



## **THE OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF THE INTERNATIONAL PLASTIC MODELING SOCIETY**

**FEBRUARY, 2022**

**Vol.XXX Iss.ii**

### **FROM THE IRON WORKS**

**By Big Bill Schwarz, President**



### **" FROM BIG BILL DA PRES "**

Hi boys. Hope this finds you all well. A lot is going on show-wise and as usual we are on top of it! We will go over everything at the March meeting to make sure everyone is up to speed. With that said, Marty (Quinn) had an unexpected hospital trip, but as of today is good and might come home. He will tell you what he wants you to know about it.

Now, Member and great model builder John Cunningham has passed. He was an unbelievable model builder, but also a fun guy and friend. Please remember him. We will be taking donations meeting night and will take care of all money collected. I really liked John and it makes me think even more these days. Any one of us can go at any time for any reason! A lot of us have known each other for decades and I will end on this! If you have any hatchets to throw or fences to mend don't wait till it's too late! Also have fun and enjoy life! We only have this time now and all hope for something next when we leave! To all of you **BE WELL AND TAKE CARE BECAUSE YOU NEVER KNOW!**

**REGARD/FRIENDSHIP BIG BILL PRES**

## THE CONTACT'S VIEW

By Mike Pavlo, VP



By now everyone has heard of the passing of our longtime member John Cunningham. It is always sad when we lose one of our friends, and unfortunately, we have mourned several members over the last few years.

John will always be remembered as a kind, soft spoken man of incredible talent, and he was always eager to share his skills and techniques. He will be truly missed.

As we're all aware, MosquitoCon is approaching. Several members have already sponsored trophy packages, which we are always grateful for. If you would like to help the club and the show by also sponsoring, please see Joe Smith at the meeting.

At the last meeting some of the guys brought in new kits for us all to look over and enjoy. The Revell SR-71, Eduard A6M2 Zero and Das Werk Stug III that were on display truly prove that we are in the "golden age" of modeling – detailing and precision that was undreamed of not that long ago.

Stay well,

Mike P.



**Spitfire at Reading, 2018**



**In memory of John Cunningham. John enjoyed re-creating Revolutionary War encampments, as well as being a great modeler. According to Mike D. this P-47, the old Monogram release, was John's last completed build.**





**Now it's time for a new "TERRE"-a-Gram!.**

Well, this is actually a two-year build! I was almost done with it but got ill over the holidays, and finally finished it the second week in January. Feeling better now and am back at my bench.

Here's my build of the KovozaVody Prostejov (aka KP) 1/72nd Nieuport Triplane (kit KMP0255) and what an interesting build it was. This was an experimental aircraft with only five aircraft built, three for the French with two being supplied to the British Royal Navy Air Service. None of the aircraft saw active service.



KP offers this kit with different markings, a camouflaged French version and a silver British one. I chose the British markings as I really wanted to show the unique wing arrangement which the silver finished made highly visible. By the way, check out the KP website, they've really got an amazing range of unique aircraft in both 1/48th and 1/72nd scales.

The kit had only 24 parts on one sprue of very soft gray plastic along with a terrific set of decals, more on them later. Construction started with detailing the molded in cockpit sidewall structure as well as the cockpit floor boards. The kit did supply an instrument panel, pilots seat and control stick. Surprisingly these parts were well molded and used in the build. I used masking tape for the pilots seat belt and the instrument panel markings came from the spare decal box. For all wooden components I used the following technique to simulate wood. I first paint the parts Tamiya XF-17 Flat Flesh and once dry streak Tamiya XF-9 Hull Red over them.

