



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

October, 2022

Vol.XXX,Iss.x

FROM THE IRON WORKS

By Big Bill Schwarz, President

Short and Sweet this month. Been poked, prodded and pinched with Drs, PT's, .etc. Not much news. Glad everyone enjoyed the food last month. I appreciate your generosity in the tip jar! Great job!

Anyway, remember October's theme is RUSSIA, sponsored by Dr. Simon. Hope we see some great entries. 'Nuff about that! Hang in there, stay safe and I'll see you Friday!



Big Bill, President

THE CONTACT'S VIEW

By Mike Pavlo, VP



Last month's meeting was certainly a great time. A big thank you to Big Bill for bringing all the food, and to Dan for manning the grill and to all the members who helped out.

It's always a good time when we can enjoy great food and laughs together. Our club parties are just another perk of membership! Before we know it, the cold winds of winter will be upon us, so it's extra special to get

to enjoy a nice late summer evening outside for a bit.

Recently on Hyperscale, it was noted that Tamiya would be announcing a new 1/48 aircraft kit at a Japan hobby show. That report was accurate, because Tamiya unveiled a new-tool 1/48 F-35. My immediate reaction was....Ugh!

Obviously, the F-35 is a highly capable and sophisticated aircraft. However, at least to my eyes, it is not attractive at all. Purposeful for sure....but ugly. I'm sure there are some modelers who are enthralled with the announcement,

I'm just not one of them. What would have rather seen?, you might ask. The list is long and varied: F4U-4 Corsair, F-100D Super Sabre, F-86E Sabre, F11F Tiger, F-105D Thunderchief, F9F-6 Cougar, P-40E Warhawk etc.

Any or all of those would be big sellers...and equally big if released in 1/72 as well! But, alas, Tamiya didn't consult with me. Maybe next time.

Stay well,

Mike P.



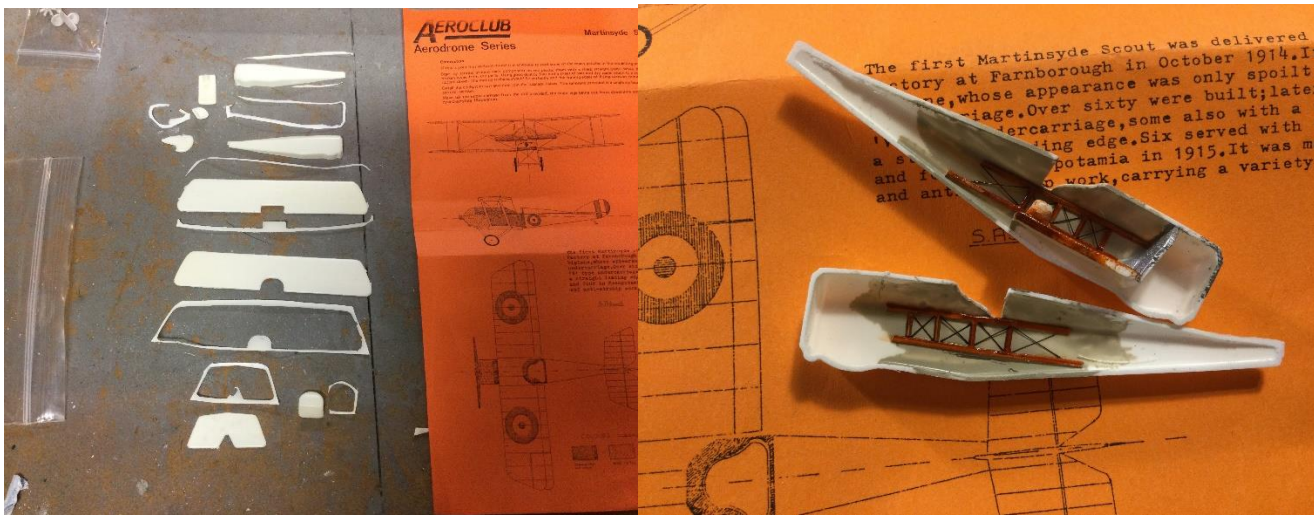
I don't build jets very much at all-but I agree with Mike.....UGLY!

