



**THE OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF THE
INTERNATIONAL PLASTIC MODEL SOCIETY**

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FROM THE IRON WORKS

By Big Bill Schwarz, President

HI ALL! Hope all is well. My year of endless crap took another turn about 10 days ago. I felt like shit enough to take the test and found out I was positive for Covid- 19! Very strange considering all the precautions, distancing and more I take but at least I had all shots and it made things very manageable! Thank God for the science. I'm negative now but will be masking at the meeting for my own peace of mind. THATS ENOUGH ON THAT! PERIOD! Summers' now over but its BBQ Time! You will love it all; just bring your appetite and have fun. That's all that is required.



Next up and probably last is keep on working or finishing the group builds. I might extend them a bit so I can participate! One other thing. Some decent shows are coming up. Please attend when u can. PENNCON , MARAUDERCON , ARMORCON, AND HUDSON VALLEY should all do and be good.

I'm up for Maraudercon this year bcz my son and grandson are meeting me there. Anyway enjoy what you can show wise as well as life! BCZ U NEVER NEVER KNOW !

That's it for now. see u Friday

BIG BILL SCHWARZ pres.

THE CONTACT'S VIEW

By Mike Pavlo, VP



As the summer vacation season winds down, the model show season usually heats up. There are several shows relatively close-by within the next 2 months. First is PennCon in Carlisle PA the day after our September club meeting. It's at the US Army Heritage Museum, which is a fantastic venue. In early October is ArmorCon in Connecticut. That is followed by the Poughkeepsie NY show and MarauderCon show (MD) which unfortunately fall on the same day. Check the show websites for exact dates, times and details.

It's also back to school time - something I always dreaded as a kid. I still get the heebie-jeebies once Labor Day approaches, even after all these years. I always viewed school as an unwelcome intrusion on other things I'd much rather be doing...one of which was building models! Rainy summer days were when I was the most prolific model builder. Like most of you, it wasn't uncommon back then for me to complete one or more kits on a lazy summer day. Oh, the things we remember!

Stay well,

Mike P.

THE JUDGES TABLE

By Jon Da Silva



Hi all,

Empire Night is postponed. Martin may not be able to attend the meeting so he'd like to hold the theme night in November. That said, September will be an opened theme night.

Something cool I've discovered at Hobby Lobby recently is that they are now selling Gunze acrylic paint. The photos show the Mr Colour Aqueous paints rebranded as Gundam specific paint.

Hopefully this helps some of you that can't make it to Gundam Planet for the Mr. Colour line (I only use their paint).

Jon

As a reminder-if Empire Night is November, and October is Russian-then we can plan for December this month? Ed.

With the end of summer we welcome a new TERRE-A-Gram!

What I Did on My Summer Vacation

Remember when you started school your first writing assignment was to tell what you did on your summer vacation? Well, here's what I did on mine.

As you know from a previous article that I volunteer a few days a week at the Fort Miles Museum, building exhibits and restoring old ship models and that's exactly what I did for vacation.

