



MOSQUITOGRAM

The Official Newsletter of the NJIPMS

July, 2021

Vol.XXX,Issvii

From the IRON WORKS

By Big Bill Schwarz, Pres

" PRE MEETING AND MCON 29 EDITION "

HI all. hope everyone is well. Glad to see the meeting full of guys and models and that a lot of you have kept the enthusiasm up in the hobby ! I was told by a few of my long time friends in the biz the pandemic caused record sales in the industry ! Keep it up ! Anyway just a few things and simple ones. Dues are starting september through october. Pay up when you can. Now with that said IT'S SHOWTIME ! MCON IS ON ! I've sold out and added more vendor tables and my voice and mailbox are always busy ! Unless something happens the show is gonna be packed to the brim. Without harping if you can come please help. It is critical the first hours of the show. I'm good with vendors. Vince is good with his raffle team and money. Patrick O'Conner is in charge if registration and team. Vandermark is doing walk ins and I believe needs a couple of bodies. Marty, Mike ,and Dan have the contest and needs the most bodiess for set up. See them in the am and volunteer to Dan for security (WHICH WE WILL NEED THIS SHOW) Everybody please just do your part. After the shows done it's our time for a long overdue PARTY which I will arrange late August , or early September time frame !!! Lastly if you have any raffle donations see Vin at the meeting. That's it for me this month. I can start modelling again after the show.

[illegible]

REGARDS, BIG BILL



The Contact's View

By Mike Pavlo, VP



Well, it has been 27 months since our last show, but the wait is finally over....it's time for MosquitoCon!!

We're all pretty confident that the turnout of models and modelers will be fantastic and we're hoping for another great show. So much has happened and so much has been lost since the last MCon way back in April 2019. We've had several rescheduling's as we attempted to accommodate the ever changing Covid-19 landscape and the associated rule changes. But the time has finally come and we're ready!

I look forward to seeing you all on the morning of the show, as well as our friends who we haven't seen since our last one who always come to support us.

As always, please be ready to pitch in wherever help is needed. If you have quality, un-built kits that you'd like to donate for the raffle, please bring

them to the show and provide them to Vince and the raffle staff. Thank you in advance!

Best Wishes always,
Mike P.

THE JUDGES TABLE

By Jon Da Silva



It seems like an eternity ago that we were planning Mosquitocon '20. The unfortunate events that took place leading to it's postponement are known to all in the club. Over the past year, we've made due with virtual meetings (which I greatly enjoy because everyone gets to talk to everyone), and now are back to in person meetings. It is great to see all of the work that everyone has built over the past year. I hope to see many builds on the tables when we finally have Mosquitocon later this month. I expect a near record turnout, (hopefully of sanitary people. Questionable). I think we will see a lot of young people as well which will be good for the hobby as they are the future. Without people to buy model kits, there won't be any need to produce new ones.

In meeting related business, I believe I will start monthly contests again this month, and starting next month, if anyone is interested, we can continue theme nights. If possible, or perhaps Bill Schroeter can attach it to the end of the newsletter, please fill out your model entry form for the club monthly contest beforehand. I will still bring some paper copies and pencils along with ballots, but it really does expedite the process to have the form filled out prior.

I am working on a 1/700 scale conversion using 3d parts, resin and PE of the USS New Jersey as she appeared from October 1943 - May 1945. I will bring it in to show. I'm using the Tamiya Iowa kit. It still amazes me that no company produces an accurate pre-refit WWII New Jersey. Other than Missouri being the signing site for the Japanese surrender, none of the other Iowa class ships compare to New Jersey's fame or service record. My hope is one day she will be recognized in her mid-late war configuration in scale.