Now it's Time for Another.....Terre-Gram!

Martinsyde S.1

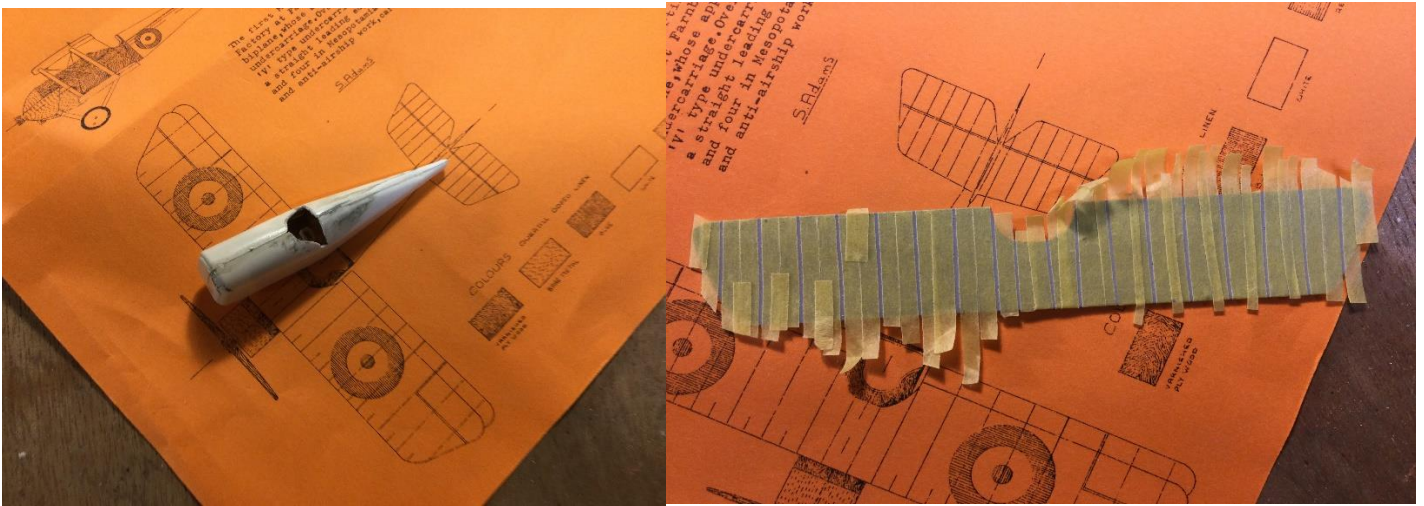
Here's my build of the 1/72nd AeroClub vacuform kit of the Martinsyde S.1. Just can't get away from those vac kits! Just enjoy the hell out of them!

The Martinsyde S.1 Scout was delivered to the Royal Flying Corps (RFC) in October 1914. It was a neat little biplane of which sixty were built. Six served with the RFC in France and four served in Mesopotamia in 1915 where they carried a variety of makeshift weapons including a wing mounted Lewis gun mounted to fire above the propeller as shown with this model. The majority of the S.1's however, were used for training and anti-airship patrols.



Building began with removing the parts from the carrier sheet. I cut these parts out with a scissor leaving a 1/16 inch of carrier plastic around each part. The parts are then sanded to remove that small strip of carrier plastic. By leaving the strip you can judge the evenness of your sanding. The one thing you don't want to do is over sand a vac part as there's little to work with.

With the parts all sanded assembly can begin. The cockpit interior was painted Tamiya XF-66 Light Gray. The structure was made using thin strips of Evergreen strip stock. The wood finish was simulated by painting the strip Tamiya XF-15 Flat Flesh, then once dry, streaking Tamiya XF-9 Hull Red followed by a coat of Tamiya X-26 Clear Orange. This technique give a very good representation of varnished wood and was done to the wing struts as well as the propeller. The rigging in between the structure is stretched sprue. A little black pastel was dusted on the interior to contrast the structure.