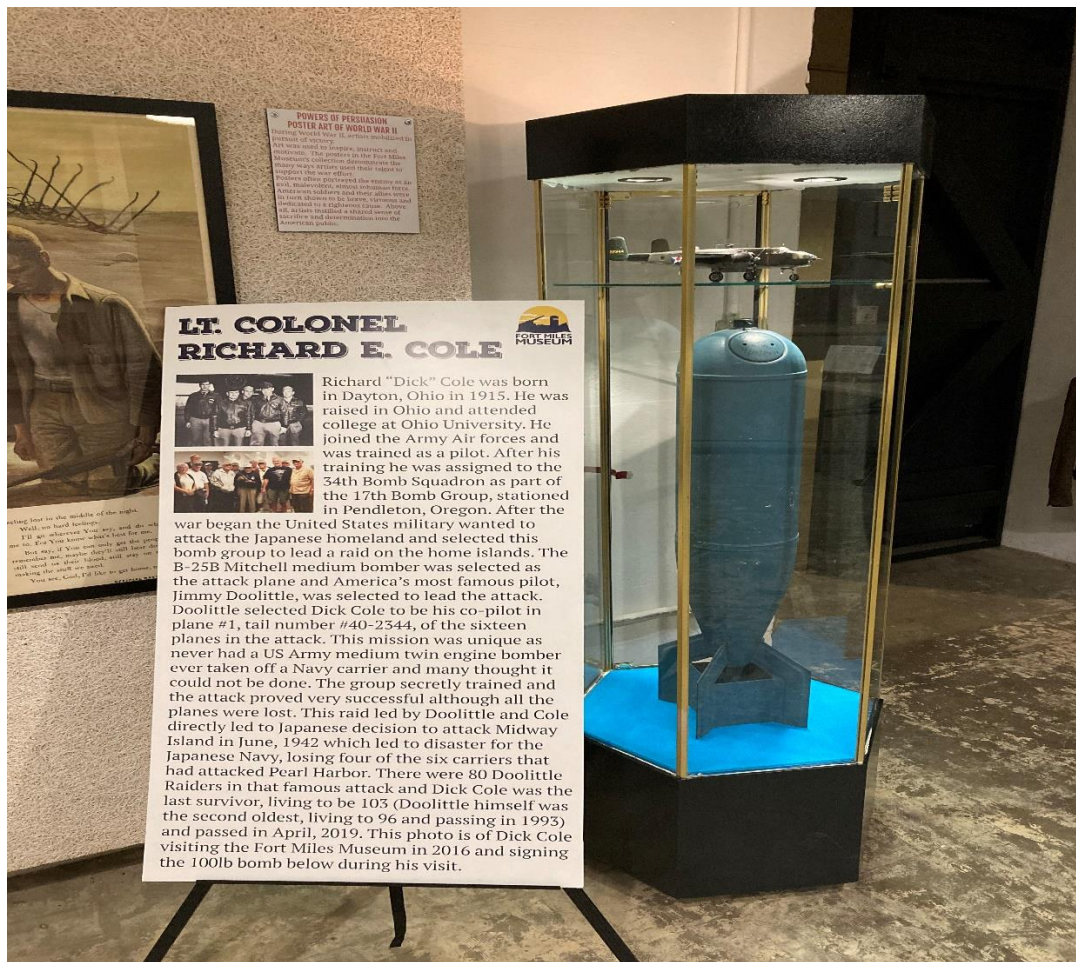
First off, I built a 1/48th scale B-25 for our Cole exhibit. Richard Cole was Jimmy Doolittle's co-pilot for the Tokyo raid. We have a practice bomb that was signed by him as well as an autographed copy of a book he wrote. To properly tell his story we also needed a B-25B in Doolittle's markings. I was going to do a 1/72nd scale model but it was just too small for the display so it had to be 1/48th scale. Being a dedicated modeler and believing that 1/72nd is the true and righteous scale I felt like I was blaspheming (how's that for a word!) against my beliefs! Looking around on the internet I found that Academy made this kit, actually it was a re-box of the Accurate Miniatures kit. This kit had decals for all the Raiders aircraft so it was perfect for this project.



When I started building I found it very easy to assemble the parts, much, much easier than 1/72nd scale. Parts fitted beautifully and there was little flash. The major problem was that the instructions were completely useless. The kit had additional parts to allow building all B-25 versions from "B" through "G" and the instruction completely fouled things up. I'm sure these were not the Accurate Miniatures instructions but rather an Academy rehash.

Other than that assembly was very easy and soon complete except for decals and weathering and here's where a major problem happened....the decals simply did not stick, they were thin and easily positioned but did stick! Here's where years of modeling experience earned by trashing a lot of models came in handy. I used the old "few drops of Elmers glue" added into the decal water. It's an old trick but it worked beautifully, the decals set perfectly with a little application of Micro-Sol.