Jon

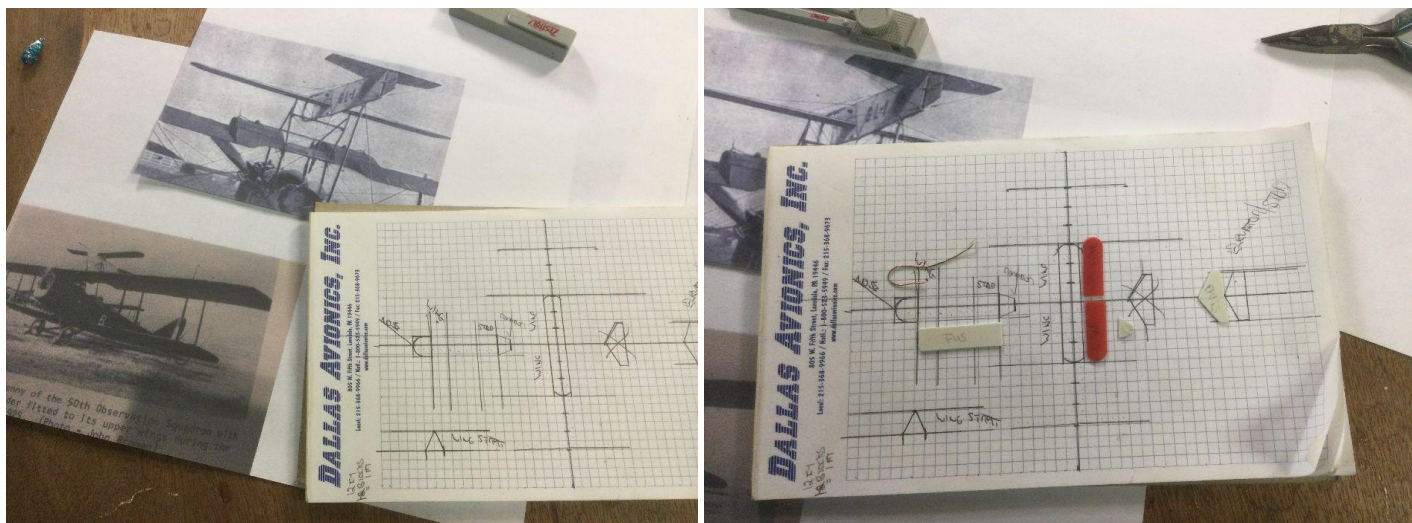
And Now it's time for anooooother TEEERE-A-GRAM!



Curtiss JNS with G-3 Target Glider

For the past year or so I've been building many vintage kits as readers of this newsletter probably know. In spite of building these wonderful kits I could feel a dreaded case of Advanced Modeler Syndrome (AMS) approaching! And then it happened!

While reading an American Aviation Historical Society newsletter from March 1974 I came across a picture of a Curtiss JNS with a G-3 target glider and things went black. When I came to I was at my bench with the Olimp 1/72nd scale Curtiss JN-4A in my hands and an image of a G-3 target glider on my iPad. I realized that AMS had struck and the only cure was to build what was before me.

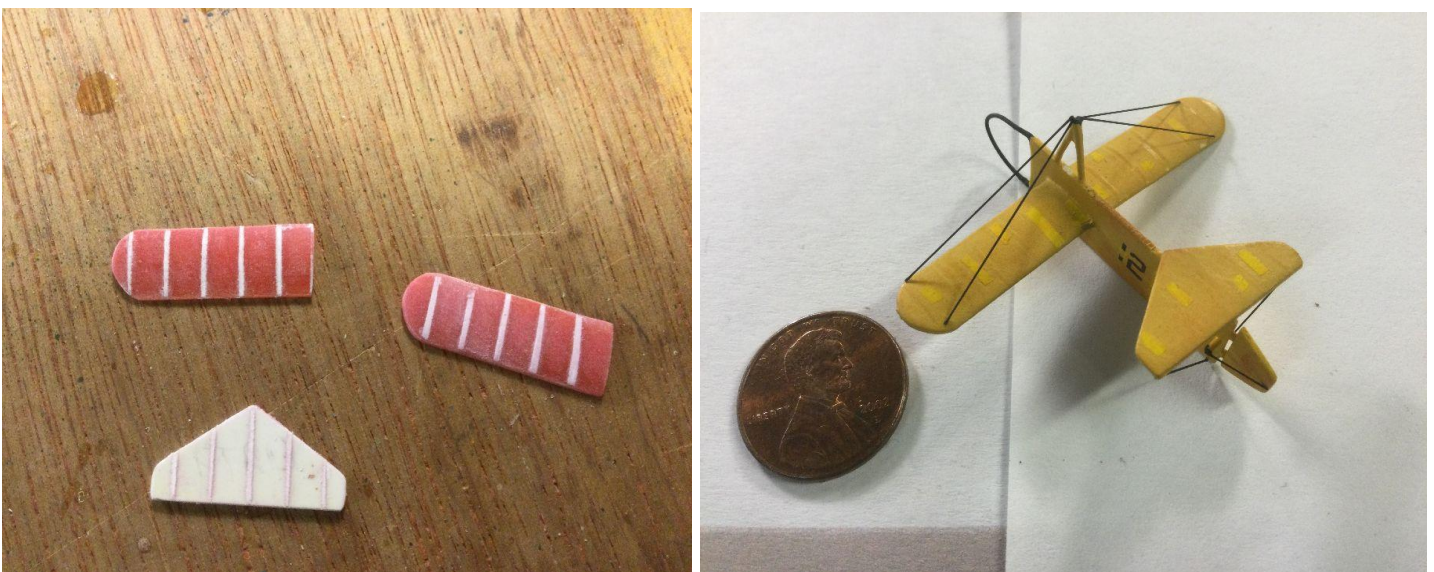


I first started with the G-3 target glider as it would be scratch built. Good plans are essential for a successful scratch build and other than a few pictures little information on the G-3 could be found. The Air Force Museum had a G-3 hanging from the ceiling but its information sheet gave no dimensions. However since I had a good picture of a G-3 atop the JNS I could draw a plan as long as I had one known dimension and could scale it accordingly. I had many reference books on the JN/JNS series of aircraft which gave general dimensions however I needed something more specific. And this is where club member Jim Lincoln really helped out! Years ago Jim gave me a copy of an original Curtiss JN4 Manual. This document told how to take a