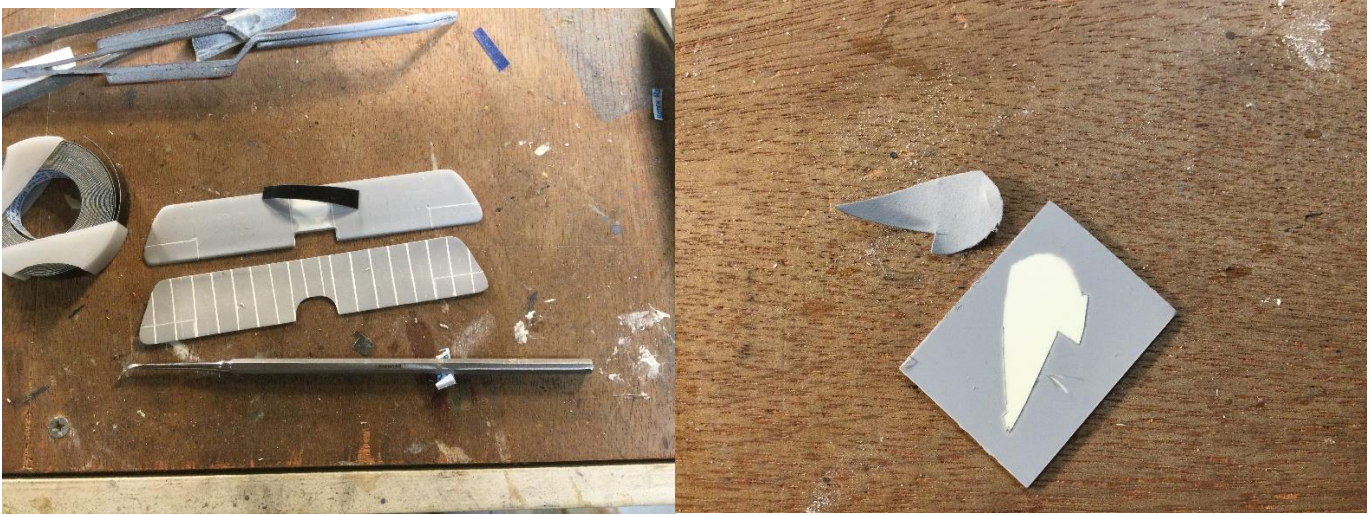


The cockpit opening was a little different from most early aircraft. I was lucky that AeroClub marked this out with a very faint outline. To enhance these markings, I rubbed some paint into them before cutting them out. With that done the fuselage sides were joined and set aside to dry.

The Martinsyde had a very distinctive cowl, with unusual cooling holes. While fitting the cowl to the fuselage I found that it was too wide and did not fit properly. I fixed this by cutting the cowl in half. The width of that cut removed enough material that the cowl would fit flush. Care had to be used when joining the two pieces as the plastic was extremely thin. I used Tamiya Extra Thin Cement and held the pieces together until they had set. The Tamiya glue “welds” the parts together and once dry the seam can be sanded without any filler needed.