Final weathering was done using pastel/alcohol washes and Rub-N-Buff silver and with that the three-week build was complete. The model is now displayed in the museum along with the signed bomb and book.



This was a fun project but now I have to sacrifice a goat to the 1/72nd modeling gods to atone for my sins! But wait there's more!

The museum had inherited a large collection of ship models many of which were damaged and needed restoration. Well since I sinned by building 1/48th scale I guess I sold my soul by working on ship models!

I don't know who built these models but he was a first rate builder and I had to honor his skills by doing a first rate job. Many of the models were remote control "pond models" and beautifully detailed. However they were broken, dirty and worst of all the batteries had been left in them causing a lot of corrosion damage. I also don't know who the kit manufacturer was, they were in 1/96th scale and well engineered. They were definitely not conversions from injected models as their hulls were resin and set up to receive the RC equipment. I won't go into detail on the restoration as it was really a lot, the majority being cleaning, redoing the rigging, and a lot of scratch building. I got lucky that the builder used Tamiya paints so matching was not a problem.

The four models so far restored are as follows:

The USS Captor APc-40 (yes, the lower case "c" is correct, below) which was a deep sea trawler converted into a "Q" ship that operated out of Boston from early 1942 through mid 1944. The idea was to fool U-Boats to surface and sink an "unarmed" ship but then sunk by the hidden guns of the Captor. It's sad to note that the Captor never sunk or even sighted a sub.