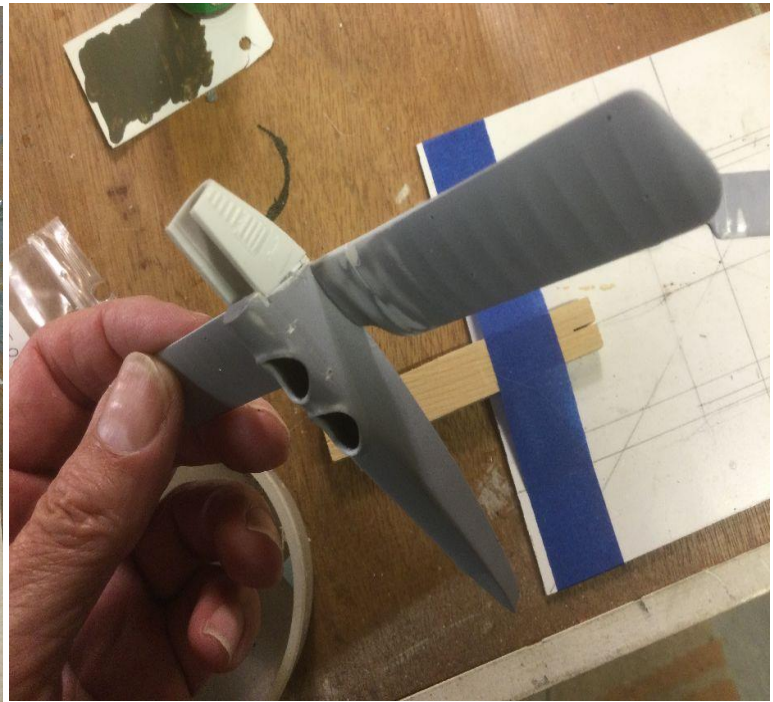
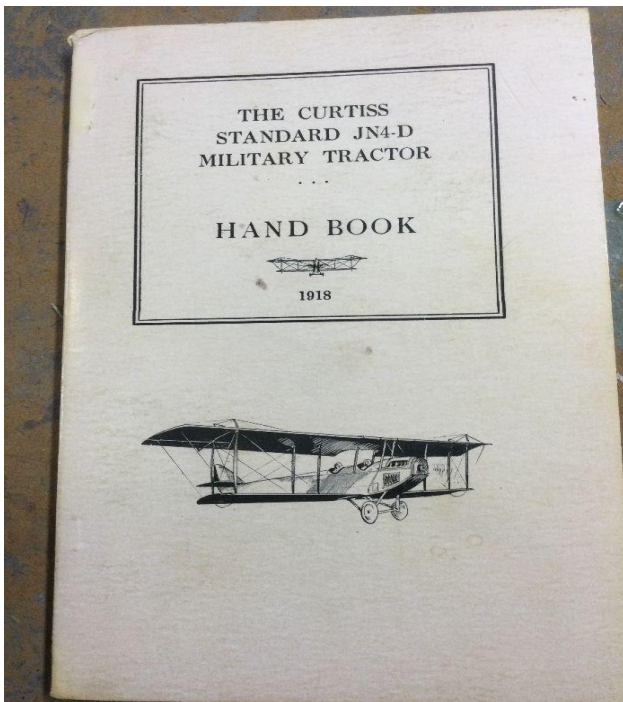
JN out of its shipping crate and put it together. I found the length of the interplane strut and using that as my “true” dimension I was able to scale up a G-3 three view drawing. It was a little rough at first but it worked.



The build was very simple as the G-3 was a simple aircraft. I started first with the wings. For this I used sections of a document binder spine. These are nice as they have a great airfoil shape and an absolutely thin trailing edge. I had to cut a little off the leading edge to get the proper chord but this was no problem. To replicate the rib detail I cut strips of masking tape and placed them in the areas between the rib locations and sprayed a heavy coat of gloss white paint on the wing. When dry the masks are removed and you have a paint ridge which is lightly sanded to blend into the wing and PRESTO you have a rib! This procedure was also done to replicate the G-3's fuselage structure as well as tail surfaces. These structures were made from .015" sheet styrene. The wings and tail surfaces were then attached to the fuselage. After the assembly had dried it was painted Tamiya XF-3 Yellow. As these were target gliders they were shot at a lot and naturally were patched and painted many times. I replicated the patches by using thin strips of yellow decal material cut into various sizes.



