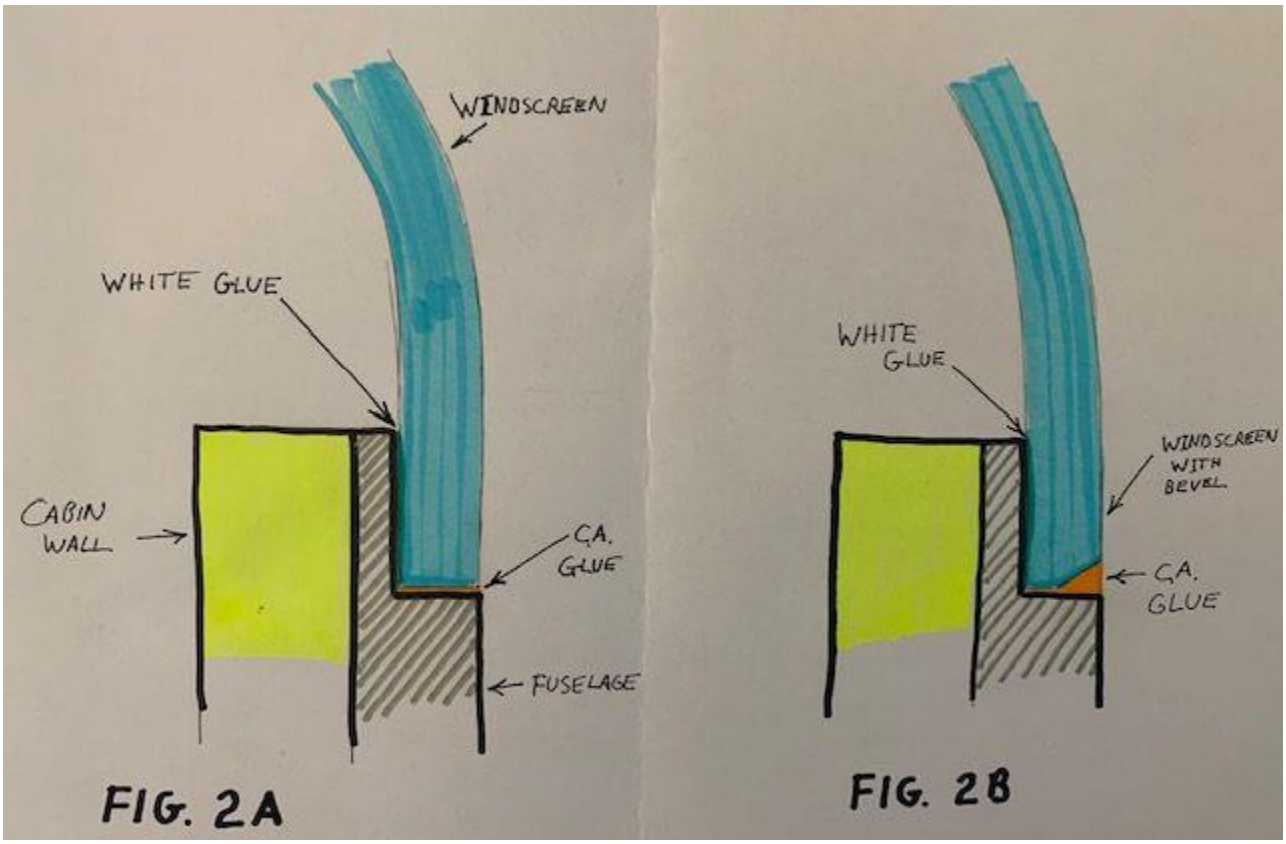
Pavla does make a vacuform windscreen. Don't waste your money. I bought 3 trying to get one with smooth undistorted plastic or no flaws like dirt on the master making a tumor. After I found one and cut it out, I was test fitting it on my taped-up fuselage and it was too big! It was like someone built the kit and used it as the master.