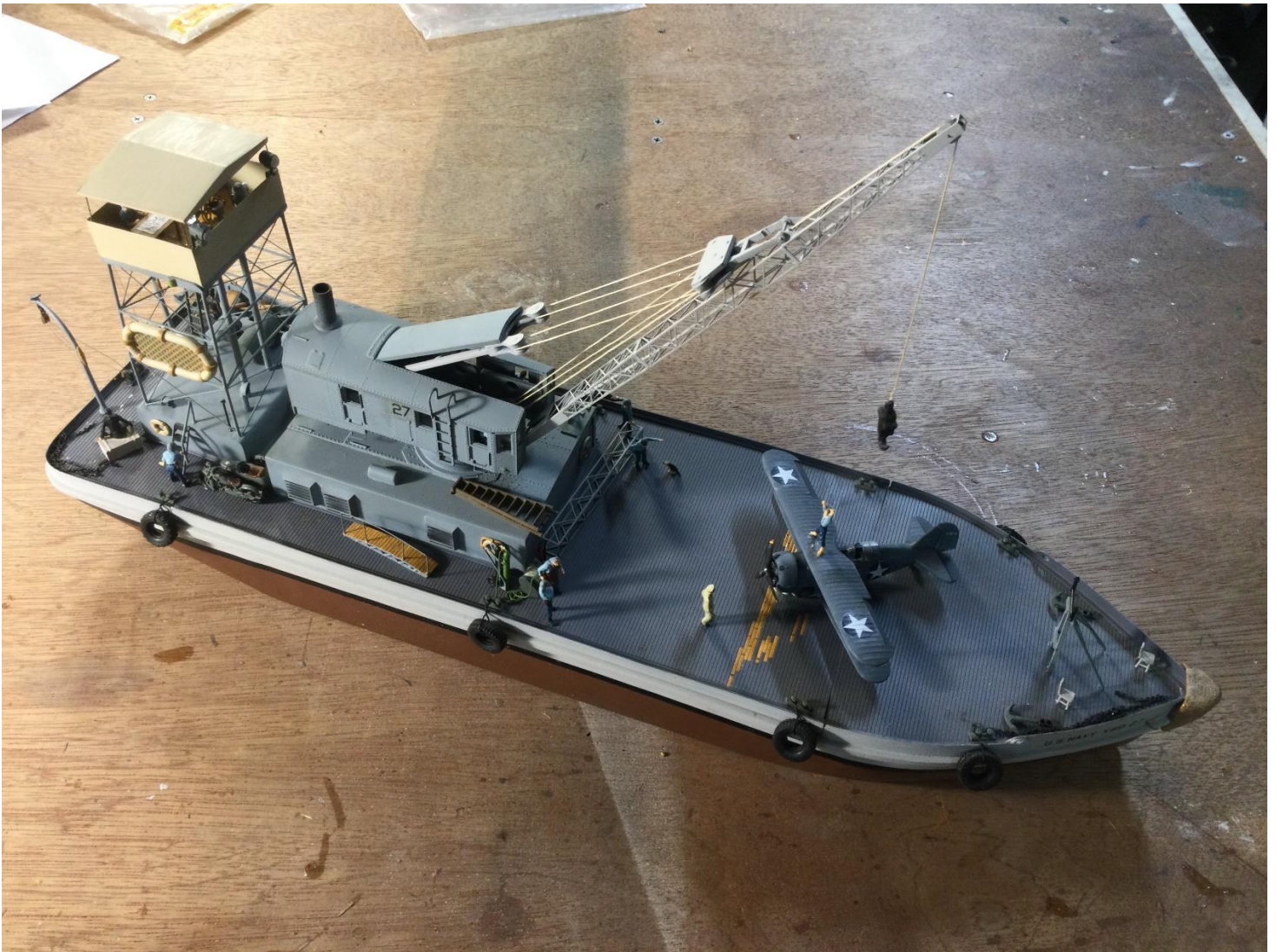


The USS Arcade (below) was an “Admirable” class minesweeper which was converted into an anti-submarine ship. Although given a name and hull number the Arcade never served in the US Navy. On the day it was commissioned it was turned over to the Soviet Navy and renamed the T-116.



The YSD-27 Seaplane Wrecking Derrick (below) was built at the Pearl Harbor shipyard and was present during the attack. At the museum we have a piece of the USS Arizona with a supporting video. In that video you can see the YSD-27 fighting a fire on one of the ships.

There's also pictures of the YSD-27 pulling a shot down Aichi D3A (Val) from the harbor. Anybody know where I can get a 1/00th scale Val? Sure would like to like to use it for our display.



The SC-412 (below) was an SC-1 class submarine chaser built in 1918. It was all wood and built in large quantities. The SC-412 served until 1945 as a training ship when it was sold to a civilian operator.

Well, there you have it, how I spent my summer and it was most enjoyable. I get to play in an old Army fort, build models and plan museum exhibits!



I don't know when I'll make it up to a club meeting, probably October. I do intend to be at MarauderCon which is in October as well. Hope this finds all of you guys doing well and hopefully building something! Thanks for reading!

Mike Terre

What a great way to spend some too-hot days!! Thanks Mike!



Happy Labor Day! Thank a Union!

Next we have an interesting build from Dr. Simon.

Even aviation types like most of us usually do not have a good understanding of how creative and at times successful, the Italian aviation industry was during the pre-war period and during World War II . Italian types were over-engineered and demanding in maintenance, but some of them such as the Macchi 202, Fiat G 55 and SM 79 were true winners. The Celestino Rosatelli -designed Fiat BR 20 « Cigogna » (Stork) was also high-maintenance , but otherwise, a pedestrian mid-thirties design which did not compare well with contemporaries such as the Soviet DB 3 (Il-4) , German Heinkel 111 or Japanese Ki -21 , all of which had similar size and amounts of horsepower to work with .

During the war, Mussolini sent expeditionary air forces, including BR 20's to Belgium, to participate in the Battle of Britain, and to the Soviet Union, in support of “ Barbarossa “ . I've read that the Italians were not too happy with the weather and food in Belgium being familiar with both countries , I'd say it's a safe bet that the Italians were not too happy with the weather and food in Russia either !