The G-3's nose structure was nothing more than aluminum tubing as was the wing support pylon. These were made using simple copper wire bent to shape, painted Tamiya XF-69 Scale Black and attached to the fuselage. The only movable flight control on the G-3 was the rudder which controlled the size of the circle the glider would make as it descended. This rudder was made from sheet styrene and its control horn and adjustment rod from Evergreen rod stock and stretched sprue. The G-3 was rigged with stretched sprue and weathered with dark yellow, black and gray pastels with Rub-N-Buf silver used on the metal portions. This build took about a week and was very enjoyable.



With the G-3 done it was on to the JNS. Thinking this would not be a problem I quickly found out I was wrong! The kit I had was of a JN-4A which used a Curtiss OX-5 engine but the JNS used a 180 hp Hispano Suiza engine. This meant that a whole new nose section would have to be built. I was very lucky to have an Aero Club (great components!) white metal Hispano Suiza engine but the cowling sections would have to be built. Again I was in luck as my spares box (NEVER THROW ANYTHING AWAY) came to the rescue with some parts that could be modified to work. The new cowlings didn't prove as hard as I thought they'd be and within a few days they were complete. The Olimp kit had a nice interior which included sidewall structure as well as rudder pedals and control stick. I did add throttle quadrants and a nicer instrument panel however.

The Olimp kit had very nice wings with a great profile and positionable ailerons. The wing struts were also very thin but had a lot of flash on them. It took an evening of slow tedious work to get them cleaned up. At this point I also built the support structure for the G-3. This was made from Evergreen .015" rod stock.

All wooden components, cockpit structure, wing and landing gear as well as the propeller were painted using the following technique, first all parts were painted with Tamiya XF-15



Flesh, then when dry streaked with Tamiya XF-9 Hull Red followed by a coating of Tamiya X-26 Clear Orange to bring out the grain effect and to give the gloss sheen of varnished wood.

Before final assembly started the JNS was painted using Polly Scale (love this stuff) 505224 UAAAC Olive Drab, and when dry kit decals were applied. These decals were a bit thick but Micro Set/Sol did the trick (kind of poetic!) I did not use the tail stripe decals as they did not fit but simply painted them. Krylon satin was then sprayed over all components and then they were weathered. These aircraft were very weatherbeaten as they were almost always stored out of doors and hardly in a hangar. This weathering was replicated by simply streaking Micro Flat across the various components and when dry followed with a little gray and black pastels. With all this done it was time for final assembly.

The landing gear went on first and this proved a bit tricky to get aligned but slow and careful work got the job done. I always put the landing gear on first, especially with a biplane as if this is not aligned the rest of the build will be off.

The Olimp kit wing strut mounting holes were very faint and hard to see. Thankfully I had remembered to drill these a little deeper to make assembly a little easier. As usual I started with the cabane struts (wing to fuselage) to get the initial alignment correct and then work my way outboard with the interplane struts (wing to wing) correcting any alignment problems as I go. This procedure was surprisingly easy and little problem encountered. Pre-drilling the strut holes really helped a lot.

With the wings on it was time for rigging. The JNS had very pronounced control horns and these were made from Evergreen 0.10 strip stock cut to shape. I also built the lower wing tip protectors out of thin copper wire and installed them. Once the control horns were in place, stretched sprue was used for the rigging. The JNS had complicated rigging especially on the

flight controls and this is where Jim Lincoln's book really came in handy! Many thanks for the book Jim!

The final step was attaching the previously built G-3 support structure followed by the G-3 glider and with that the build was done. This was a very enjoyable two month build and am happy with the results. I'm glad I'm back building biplanes again, now the only problem is pick out the next project.



I won't make it up for the next meeting but I'm sure gonna make it to MosquitoCon. I'm bringing my neighbor who is rejoining the hobby and has never been to a show before. He has no clue what he's getting into! Thanks for reading, see you all at the show!

Mike Terre

Thanks Mike! A great build. Ed.

Next up John Bucholz continues to educate us on Polish Tankettes

While construction of the IBG Models TKS took some time, the painting was in fact even more difficult than the construction. The missing interior detail was a bit of a chore to construct and the one-piece tracks were the pits, but getting the proper colors for the camouflage scheme was even more time consuming. If armor modelers argue about the correct hue of O.D.green on a Sherman tank, imagine the discussion over Polish WW2 camo colors! The IBG instruction sheet has a very good five view of the way the scheme was applied to the TKS, but the colors were another matter. I was painting the kit in the 1936-39 scheme as laid down by the Polish army. This consisted of three colors-a "greyish" sand, an olive drab, and a very dark red- brown. Now for the big question-what the heck is "sand grey"? References show it anywhere from a greenish-tan to a light desert sand. Taking the instructions given by the Technical Research Bureau in 1936, I mixed a sand color with a light grey and got a "greyish-sand". The red-brown was listed as a very dark shade and according to Steve Zaloga was almost a black brown color. Most photos show a very sharp contrast between the brown and the other colors. Which brings us to the next problem. The photos show the Olive Drab to be almost the same tonal quality as the Sand Grey. In most photos the dividing line between the sand and the green are very hard to differentiate. My best guess is that the Sand color was indeed a light shade and therefore the Green was not a dark olive green but more of a grass-green color rather than the darker Olive Green we think of.