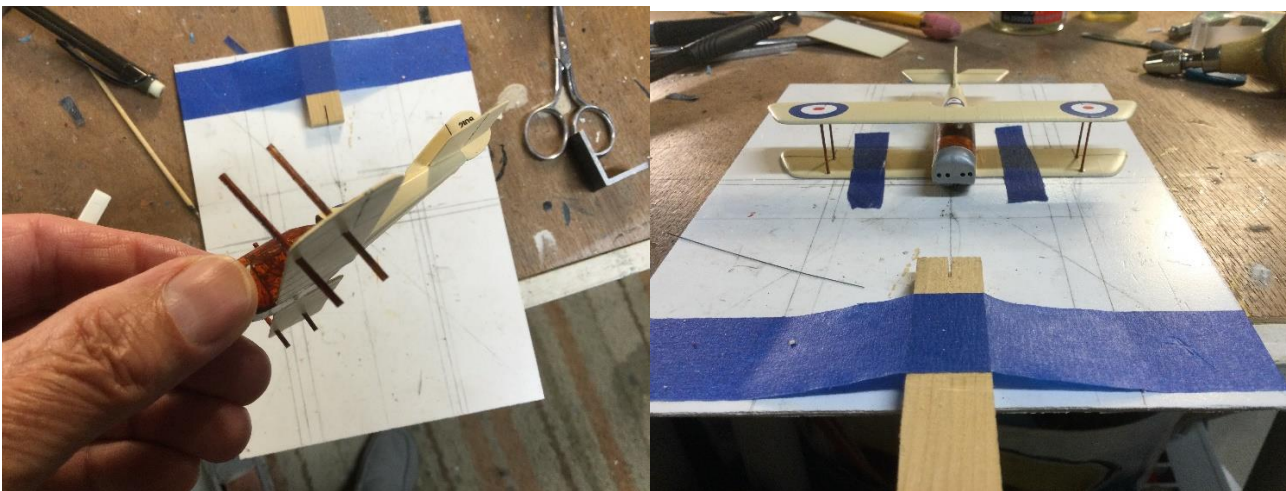
The next thing to do was add rib detail to the undersides of the wings and tail surfaces. The airfoil of most early aircraft were very thin and on vac kits the rib detail is on the top but not bottom of the wing. To remedy this I cut thin strips of masking tape to the width of the area in between the ribs leaving the rib area exposed. I then spray a heavy coat of white gloss paint and once dry the masks are removed. The paint ridges are then lightly sanded to blend them into the wing surface and there’s your rib detail. It looks like a lot of work but it goes quickly. Once the rib detail is completed I then scribe the flight controls using a Squadron scribe (really great tool) and Dymo label tape.





I decided not to use the kit supplied rudder as it was not worth sanding out of the carrier material, it was much easier to make one. Most vac kits have very good drawings and this AeroClub kit was no exception. I copied a portion of their drawing and cut out the outline of the rudder. I then tacked this outline onto a small piece of sheet styrene and sprayed grey paint over the sheet. Once the paint was dry the paper mask was removed and I had the perfect outline of a rudder. A little sanding and scribing of the rudder hinge area and the rudder was done. At this point all parts were given a coat of Tamiya Primer and final construction could begin.

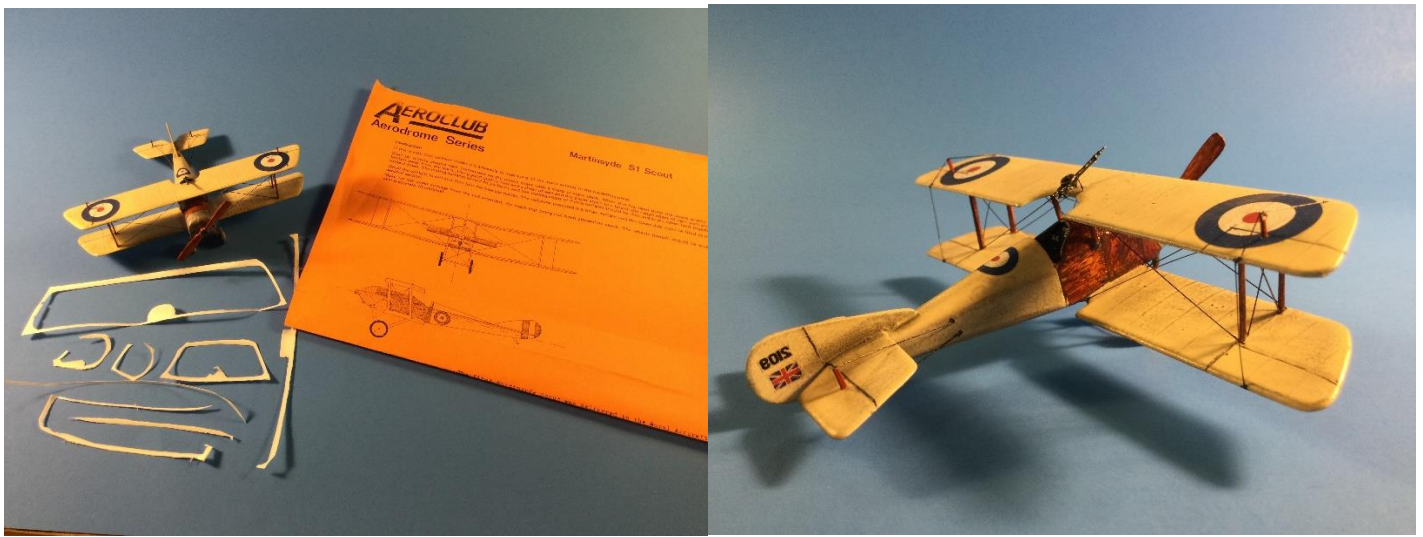
The one critical portion of build a vac biplane is the location of the interplane struts. If these are off then the build will not come out well. Again, AeroClub supplied exceptionally good drawings and it was easy to properly locate the strut locations. Once these locations were found a small hole (#60 drill) was drilled completely through each location on the lower wing only. More on this later.