The Italaeri 1/72 Fiat BR20m that I built is an old acquaintance. I'd already built it once, soon after it came out in 1972 . The kit I have at hand is another 50 year old issue, from Fresh Mold. I also have a more recent reissue in a dark green plastic, and it looks equally as crisp as the oldies. It has been my observation that Italeri has done a fine job of curating and re-releasing the first generation of high-quality 1/72 Italian kits from the likes of Alipplast, Supermodel and Italaeri.



The kit is produced in « sand yellow » plastic with delicate raised and some recessed surface detail. Interior detail is minimal, and some parts, especially the machine guns are toy-like, but there is much beautiful molding of all major elements, as well as the landing gear, engines and exhausts. I remember it being an eye-opener back in '72. Clear parts are fine, and nicer yet after a dip in « Future ».

The BR20 can be built with its initial layout, as well as in its later, BR20 m version. Two nose sections molded clear in halves and holding a turret are supplied. Getting the front fuselage right is by far the most challenging part of what is otherwise a completely pain-free build. For starters, you won't want building dust collecting inside the largely-glazed nose. I made a partition out of .010 sheet stock for this. Secondly, the fit between the main fuselage and either nose section is not perfect, and filling and sanding are unavoidable. Thirdly, the kit-supplied fuselage front to build a BR20m which I chose is too short, and plastic surgery is needed. The BR20 is one of those planes whose forms seem simple, but are in fact difficult to pin down; think bf 109, or Spitfire. I consulted a good number of plans and photos of the BR20m without getting an exact fix on how long the nose section should be. I added 5 mm to the fuselage using plastic scrap at the joint between the main section and the clear nose part, and after some hairy filling and sanding I'm satisfied with its outline.



The cockpit was improved after consulting the information available on the web: steering wheels were put on a yoke instead of the dashboard, seats were re-shaped and a central console built up from scrap. A large compass is at eye level on the front coaming; I hate to think of what happened when, say, a bullet hit all that glass and alcohol! The basic color I used for the fuselage interior was old Testors Model Master « SAC green », an appropriate-looking gray-green .

One of the 4 pairs of fuselage windows needs to be blanked off; the kit-supplied clear inserts and some filling and sanding took care of that. More challenging was replacing the older model kit supplied turret with a sleeker Breda- Lanciani model as found on late production BR20m 's. Going through my large stash of spare parts, the closest I found was a dorsal turret from a Mach 2 Coronado. I re-shaped it to the extent that I could without it crumbling in my fingers , « futued » it , and called it a day after adding a barrel and aerodynamic counterweight .



Last were the small external bits: antennae, twin rhinestone landing lights beneath the nose, aileron mass balances and actuation cables, a “football” DF loop and position lights. Tailplane struts were poor, and replaced with precious “Contrail” stock. Spinners from the spares box were also added; some late-production BR20m’s did have them. The particular plane I built, BR20m number 116-2 has been illustrated several different times, and reported to be at Millerovo and Voroshilovgrad airports on the approaches to Stalingrad in late 1942; I’ve not been able to find it in any photographs, though. Its color scheme is Italian olive green overall on top and about two scale feet back beneath the leading edges, and Italian blue-grey on its undersides., with a broad yellow band on the fuselage. I used Testors Model Master enamels throughout, brushed on after a coat of Mr Surfacer 500 prime. Clear parts framing was a combination of free-hand brush painting and decal strip. Windows were Krystal Klear glazing liquid.

Decals were a mixture of kit supplied national markings and numerals from a very fine Italian Bombers sheet from “Sky Models “ in Italy. Stock white decal stripe was used for the crosses on the rudders, and laid down nicely over the molded-in detail.

Tamiya semi gloss clear spray sealed the deal; regrettably some silvering showed up beneath the upper wing surface fascies, which all of a sudden also looked somewhat oversized to me. I decided to leave well enough alone and call it a day, but will appreciate comments from you guys, positive or negative!