The photos show my best interpretation of the colors used in the camo scheme. Markings on Polish tanks were prohibited by army instructions in June 1938. Thus, after painting the

camouflage you just have to add any weathering you want to add to finish your TKS. Please remember that these tanks were only operational for a few weeks and should not have the look of armor that was on the battlefield for a year or more!

Happy Modeling- John Bucholz

Thanks John!



Patrick O'Connor sent a picture of his latest acquisition.



Fred Horky sent this interesting piece about a flight of Acrobatic Cargo Planes!

Herein is the tale of a four-engine transport aerial demonstration team called



"The Four Horsemen"!

The video you'll find in the link below is well over a half-century old. It's not official in any manner, having been funded by Lockheed back when their C-130 was new all those many years ago. The airplanes are very early C-130 "A-models".



But a little background first.....

To understand the true frustration you'll read about below, "Back in the Day", Troop Carrier Command was and had been since WWII the ugly step-sister in Tactical Air Command. TAC was a fighter organization, run by fighter pilots, with fighter-pilot attitudes about many-motor airplanes and their mission.

"Trash Hauler" crews (a corruption of "Troop Carrier") were perhaps the lowest form of life in the caste system of military pilots. (In his classic book, "The Right Stuff", Tom Wolfe describes that caste system very well indeed.)

But both Tactical Air Command and its fighter jocks were themselves low on the totem pole of the larger Air Forcea hierarchy that for decades after WWII saw the bombers of Strategic Air Command enjoying seemingly limitless funds to build their Big Stick of new airplanes and new bases (today mostly all closed) from scratch with long, LONG runways AND all related amenities that combined to form General LeMay's "big stick".



Until the middle fifties, the mainstay aircraft of Troop Carrier was still the Fairchild C-119 ...an airplane simply dubbed the "Dollar-Nineteen" when a semi-polite term was needed. (Like most "official" aircraft names, "Flying Boxcar" was NEVER used except on the sign propped up next to the airplane on days when the public was invited to come out to see where their tax dollars had gone.)

The dollar-nineteen was actually a pretty good airplane, but it had suffered from having been a new aircraft type with new engines (the

P&W R4360 "corncob", with its twenty-eight cylinders and fifty-six spark plugs) and newfangled Hamilton-Standard, hollow-bladed, reversible propellers; all further compounded by suddenly being thrust headlong into the crucible of combat in Korea. Brand new, still in peacetime growing pain development when that war kicked off, it was a recipe for disaster. War-emergency high combat usage rates didn't help.

Above, my 1957 dollar-nineteen picture was taken AFTER first carefully tightening my parachute, and before opening that huge "troop jump door" in back! We were on a routine trip from Pope to drop a new class of neophytes five times each to win their "jump wings" (and extra \$55 a month) at the Fort Campbell KY "jump school". Below, another of my photos that same year as seen on the cover of Al Lloyd's C-82/C-119 book. It was taken while standing on the wing of my own 778th Troop Carrier Squadron airplane as we loaded troops for airdrop at Fort Bragg.

Fairchild C-82 Packet and C-119 Flying Boxcar



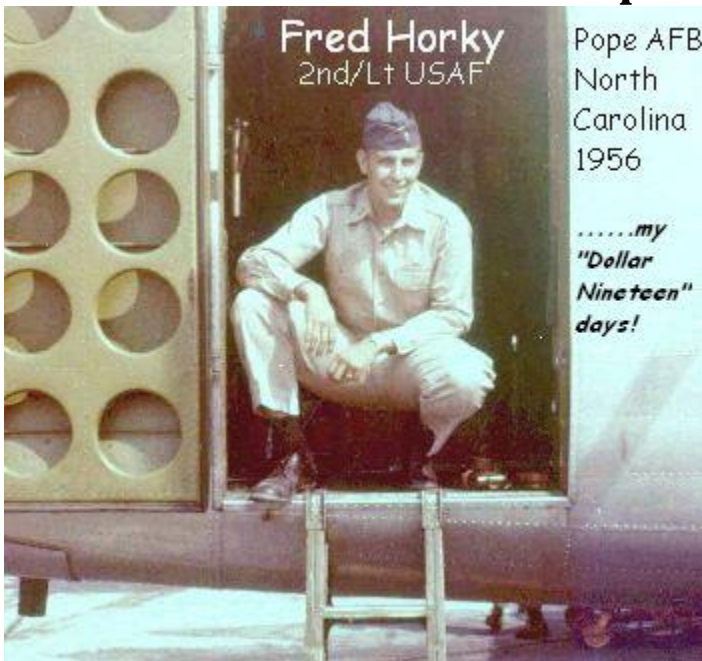
Alwyn T Lloyd

AeroFax

But not long after the Korean War ended, Troop Carrier saw a true quantum leap. A new tactical airlift airplane that was and

is so good, that Lockheed is still building them almost seventy years later: the C-130!