It sat very proud of the fuselage in all respects. This now brings up an important point that if you get nothing else from this article. TEST FIT EVERYTHING! This includes testing the fit of clear parts early in the construction. At this point you can decide to modify them, modify the airframe or scratch build. Everything about this process is easier without paint on the model. In some cases you may want to alter the sequence and install the part before painting or in the case of cabin windows before mating fuselage halves. I may have been a bit trusting of some clear parts in the past and that resulted in wailing and gnashing of teeth later on.

Cabin windows

Depending on the type of aircraft, size, light sources and interior detail installed, you will want to plan your side windows accordingly. Generally speaking, if you detail the interior and

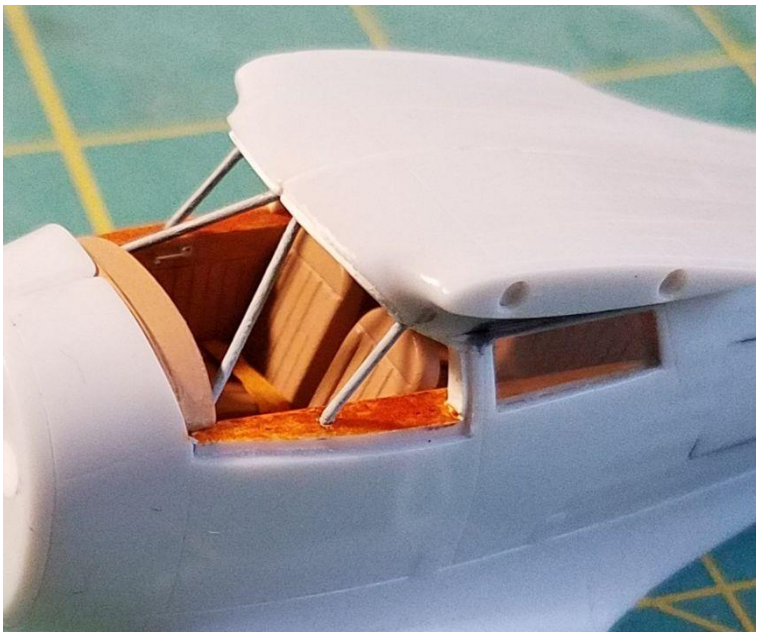
light gets to it, you will be more motivated to have some of it visible. In that case clarity is more important. I built a full interior that is illuminated from the windscreen, however the wings limited some of what could be seen. It is also desirable to hide the glue joint of these parts into the fuselage. In this regard Sword was pretty clever. They put a bevel edge inside the fuselage and beveled the window. See the attached drawing Fig.1. The exterior was smaller than the interior so the seam was negligible from the outside. The clear window provided in the kit was terrible so I found some crystal clear plastic. I used one of the clear spacers when you buy a stack of DVDs. A CD jewel case cover would work well too.



I put low tack masking tape on it to prevent scratches and cut it to size for the larger interior dimension. This material is actually pretty tough and scribing with a razor saw was the cleanest way to cut it. I then gradually added the bevel with sanding sticks of 320, 400, 600 grit until if fit in the window opening. I painted the edges of the new window with a very thin layer of dark gray. I glued it in using CA glue. I thinned the medium CA with ultra-thin CA and dabbed it along the edges with a piece of thin wire from the inside of the fuselage. The trick to not fogging is let the CA fumes have a clear path upward and do not attempt to glue the entire perimeter at once. The less glue off-gassing at any one time, the better. Let this dry for an hour

or so to be sure. If it fogs, or like me you had a drop of nearly dry CA on your finger and touched the window, it can be fixed! Use 90% isopropyl alcohol on a cotton swab and scrub the offending fog away. If a stronger residue is present, wet sanding with micromesh polishing cloths will do the trick followed by a paste like Novus or Bare Metal Foil brand plastic polish.

I like to start with 6000 grit and determine if I need to go more coarse. Then I test 4000 if a coarser cloth is required. No need to scratch it up more than necessary. It is crucial when using Micromesh on clear parts to wet sand and use each progressively finer grit. Do not skip a step or scratch marks will remain. If possible, sand in crossing directions. In the case of the Staggerwing, the lower cabin walls covered part of the expanded window opening. I then added thin plastic sheet to represent the headliner. I believe I used .010." This was cut to just a few thousandths of an inch larger than the correct widow size and painted before being installed with just a couple strategically place drops of CA glue. I left it to dry for a while so the fumes would not contact the window.