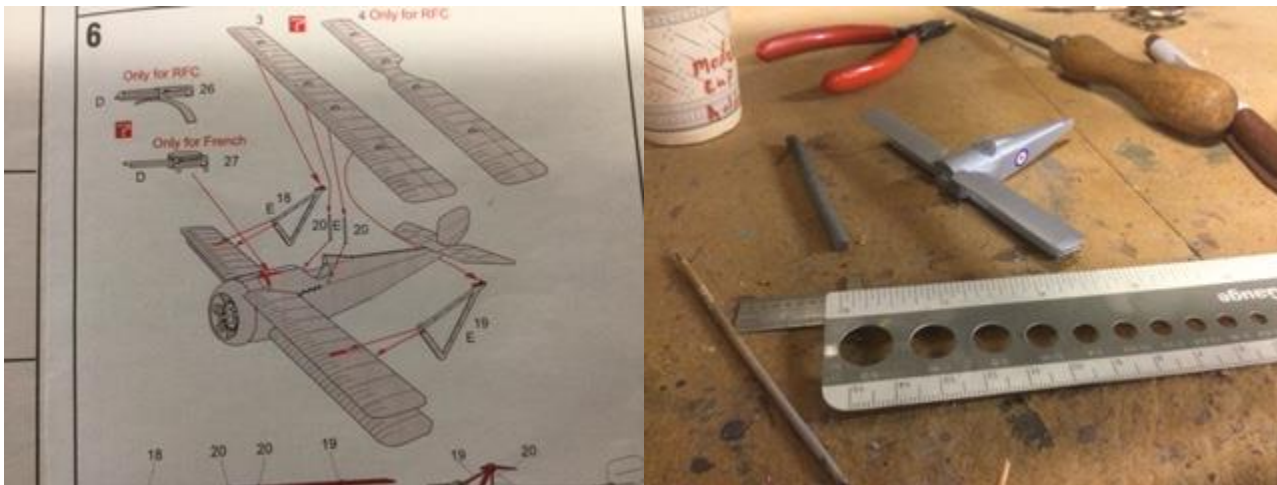
When this is dry Tamiya X-27 Clear Orange is applied, which really makes the wood grain “pop” and gives a gloss finish the wooden parts had.

With the cockpit complete the fuselage was closed.

Due to the complex wings structure I decided to paint and decal all major parts at this time. For the past few “silver” builds I’ve been using Design Master Brilliant Silver with great results. This is a paint that is used to color dried flowers. It’s in a “rattle can” but sprays very gently, covers well, has a very fine finish and dries in minutes. Once dry it can be easily handled and masking tape will not disturb it. This paint is available in different metallic shades and can be found at Michaels craft stores.

Once the parts were dry, they were given a coat of Micro Gloss and the decals applied. The KP decals are great to use, have good color density, they are thin yet handle easily and respond well to Micro Sol setting solution. Once the decals were dry all parts were sprayed Micro Satin and final assembly started.

For such a small kit KP really put some engineering thought into their product. The bottom and middle wings were now attached to the fuselage. With these two wings in place and using the ingenious one piece interplane struts, wing alignment was virtually assured. I’m attaching the picture from the instruction to show this great assembly method. The fit of all the parts was exceptional and construction moved right along. The top wing literally dropped into place, really amazing. The only difficult portion was the landing gear assembly. The struts were very thin and did not fit that well into the fuselage mating holes, but a little sanding fixed the problem.



The last major portion to be built was the rudder and elevator. These went on without a problem but I did have to add control horns for the flight control cables. With this completed it was time to weather and rig.

As these were experimental aircraft, they needed little weathering. Slight application of black pastel, especially around the engine area took care of this perfectly. Flight controls were highlighted using a very thin Sharpie pen.

I used stretched sprue for weathering. Due to the unusual wing arrangement and small size of the model rigging was very interesting. KP supplied a very good rigging diagram and this helped a lot. The wings were easy to do. The main problem was holding the model and applying the rudder and elevator cables and the very limited space you had to work in. I think I learned some new approaches in rigging during this build but I got it done.



This model won't win any competitions but I'm very happy with the results as it shows a very unique aircraft.



I won't be up for the February meeting but will try to make March and Nostalgia Night. Thanks for reading. Now get down to your bench and build something!