Excitement was very high at Pope AFB in the spring of 1956 when your scribe arrived out of pilot training! Pope was SUPPOSED to be first to receive the new "Hercules". From our squadron, Jim Brewton and Tom Hines, two of our high-time C-119 Korean-war-era instructors, were sent to "May-RETTA" Georgia for a Lockheed factory checkoutthis being long before a "C-130 school squadron" was set up. They came back positively GLOWING about the new airplane.



But that all soon changed at Popeaccompanied by much screaming, wailing, and gnashing of teeth. Mother Air Force pulled the rug from under our hopes, and the first Herks went to Ardmore AFB, Oklahoma! As it turned out, Pope wouldn't receive the C-130 for another six years. To read the long version of that sad story, check out my attachment titled "The Mutiny".

But in the meantime, Ardmore's delighted former "hi-time" -119 pilots first checked out in the Hercules were so delighted and amazed with their new mounts. This was soon expanded into

standard Troop Carrier formations similar to those we flew with the -119, and reminiscent of those flown by Troop Carrier C-47's in WWII. But with all that power and "boosted" flight controls, the airplane could do so much MORE!

With the added shot in the arm provided by the Herk's super performance, the Ardmore pilots soon developed their playtime into a genuine air show routine: this quickly morphed into the aforementioned "Four Engine Aerial Demonstration Team" featured in this Lockheed-sponsored film.

The presentation will appear a little "corn-ball": allowance should be made for having come from another, more innocent era....

The link for that video

[Hercules and the Four Horsemen - YouTube](#)

Soon the team was flying demonstrations at other bases.

But that didn't last longthe unofficial reason I heard was that when TAC headquarters had started receiving requests for airshows of some UNOFFICIAL team they'd not authorized, the fighter generals realized that their fighter-pilot thunder was being stolen; they suddenly decreed that aerial demonstrations were the province of the fighter community, and "....THOU SHALT CEASE AND DESIST"...At least, that's what I heard!

See also: <https://www.historynet.com/lockheed-c-130-the-four-horsemen-demonstrated-the-power-of-the-new-aircraft.htm>

Thanks Fred! For the sake of brevity, I'll forward the attachment about the mutiny later.