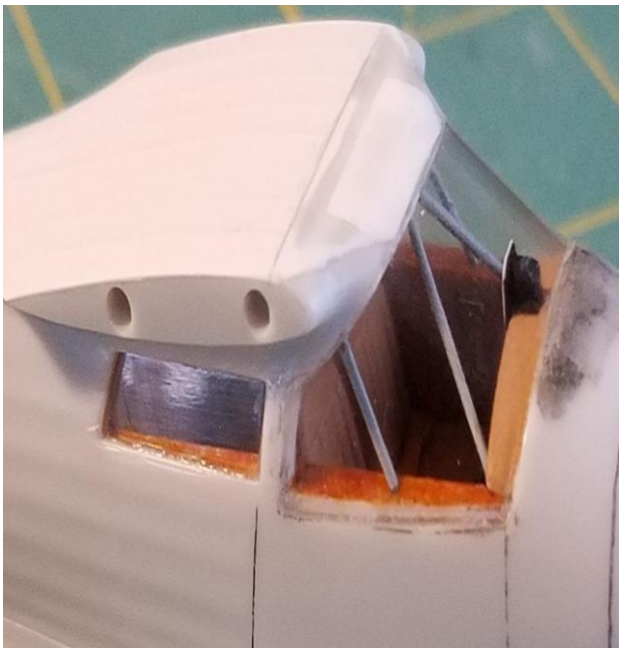


To protect my work thus far, I thinned some white glue with water and used capillary action to suck it into the seems around the exterior of the window. I then cut some Tamiya tape perfectly to size to mask the window. This will be used to protect the "glass" for the remainder of the build and then as a paint mask later on. While the jewel case material is way too thick for 1/72 scale, I wanted to take advantage of the beveled opening and to be honest, that material is

actually more clear than 0.015 clear styrene. I would recommend trying this technique for flat windows in bombers and airliners, etch where the fuselage is thick enough to cut a beveled edge and you could add a skin to the inside.

Windshield

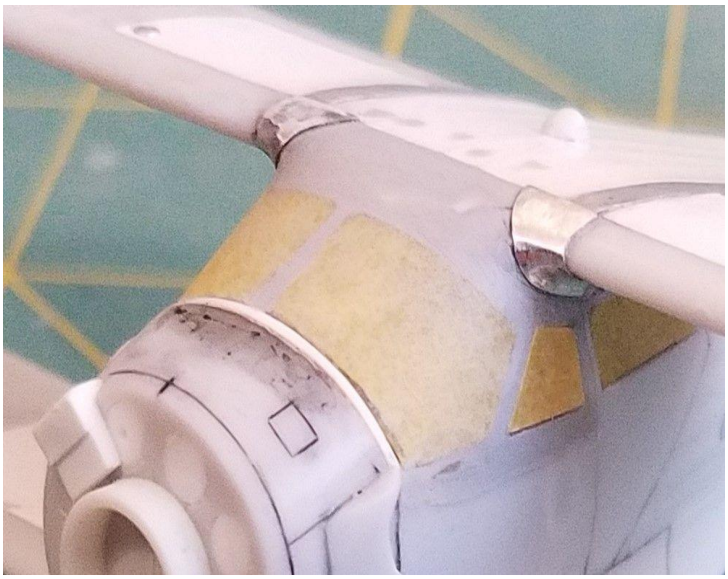
Happy with my work on the side windows, I looked at how to replicate the prominent and distinctive windshield of the Staggerwing with something having the clarity to see the work I put into the interior. While I was pondering this question, I went about the work of installing the portions of the 4130 chromoly frame that could be seen inside the cabin then joining both sides of the fuselage. I used brass wire for this with holes drilled in the overhead and side panels. I was worried about the possibility of actually sealing up the cabin and causing its own weather system where it would fog up or have a pressure build up and later pop out the windshield. To prevent this, I drilled a hidden hole in the rear of the cabin and I also drilled a small hole in the firewall behind the instrument panel. I then took a can of keyboard duster and blew out the cabin to remove the drill chips. For purposes of this article when talking about the windscreen, I am including the small side windows immediately aft of the windshield. On the model, it looks like this could be one continuous piece, because it is. In real life, on the D17S Staggerwing, those windows could be cranked down like the rear windows on a 1960s muscle car. This is one of those examples of limitations of materials. I wanted to have maximum gluing perimeter and a minimum of seams. So, this was made with one piece of acetate. I next turned to deciding if I wanted to make a buck to vacuform, or just wrap a strip of flat acetate cut to shape. I opted against vacuforming and tested a strip of Squadron 0.010 Thermoform (acetate). It turns out it doesn't like being bent into what I thought was a gentle curve.