The lower wing was attached to the fuselage and allowed to dry. I was lucky the AeroClub used a one piece lower wing that fit perfectly into the fuselage. Only a little filler was needed around

the under fuselage area. The elevator, horizontal stabilizer and rudder were also attached with similar results. With this done I located the areas for the landing gear struts and marked them with small scribe marks.

At this point all parts were given a coat of Testors Acryl 4722 Radome Tan. This paint gives a nice representation of Clear Doped Linen and of course is now longer available. I hunt this stuff down at the shows by the way. The wood portions of the fuselage were done as I described earlier except that portions were masked off and the paint streaked in different directions to simulate the grain of different wood panels. After the paint is dry I gave the parts a coat of Krylon Gloss and then the decals go on. One of the reasons I chose this kit was the unique location of the fuselage roundel and the use of the British Flag on the rudder. I used Model Alliance sheets #72001 & 72002 "Flags and Roundels" for the markings. I got these sheets years ago from Hannants when Dan Spera and I combined an order. The decals went on like a dream, were very thin but easily positioned, with no setting solutions needed. Once dry all parts were coated with Krylon Satin.



Now remember those small holes that were drilled in the lower wing? Here's where they come into play. Those holes are carefully enlarged until the wing strut material fits **TIGHTLY** through them. I push the struts through the holes leaving some material protruding through the bottom of the wing. The struts spacing and stagger are then measured and once done CA glue is carefully flowed into the joints and allowed to set. When dry the excess material is cut and the area sanded. This area can be easily touched up but in this case I was lucky as the lower roundels would cover this area.

The model is then taped to a homemade jig that I use for small biplanes. Using the drawings, the exact length of the interplane struts are determined and cut to length. With that done it was a simple matter to drop the top wing into place. I use Aleen's Tacky Glue for this as it's tacky (Really?) pretty strong, cures slowly and allows plenty of time to position the wing. It also is easily removable in case you make a mistake. However in this case I got lucky and no mistakes were made. While still in the jig the cabane struts were attached.

After allowing to dry the model was removed from the jig and the landing gear attached. For the landing gear struts I found a pair in the spares box that perfectly matched the drawings. The axle was from Evergreen rod stock. I use very fine thread wrapped around the strut apex to simulate the shock absorbing bungee cords. Once in place the thread is soaked with CA glue and then flat coated. The white metal wheels were supplied with the kit. I like using Tamiya XF-66 to simulate the gray of the early tires. The engine, also kit supplied was then painted Tamiya XF-69 Black, highlighted with Rub-N- Buff silver and slipped underneath the cowling. Rigging was done using stretched sprue, control horns were made from Evergreen strip stock. Weathering was done with a mixture of black and gray pastels. With the propeller attached the model was done.



I was surprised at how long this model took to build. I started the last week of July and just finished it now. However, it's understandable as I'm involved in a lot of volunteer activities, Fort Miles Museum, ReStore, and hey, it's summer and the beach beckons! Well, it's starting to get dark earlier and that means winter is coming and with that more "bench" time will be available and that's a good thing!

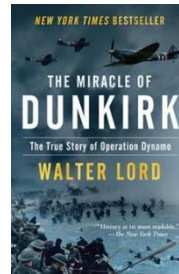
I will try to get up to a meeting soon as I'd like to see you all again and besides it's "dues paying" time and I don't want to be on Big Bill's "S" list! Thanks for reading, now do something useful like completing that build you've been looking at for months!