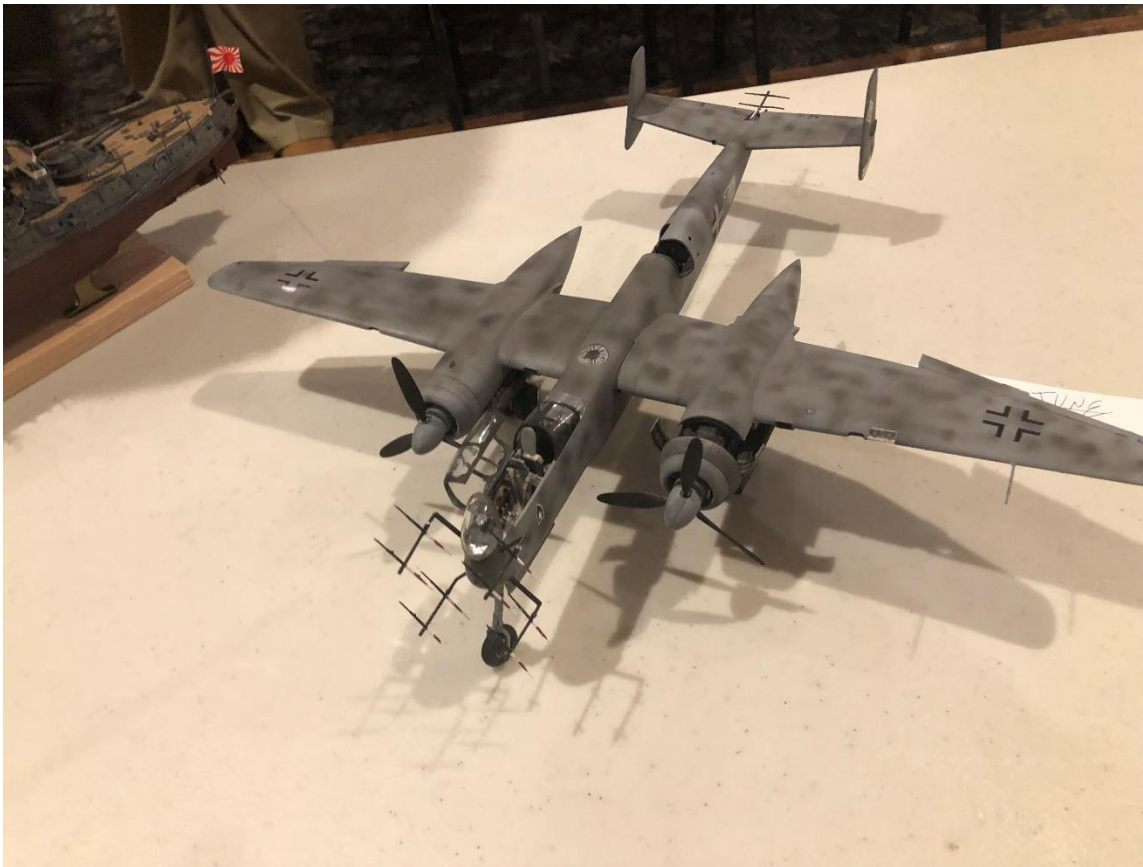


[This Photo](#) by Unknown Author is licensed under [CC BY SA](#)

Now here are the models that were on display last month. I'm going to use the larger size from now on. Ed.



John Bucholz' 1/35 Tamiya Chevrolet 1533 X 2 Long Range Desert Group



Bill Schroeter's Tamiya 1/48 Heinkel 219-B Night Fighter



Jim Pentafillo's DML 1/72 M-65 Atomic Annie



Martin Quinn's USS Hornet Trumpeter 1/350 scale



Marc Rocca's Hasegawa 1/350 IJN Mikasa



Mike Terre's 1/72 AZ Model Breguet 17



Mike Terre's 1/35 Miniart LAN 2 Bulldog Tractor



Antonio Meroli's 1/72 Airfix Fiat G-50



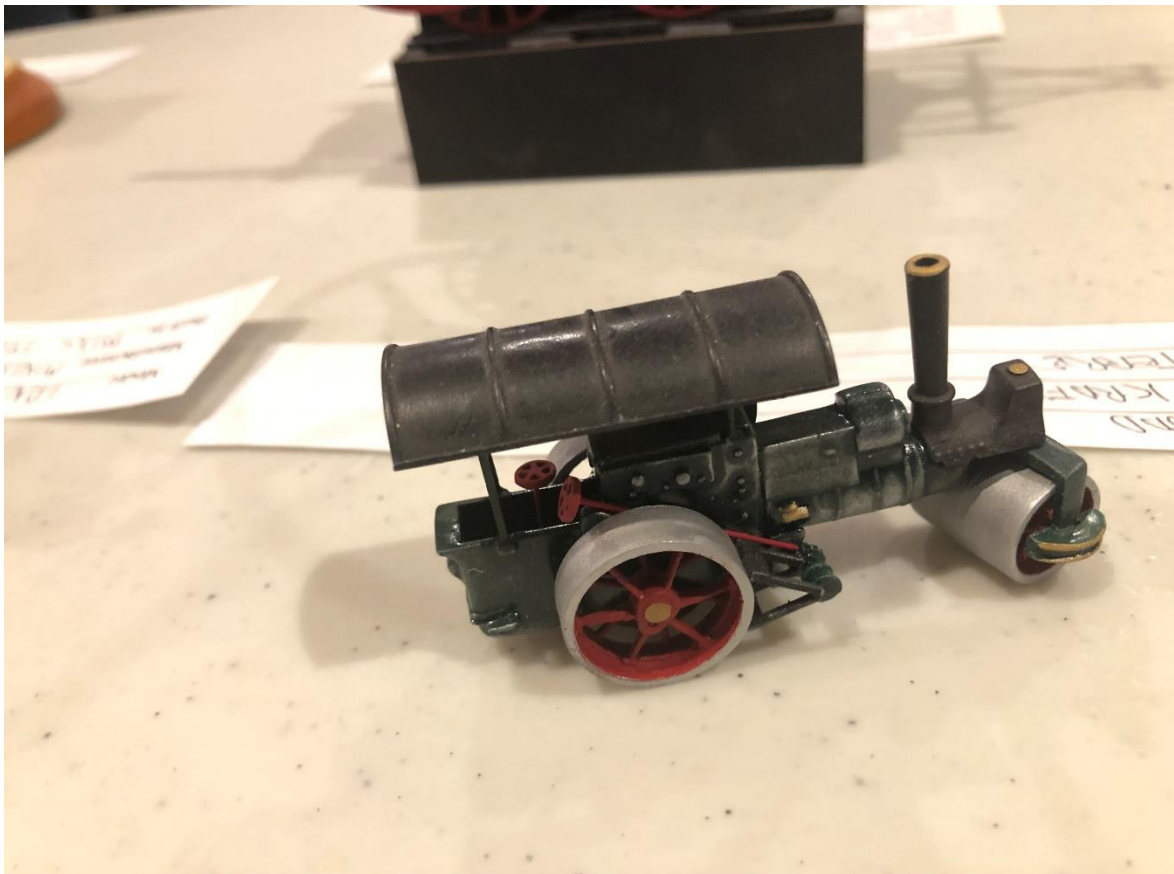
Simon Vichnevetsky's Soviet State 1/72 Yakolev VT-2