The areas under the most stress clouded up white under the strain. Back to the drawing board, or in this case, go have dinner. It turned out that I was making a salad with greens that came in one of those clear vacufomed boxes and as I looked at the corner I noticed it was very clear, and pre formed to most of the bend needed to make the windscreen. It was slightly tapered which was good but meant that each corner had only enough undistorted material to make one or 2. If I haven't said it before. Scratch building is about determining if a concept will work

and then making the part several times over until it is the correct size and shape. I cut out a strip of this box and stressed it a little more with a slightly tighter bend and found that it still looked good. While doing my material testing I realized that the Staggerwing's windscreen and adjoining windows were made at such curves and angles that a flat piece of material could be cut to shape and wrapped to form the correct shape. After looking at original and thinking about the how and why of making a real one it became obvious that the fuselage was cast in a way that the areas in front of, and above the windscreen were too flat. In the middle and needed to be built up to represent a rounded shape. I accomplished this with CA glue and strips of plastic. These were sanded to shape. I used Tamiya Surface primer from the jar to do some final fill in. This was a long laborious process where I learned that it is easier to fill a larger gap than a hair line. Feathering it all in took a couple weeks with the drying times. Next came how to attach it. I personally never liked the idea of butt joining clear parts at the edge of a window, canopy, etc. In recent years kits like the 1/32 Tamiya P-51 and Airfix 1/72 B-25 C/D were

designed so that the clear part made up part of the fuselage so the joint wasn't right up against the window. This is pure genius and should have been done for decades. I wanted to do something similar. I knew that the areas under the most strain and requiring the most adhesion were the flat horizontal ends of the windscreen where it met the cabin walls. All other areas contributed to holding it down but were more to seal the compartment from paint. I sanded the upper and side edges back and glued in plastic strip to form a ledge. For what its worth, the Acetate was about 0.008" thick in the center and it got up to about 0.012" at the ends. The kit and the real Staggerwing have a wide window sill and I used this to my advantage. I scribed a line about 0.070" down the side of the fuselage from the sill. I then scribed the top of the sill back about 0.010" I knew that by the time I chiseled out the material to form a ledge, It would likely be laid back closer to 0.015" This was all cleaned up, and once again the dust blown out. I stuck a piece of Scotch tape over the windscreen opening and drew out the outline with a mechanical pencil on it. I pulled the tape off and stuck it to a paper index card. I cut this out and bit by bit finely adjusted the edges until it fit perfectly. I found a corner of the salad box I like and cut out a large piece. I covered this with Tamiya tape on both sides to reduce scratching. I traced my index card pattern onto this centering it on the middle of the bend. I cut it out with a mix of razor blades and scissors. Once again, I trimmed slivers off until it fit how I liked. I made 5 of them before I liked one that fit well.