Mike Terre

**Thanks, Mike-great job! I'll try some of that Design master paint. It sounds like a smoother finish than Rust-o-lium! Ed.**





**John Bucholz continues his tutorial on the Panther Tank.**

### **Painting the Cat-Part Three: German Camouflage**

At the end of 1942 the German Army decided that field grey was not an ideal color for fighting vehicles. Starting in 1943 the new base color would be Dark Yellow (Dunkelgelb). The Panthers that went to the Kursk front were all painted this color at the factory before being sent to their divisions in Russia. The factory did not apply any camouflage colors at this time. It was up to the divisional maintenance troops to apply the two other colors, Red Brown (Rot-Braun) and Dark Green (Dunkel Grün). These colors were not supplied as liquid paints, but rather came in a paste form which was to be thinned with a solvent and then sprayed on in a pattern determined by the divisional troops. The panthers involved in the Battle of Kursk were all shipped by rail to the front and then assigned to the 51st and 52nd Panzer battalions. These units were assigned to the Grossdeutschland Panzer division.



The model was painted with Lifecolor acrylic paints. There are many other companies producing these German colors but I found the dark yellow was one of the closest matches I could find. After a primer coat of Tamiya grey, I applied several light coats of yellow (RAL 7028). The green (RAL6003) and the brown (RAL8012) were then thinned and sprayed with an Iwata airbrush. You should be aware that when these vehicles were painted at divisional work areas, the paint jobs were not carefully applied by a skilled auto-body painter. The maintenance crews worked in an assembly line fashion with several men working on each tank, and the camo could vary from right, left, and top sides. Photos show that some applications were so heavy that the paint had visible runs in the color while other applications were so light that the original dark yellow would show through.

Because these tanks were so new, there was very little wear and tear on the Panthers before then went into battle. I kept the weathering down to some scrapes and chips along with a bit of wear on the top surfaces where the crew would walk. The Tamiya painting guide has schemes for three tanks that were at Kursk. The patterns on all three are, in my opinion, a bit suspect. They all show a very thin-lined camo pattern when almost all the photos of Kursk Panthers show a much thicker application of brown and green stripes. I believe my pattern is closer to the actual ones used but you should check your references before painting.

The numbers were applied by the divisional staff and the Kursk all had numbers from the 400's to the 700's (Most divisions were from the 100's to the 300's). The numbers on the turret were often painted on top of the pistol ports and side hatch. The kit decals are made up of separate pieces but I found it easier to paint the numbers rather than wrestle with multi-part decals. I used Archer outline stencil numbers then filled in the gaps with white paint and painted the inside of each number black. Do not be upset if the numbers are not perfectly aligned as most photos show numbers that are either higher or lower than others (the stencils used by the maintenance crew were hand held and numbers were applied one by one).

I modified the crew figures slightly to get a better fit in the hatches and placed the Panther on a base of Russian Steppe and this cat was finished. Just as an aside, of the almost 200 Panthers that started the attack records show only about ten remained operational after five days of combat. Mechanical breakdowns accounted for the vast majority of the losses. I hope you will consider this kit if you are just starting to build armor. It has a lot of good detail for the low parts count and can be easily made into a real winner with a bit of work.

Happy Modeling- John Bucholz

**Great tutorial!**





### Now a nice piece from our Mad Dr. Simon Vichnivetsky

A couple of months ago there was a cartoon in this newsletter showing the evolution of plastic modeling through the ages. As for me, it looks like the control lever of my time machine is permanently stuck at one million years B.C. Case at hand is this **1/72 Armstrong Whitworth Whitley** . I bypassed the beautiful Airfix kit sitting in my stash, and the Fly kit; instead I headed straight for primordial swamps: the Frog kit !

The Armstrong Whitworth company managed to produce many unsuccessful aircraft types during the last thirty years of its existence ; does anyone remember the Albermarle ? It did have its share of useful, if not outstanding, designs such as the Whitley and also the much later Argosy.

The Whitley was the first of the “modern” British bombers, with its unbraced monoplane design, retractable undercarriage and all-metal construction. As its homely looks hint, it was not the most refined of planes by mid -1930’s standards. Most noteworthy was the absence of landing flaps on the original design; to compensate for this, the wings were installed angled upwards . Because of this, the Whitley flew with a permanently nose-down attitude, not conducive to great aerodynamic efficiency or speed. On the up-side it was very sturdy and, with 1,600 being built, it was definitely put to good use .