Mike Terre

Beautiful job! Ed.

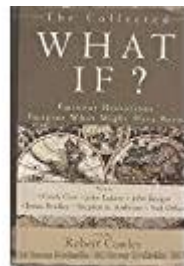
MARTIN QUINN would like to gauge if there is interest in getting some type of club shirt. Please see him at the meeting or drop him an e-mail. I would interested in a polo shirt, or a long-sleeve tee, myself.

NJIPMS library book review....by John Bucholz



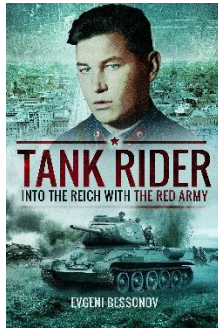
The Miracle of Dunkirk by Walter Lord

This is the story of the greatest rescue of all time. On May 24, 1940, some 400,000 allied troops were pinned against the coast of Flanders near the French port of Dunkirk. Hitler's panzers were only ten miles away. By June 4th more than 338,000 of these men had been safely evacuated to England. Walter Lord spent years researching this book using British, French, and German sources to write what may be the most complete story of this battle. The author interviewed hundreds of participants on both sides to present the true human side of this evacuation. Critics say that this book is the definitive account of this World War 2 epic.



What If? edited by Robert Crowley

Twenty compelling essays by the world's foremost military historians imagine what might have been. What if George Washington never made his miraculous escape from the British on Long Island in the early dawn of August 29, 1776? What if a Confederate aide had not accidentally lost General Robert E. Lee's plans for invading the North in 1862? What if the Allied invasion on D-Day had failed? This book offers in depth discussions as to what the world might have looked like if things had gone differently at a particular moment in time.



Tank Rider by Evgeni Bessonov

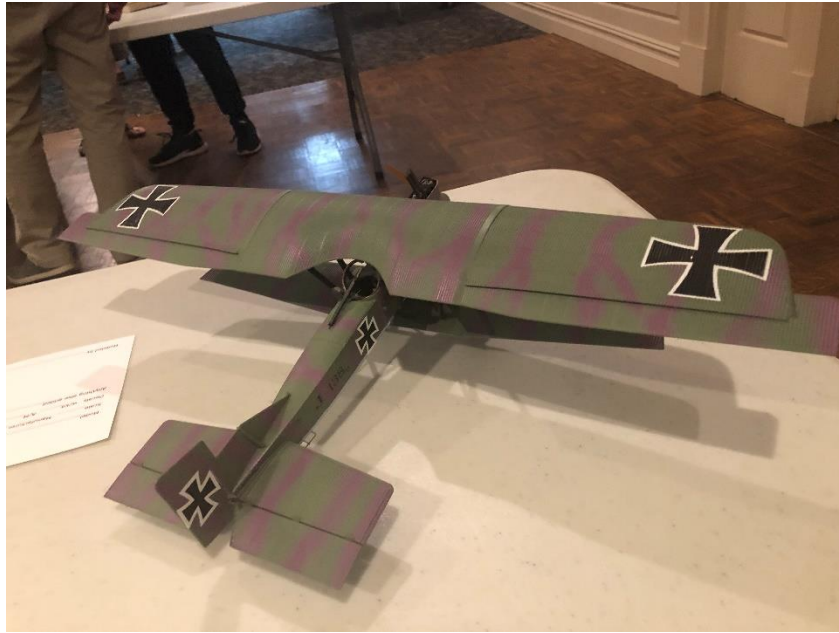
From the epic battle of Kursk to the final battle of Berlin, Tank Rider gives you a first-person account of a Russian officer on the eastern front in World War II. This book is a unique glimpse into the bitter days of combat between the Red Army and the soldiers of the Third Reich. The descriptions of Russian soldiers having to live off the land, out running their supply train, and having to obey many questionable orders of divisional H.Q. proves that history does indeed repeat itself. This book proves the idea that Russian soldiers were treated as disposable assets to be used up to attack objectives at any cost. The fact that the author survived two years of continuous combat proves he had both great skill and great luck.