The plan was to glue one side down with a few well placed drops of CA, then allow those to dry and place more drops. I thought I was doing well keeping the fumes away, and gluing the

flat edge along the fuselage side at the very edge of the windscreen to minimize how much got sucked up into the joint. to my dismay after an hour of drying, it fogged up. I did my best to clean this up, blow out the cabin one last time and decided to change my technique. I made a puddle of white glue on a scrap and using wire, made a bead of it on all of the ledges like a gasket. I then seated the entire windscreen with a few very thin strips of Tamiya tape. I let this dry a few hours. I for one don't generally trust white glue on anything that will be under spring pressure like this to pop up or if a mask will be applied and peeled off, like this. I dabbed small drops of CA into the external seam spreading them out like a welder working thin sheet metal. I continued around the whole windscreen until it was all glued, removing the tape as I went. I gave this about an hour or 2 to dry. This CA glue work made a sloppy bead. I folded various bits of sand paper starting a 400 and doing my best to avoid the areas that will be clear, I sanded the glue down. I used black sharpie to check for gaps by covering the seam sanding it down and seeing what was still black This was filled in and then I used silver Sharpie to check. I kept doing this alternating silver and black. I eventually wet sanded the whole perimeter with 400, 600, 800, 1000, 1500, 2000 grit paper . I then transferred to Micro Mesh 2400 and 3200, from there I actually worked the whole windscreen wet with 3600, 4000, 6000, 12000, Novus, and Bare Metal Foil polish. A few words of caution: Do not apply strong pressure to the windscreen or it may pop or crease. Also, be mindful how much water or polish you use and do not force any of this into the seams. If there is a slight hole in the white glue gasket, it may go under the acetate and you will have to decide to leave it or pull it all off and start again. For a more graphical depiction see Fig.2A

There were still some hairline seems so once again I used Tamiya primer from the jar to fill it. It is almost exactly like using Mr. Surfacer. I wasn't too thrilled about the joint at the forward edge of the windscreen so I put a small bead of white glue down to seal the gap and glued a thin strip of plastic. I taped the two ends down and where the plastic butted up to the fuselage, I put small dabs of CA. I cut the ends of the strip and worked them. I laid down a strip of making tape on the windscreen and sanded the CA bead on the strip I Just added. I used Sharpies to check the seam as previously discussed. I then removed tape used to protect the windscreen. I cut strips of masking tape to represent the frame work of the windscreen and

applied them as such. I took considerable care making sure the center strip was perfectly straight or it would make it all look "off." I then applied large single Tamiya tape to the window area I wanted to preserve as clear. I burnished this down along the "frame" with a mechanical pencil that I worked the tip to a knife edge. Using brand new Xacto blades and no pressure I cut along my frame work. I burnished the edges down and peeled up the framing. The framework is gray on this aircraft so I just used Tamiya Primer in the jar for the next step. I painted the areas of framework with a heavy application of the primer making sure it came above the tape. I let this dry a day and then gently sanded it down with 1500 and 2000 grit until the primer framework was flush with the tape as shown in the included photo. At this point I primed the model with Tamiya surface primer from the can and laid down my gray and gloss clear. I did gently score the paint at the edges of the masks after the first primer coat and after the clear to ease the demasking process and prevent any paint on the framework coming up with the mask. After demasking I cleaned up the clear portions with a cotton swab barely damp with 70% alcohol doing my best to avoid the painted areas since all of it except the clear I used would be affected by it.

I hope this provided you a springboard to try making windows and windscreens or just try another method of mounting them. Obviously, every airplane is different and every kit of similar types is different too so there is a lot of "let's see how this works" going on. I was

pleased with how this build came out since there were so many new techniques and challenges to me. However, I feel that improving the windows made this build actually worth finishing. No amount of work on the rest of the model could overcome the poor setup that came in the kit for representing the prominent windscreen and windows. What I did is not perfect either. I would have done many things differently now that I look back on it, but it's good enough for me under most lighting at most distances and it is a vast improvement on what came in the box. For that I'm happy and will try to improve the method on another build. One of those areas is beveling the edge of the windscreen material to present a larger gap to fill and not be a hard edge for the sandpaper to catch while I am feathering out the CA used to fill the seam. Fig.2B

I often had hairline seems reappear where larger seams only needed one or 2 applications to fill. In some cases, I spent a week chasing the hairlines. Next month I will be covering reskinning parts of an airframe to represent access panels, fairings, and replacing fabric detail. I will also expand a little on the topic covered in this article with a few in progress photos showing how to do a wing leading edge landing light housing.