The kit I built is an original Frog boxing. I remember when it first appeared at my favorite model shop, » Inter-Maquettes « in Brussels, Belgium in the early Seventies . Even by the standards of those times, it is a very basic kit with a low parts count, cleanly molded in ivory-colored plastic with very subtle raised panel lines. Parts are included for the antenna-laden ASV version .

Assembly is rapid, with good fit overall and a useful wing spar, a feature Frog also used on its other late-period large aircraft, the Shackleton . That other “ heavy “ is a much more sophisticated kit although it came out several years earlier.

The interior detail of the Whitley consists of a floor with seats and navigator’s table molded in, an adequate control panel, and a very anemic control column which I replaced with a metal item from my “Aeroclub ” stash. For you fossils out there who still dig 1/72 metal castings, Joe Francesco of Joe’s Models (and formerly of NJ) may have what you need. I added an armored back from plastic sheet to the pilot’s seat. I used old Testor’s SAC Green for the interior , a credible stand-in for RAF Interior Green. Seat cushions, and a prone position for the bomb aimer in the nose were picked out in brown . Safety belts were made out with my usual : thin strips of yellowed newsprint . I made a RAF Course-Setting bombsight from scrap . I might add

that the moderate effort that I expended in detailing the interior was mostly for my amusement , as the transparencies are thick and not all that clear !

The engine nacelles were improved by opening up the main air intakes and installing radiators behind them . I also opened up the small air scoops on each side of the cowlings .

An effective way of making a rather basic kit like this one come alive is to add landing lights. To do this, I made a cut-out in the port wing's leading edge, and boxed it in with 0.010 plastic sheet. I then painted the opening with SAC Green, glued in two small rhinestones and closed off the opening with a piece of thick clear packing tape . It looks great! I also added position lights in the wingtips and tail.

A Vickers K gun from an Airfix Halifax was installed in the powered nose turret , which seems like a lot of trouble for a single rifle-caliber MG.

The rear turret, which did pack 4 machine guns, comes with an attempt at interior detail, to which I added. The kit- supplied MG barrels are very basic, and I replaced them with beautiful brass Mini World items .

The rear turret with is wrong in shape: it is too narrow. For that matter, so is the rest of the fuselage, but that's OK , it still looks like a Whitley to me !



Another opportunity for detailing is to add aileron actuators underneath the wings. The Whitley is not the best documented of WW II aircraft and I don't see these actuators on any of the plans

out there, including the fold-out plans in the War Paints Book . But they can be seen on a number of photographs.

The kit-supplied vertical surfaces came with molded-in rudder balance weights that looked as though they'd break off in a hurry, which they did! I replaced them by drilling small holes, putting in short piece of brass wire and then adding a drop of epoxy on their tips , to good effect .

An airspeed probe from brass rod was inserted in the port wing's leading edge. The kit-supplied antenna masts and ADF " football " were used ; it must be said that the latter is a very good representation of the early-war RAF model.

This was a simple model, and I likewise kept the finish simple : overall black, including landing gear bays, using a spray can of automotive primer .

I used decals from Print Scale's Whitley set; I've seen some bad press on these, but mine went on beautifully. I did do some shading using pastels, but it became nearly invisible when I applied my usual satin finish top coa .

To close off this exercise in " Froglodyte " modeling , I recommend you check out Jimmy Castor performing " Troglodyte " circa 1973 on YouTube . That song contains the immortal lines " Her name was Bertha ....Bertha Butt ....One of the Butt sisters"!



**The December meeting was great....food and fun. But Jon DaSilva was not there so the models were not voted on. The January meeting was very sparsely attended (OMICRON!), But Jon was there so only two models on display were voted on. So here are pictures from those months. Ed.**



**Bob LaPadura's Meng 1/35 T-90.**



**Blue Angels, Baby!**



Jerry Hughson's Heskawa 1/72 B-17 C "Memphis Belle"



Antonio Meroli's 1/72 scale F2-A3 Buffalo.