Greg Vorona's 1/48 Great Wall T-33



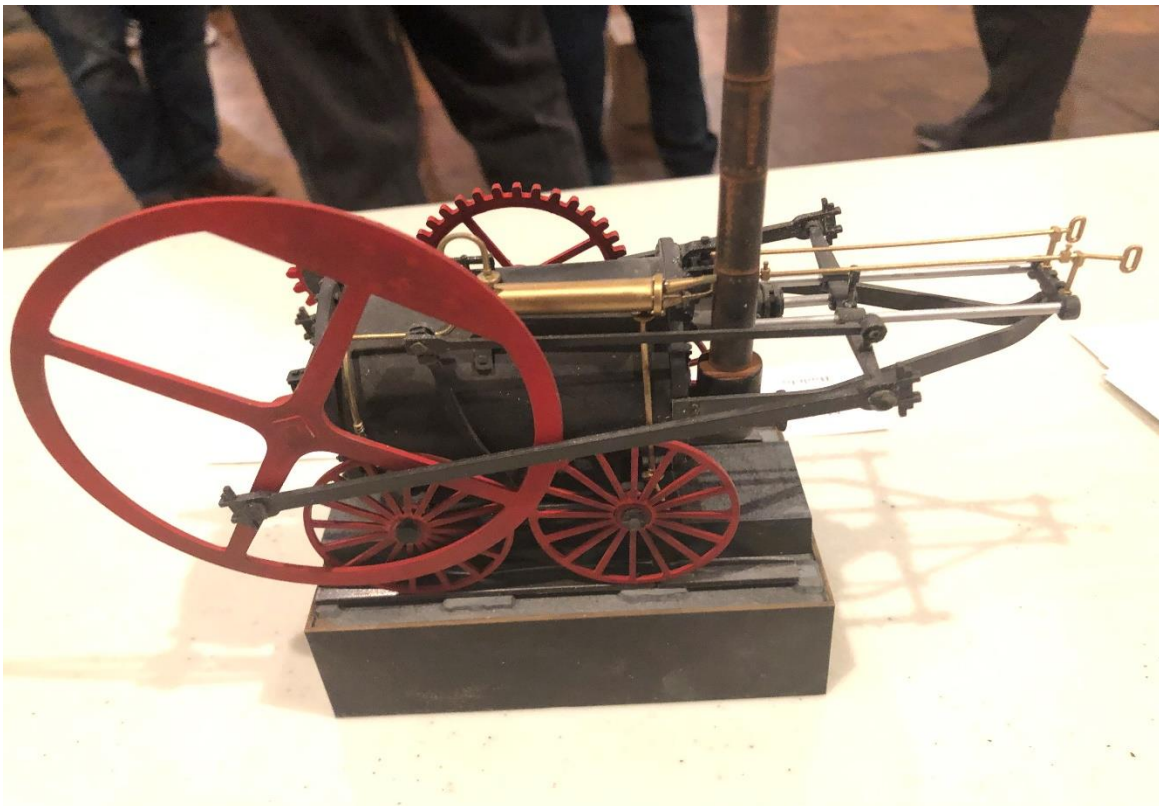
Bob LaPadura's Tamiya/Checkmaster 1/48 Supermarine Spitfire Mk Vb



Mike Terre's 1/72 Keil Kraft Steam Road Engine



Patrick O'Connor's Tamiya 1/48 Lockheed P-38G



Mike Terre's 1/24 Airfix 1804 Locomotive



Bill Connolly's 1/72 A-Model Handley-Page Jetstream T-2



Mike Terre's 1/72 O4MP plus scratch-build target glider Curtiss Jenny



Patrick O'Connor's 1/32 Zakie-Mura D0-335

Here's Model ID tags-please use them so I can be sure to attribute the proper build to the modeler.

Model_____Date_____

Manufacturer_____Scale_____

Built by_____

Model_____Date_____

Manufacturer_____Scale_____

Built by_____

Model_____Date_____

Manufacturer_____Scale_____

Built by_____

That's it! See everyone Friday! Bill Schroeter, Editorious Mistakenii