These books will be in the Library for the October meeting. Good Reading! John Bucholz

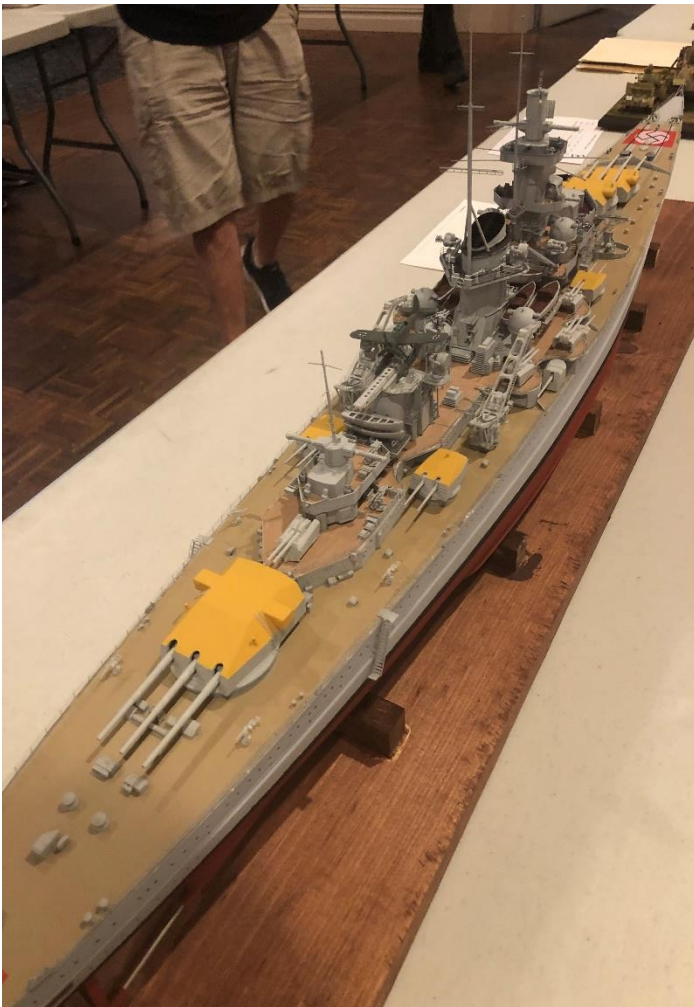
IMHO the library is a brilliant development! Thanks John.

Here's what was on the table at the September meeting-besides the food!