Thanks Chris. Sounds like a bear of a project!!Ed.

Here's a few more pics from May. I'm going to make ID tags for Friday, because I don't remember who brought in some of the builds.

These are well done, but I do not know who.

Dr. Simon brought in the Coranado

This F3F-4 is mine.

I’m pretty sure these were Jerry Hughson’s

Now Dr. Simon Vichnivetsky has some

SURPRISES FROM THE EAST

A couple of days ago Mr Mike Terre let me know that a package with some Russian stuff was headed my way , and sure enough , a day or two later a box was on my front porch when I got home from work on a rainy night .

I kind of felt like Dr Carter shining his light into King Tut's tomb's antechamber when I opened that box-full of East of the Brandenburg Gate goodies ! It was a selection of 1/72 aircraft kits (really, what else did you expect ?) from the then Soviet Union , all dating from the mid-eighties to the early nineties , some of which I'd never seen before , and all produced by " cooperatives " , basically small private enterprises allowed by the communist government after a thirty year hiatus . The quality of these kits goes from ' decent ' to ' diamond in the rough ' to ' truly awful '. I suspect that these variations in quality had more to do with the quality of the injection molding equipment and plastic available than with the skill of the people who put out those kits. The Mig 9 for instance has molding gates every ¼ " and is made of a plastic than almost feels like pink soap . I haven't tried seeing how it reacts to glue yet ! The Tupolev ANT 25 long distance plane is actually a fine kit let down by 'coke bottle ' transparencies ; luckily these are very small ! I know this because I already have one 90% finished in my basement . And I know Mike has another one kicking around in his basement – I saw the box behind his head when we had our last Zoom meeting ! The molds have been around quite a bit , and at one time the Tupolev OKB (designer bureau) was selling these kits under its own name ; I suspect that the aircraft designing business was slow at the time . I haven't tried using the decals yet , but they look good .The Bereznyak Isayev rocket interceptor and the Yakovlev UT-2 trainer are both pretty reasonable ; as a matter of fact I already have the latter mostly built up . Needless to say , filling , scraping and sanding are required , but I wouldn't have it any other way !

The Yak-6 kit is a bit of a success story . It was initially put out by ‘ Alfa ‘ , one of those small start-up companies that appeared during the waning years of the Soviet Union . Thirty some years later it is still in production as a Zvezda product. Needless to say , it’s not as ‘ state-of-the-art’ as some of Zvezda’s more recent offerings !

The Nieuport 9 , a 1912-vintage monoplane is a simple and somewhat toy-like job . It is neatly molded and is asking me to build it even though it’s a bit outside of my comfort zone !

In closing , there is a little story I’d like to share with you guys because you might actually appreciate it .Lev Petrovich Malinovsky was the patriarch of a family we’ve been friends with for decades . He served in the VVS , the Soviet Air Force in WW II . In June of 1941 he was serving as a meteorological officer stationed in Beltsy in a fighter unit equipped with MiG 3’s ; he personally knew Aleksandr Pokryshkin , the second-highest scoring Allied ace of WWII. He later served as a navigator , flying on US-made Boston’s .

After the war he eventually became the commanding officer of an air base of the VVS . One day , he sent two of his men with a truck to go pick up a shipment of aluminum sheets needed for aircraft repairs . The truck never came back and an investigation ensued ; it turned that the men had picked up the aluminum and proceeded to sell it to a small boat-building outfit . The two men then ditched the truck and went AWOL . This was not a career asset for Lt. Major Malinovsky ! He passed away three years ago at age 103 . May he Rest In Peace !

Thanks to Mike Terre for all that historic plastic and all the best to you and your families!

Thanks Doc!

Here's the last of the pictures from May.

Patrick O'Connor built this ME-109

Martin Quinn built this Tirpitz as a gift of friendship for Joe Smith. Awesome.

HAVE A GREAT WEEK and LET'S HAVE BIG TURNOUT ON FRIDAY!! Bill S.