**Mike Terre: Airfix Vintage (1964) Avro 504K. Rising Decals from Czech Rep., Stretched sprue for rigging. Painted with Tamiya XF-16 Flat Aluminum, weather with Pastel/Alcohol wash.**



**Bill Schroeter showed a Tamiya Heinkel He219A Night fighter. Edward PE cockpit details; Aires resin DB 603 Engine. One innovative design touch by Tamiya was to make the cockpit floor out of Iron-which eliminates the need for weights to keep it from dragging it's tail!**





**Dave DeNardo showed how a model out of the box can look awesome.**



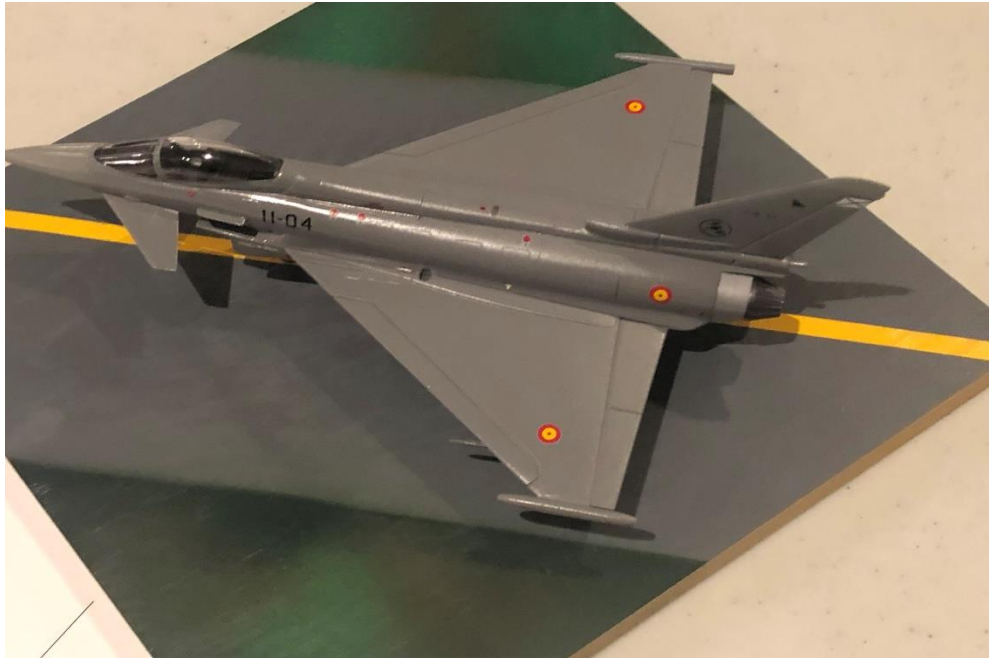
**Patrick O'Connor brought in the completed Graf Zeppelin, Nazi Aircraft Carrier, which never saw service. I think I remember Patrick telling me this was the kit his father was working on when he passed away. Great idea to finish it!**



**I'm sorry but we had no tags in January, so this USS Monitor after first re-fit needs to be claimed by the owner.**



**Eric Schroeter brought in his new Das Werk 1/16 Stug III Ausf.G that just arrived. He'll need some paint for this!**



**Antonio Meroli again, with an Italeri 1/72 Eurofighter Typhoon. He modified the prototype (an older kit) with some parts swapped as well as scratch-built ones. The decals are from Revell.**

**Martin Quinn requested that this message be broadcast:**

*I'm interested in buying old Aurora kits & built ups. Not interested in reissues. Thanks!*

*Rush McAllister*

*314 795 0988*

[rushmcallister@sbcglobal.net](mailto:rushmcallister@sbcglobal.net)

**I'm pretty sure that's it. Thanks to our contributors, without whom we'd have no Newsletter. Enjoy and the meeting is Friday, Feb. 11 at the usual K of C.**

**Bill Schroeter**