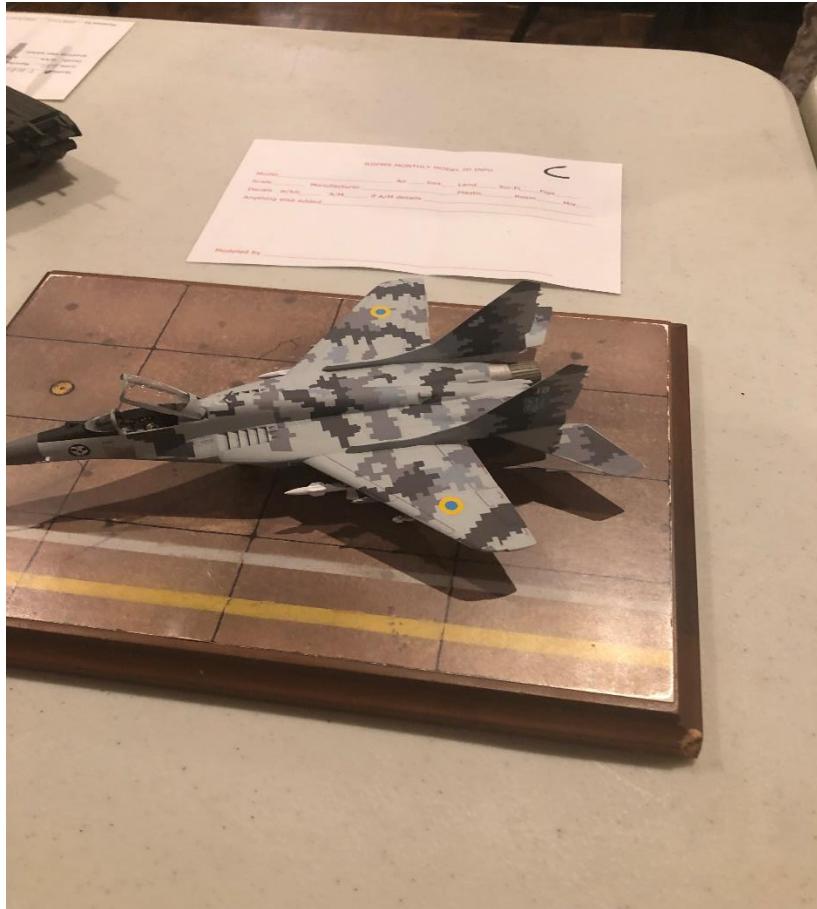




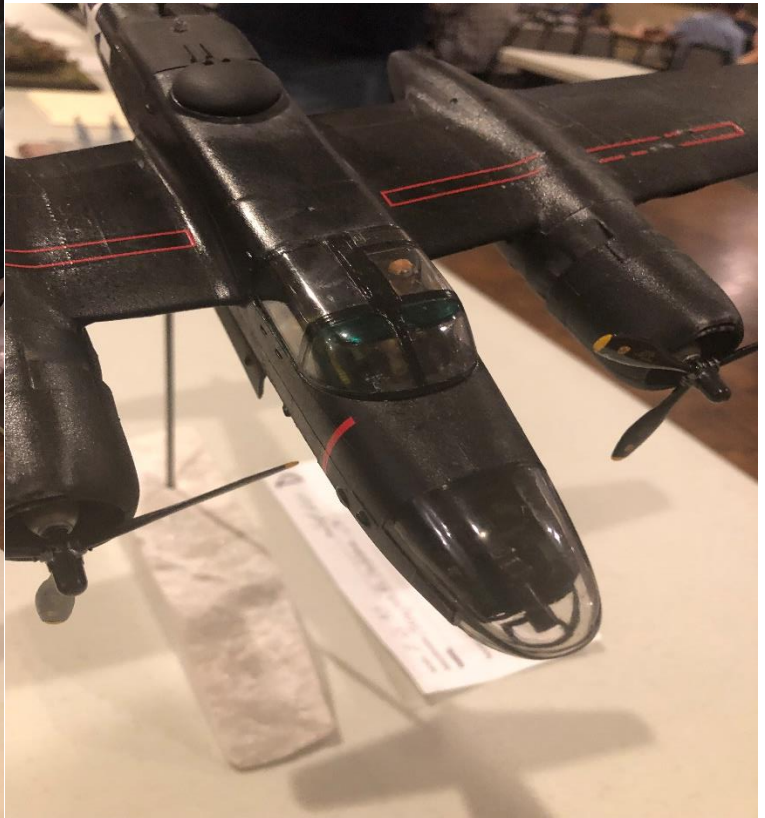
Patrick O'Connor brought in a Wing Nut Wings 1/32 Junkers J-1
Patrick must have had too much coffee during the end of summer, because he also
Brought in.....



A Trumpeter 1/200 scale DKM Heavy Cruiser GNEISANAU (pronounced as Niece-A-Now) Sister ship to the Prince Eugen (Oy-Gin)



**Bill Connelly showed an ICM 1/72 Mig-29-13 “Ghost of Kyiv”
(Sorry but my 2nd pic was blurry)**



Your (hopefully esteemed) Editor showed an F-26-R3 Recon Aircraft. This is the Pro-Modeler A-26 converted by scratch-building cameras in the nose and bomb bay, wiring them to the cockpit and having Eric Schroeter do original artwork for the “Say Cheese II”. The decals were scanned into my laptop, and printed on decal paper then sprayed with fixative.





Finally, John Bucholz brought in the Panther G that he's been writing about, as well as putting it in a cool dio-rama with a Kubelwagon converted to a service vehicle. All Tamiya 1/35 scale. Top stuff here!

Well that's it for this month. Hope to see a lot of RUSSIA entries for Friday!

Bill Schroeter, Editor