I displayed my model inside of those “Trumpeter “ clear cases , on a. “Martin Welber “ pre-made terrain sheet . I also added a nice « Easy Model « pre-made Voroshilovets tracked tractor that I already had for scale effect. This was a very successful and durable vehicle which used running gear from the retired T 18 tank; its main liability was its voracious appetite for fuel. About twelve hundred were manufactured, and the Axis t in service as many as they could get their hands on .

PS : if any of you have one or two 1/72 ground crew figures in coveralls for this diorama that you can lay on me at the meeting , I’d be most grateful!

Dr. Simon



One of the coolest club ideas recently is THE LIBRARY, hosted by newly named Club Librarian John Bucholz!

This Month- Top Secret books-

First up- "**Code Girls**" by Liza Mundy-

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Most people know about the British successes in breaking the German ENIGMA code, but this book tells the story of the American code breakers in the second world war. The Japanese armed forces used the Purple code which was even more complicated than the codes used by the German and Italian armed forces. With the attack on Pearl Harbor, it became imperative to crack the Axis codes but with the limited manpower available after mobilization the Army and Navy recruited over 10,000 American college women to work for the armed forces. This true story tells about the amazing work and personal lives of these young women who came from all over America to perform this top-secret work in Washington D.C. , Virginia, and Ohio and the vital role they played in winning the war.

Next- "The Ghost Army" by Rick Beyer and Elizabeth Sayles

The story of George Patton's "fake army" in England, designed to keep the Germans thinking that the Normandy invasion was just a diversion from the "real invasion" at Pas-de-Calais is well known. This book tells us what happened to that army after Patton took command in France. The Ghost Army had just over 1000 men but they were able to convince the enemy that there were at least two divisions in the line that in fact did not exist. The book takes the Ghost Army from France just after D-Day to the middle of Germany at the end of the war. At times they were used to plug gaps in the front line and were successful in convincing the enemy to withdraw rather than attack. There are lots of photos and plenty of color artwork drawn by members of the unit.

Finally- "The Secret War" by Brian Johnson

This book was biased on a BBC television series about the constant struggle for technical superiority between the British and the Germans in the second world war and the back-and-forth struggle to keep one step ahead of the enemy. The book opens with the mystery of how the Luftwaffe was able to target English cities so precisely in the dark (the battle of the Beams). The next chapters cover the Radar war and the German terror weapons. The battle of the Atlantic covers the U-boat war and of course the breaking of the German Enigma code gets its own chapter. Many of the items mentioned in the book were unknown to me as the book is

covering the conflict from the British point of view. A very interesting read none the less and it is well illustrated throughout.

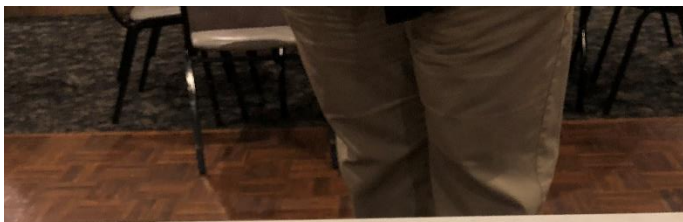
These and other books will be in the NJIPMS library in September. Good Reading! John Bucholz....

The August meeting was a little short on quantity of kits, but very good quality was on the table.



Patrick O'Connor showed his 1/48 Hasegawa Nick-Japanese Fighter shown as captured!





Bob LaPadura brought in a 1/35 Rheinmetall R-2 RheinTochter-SAM by Bronco. Bob used wood decals on the fins.



Greg Voronin built Wolfpack's P-36 Hawk in 1/48 scale.



Dr. Antonio Merolli showed a Hasagawa 1/72 Nakajima Ki27. The decals are from his decal bank.



Eric Schroeter brought in an Eduard P-51D Mustang (Weekend Edition). Eric extended the fuel lines from the external tanks.

That's it for this edition. REMEMBER that we are having our BBQ this meeting-Friday, September 9th at 7:30 PM.

Bill Schroeter, Editor