



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

April, 2023

Vol.XXX,Iss.v

FROM THE IRON WORK

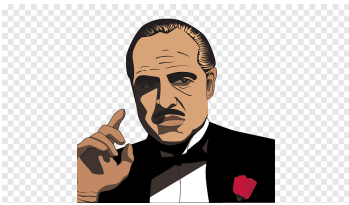
Hi all. Hope you are all well. We were glad to put on the festivities last meeting for a lot of reasons but most of all for the great job you all did SHOWTIME !!!!!!!!!!!!!!! You are all seasoned vets at this now so after this e-board retires (who knows when that will be) I know the show will go on for many years to come ! I've gotten emails from vendors and attendees alike that all loved coming to the show and will be back next year ! GREAT STUFF ! Now just a few more small things then I'm off to pain management! First off if I forget to mention names from time to time for outstanding service please forgive me. I often look at the show as a whole, not just anyone in particular! I never mean to forget or slight anyone and will try to improve in the future!

Next up it's nice to see MIKEY D up and around and doing well! I Hope to see him at the meeting but if his doc says no we won' t! Moving on, its nice to see new guys in the club and I hope we get a few more. I like to see the younger guys that have different creative mindsets too! Its always great to see other then WW2 subjects and older some times too ! NOW MIND YOU THIS IS NOT MEANT TO BE AN INSULT TO ANYONE SO DONT TAKE IT THAT WAY PLEASE ! I myself love to see models of all ages and genres. I LOVE MODL AIRPLANES BUT I LOVE SCI FI AND CARS JUST AS MUCH ! And yes i have a place on my table for dum dums :) AKA GUNDAMS . I have several, as well as some steampunk and other odd kits ive picked up over the years. I believe versatility in other genres makes you A better MODEL BUILDER all around ! Lastly I'LL LEAVE YOU

WITH THIS. IF YOU CAN ATTEND SHOWS AND SUPPORT OTHER SHOWS AND CLUBS DO SO.! That's it for me this month. I should be there if I get my truck out of the shop. better happen too. My wife won't lend me her new SUV plus it's a bit small for me !LLLLLLLLLLLLLLLL OOOOOOOOOOOOO LLLLLLL !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

BE WELL ! BB

PRES NJIPMS



The Report from The Godfather- Vince D'Allesio

Vince compared the Raffles, Registrations and Walk-ins from the past two Mosquito.Cons. While 2022 was a very good show financially, the 2023 show had more walk-ins. This resulted in a difference of just a few hundred dollars from last year to this year. Great job everybody!! Thanks Vince. I'm sure you're keeping everything safe!

THE CONTACT'S VIEW

By Mike Pavlo, VP



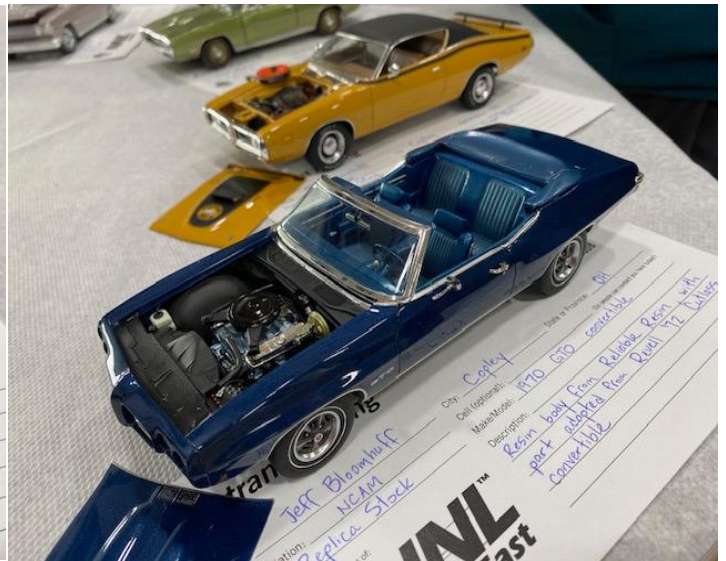
Three weeks after MosquitoCon I attended the giant model car show NNL East at the Wayne PAL. I'll admit that it was strange to be at that venue for a model show that wasn't our show! To be a visitor/spectator vs. an active participant there is definitely another unusual sensation. The club that runs the show had

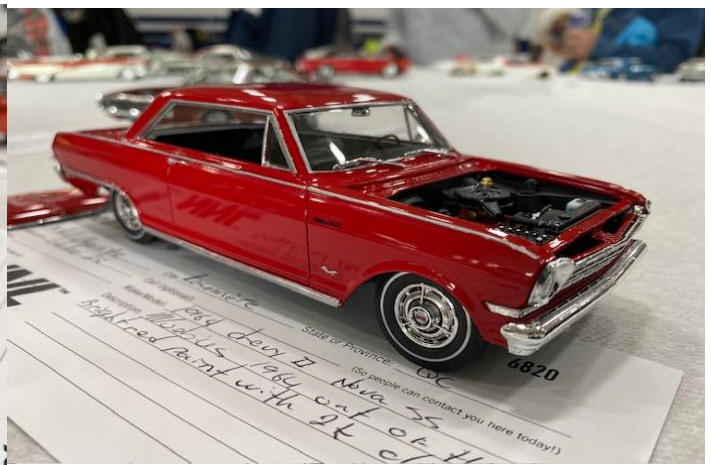
cancelled/postponed it every year since 2019, so this was the first one held in four years.

As expected, the turnout of enthusiastic car modelers was tremendous, with the line waiting for the doors to open wrapping around the entire building. Conveniently, club members sell admission wristbands to those in line, so that when 9:00 arrives, everyone simply flows inside. Vendors fill the bingo room and the front gym (where MCon models are displayed) while the rear gym is for the contest tables. No judging takes place - all awards are via popular vote. There were countless spectacular models on display, with their builders coming from many states far and wide. It certainly was a fantastic show and I highly recommended to anyone even slightly interested in automotive subjects.

Best wishes,

Mike P





Thanks for the pictures, Mike. Car builders really can get that shine, can't they?

THE JUDGES TABLE

By Jon Da Silva



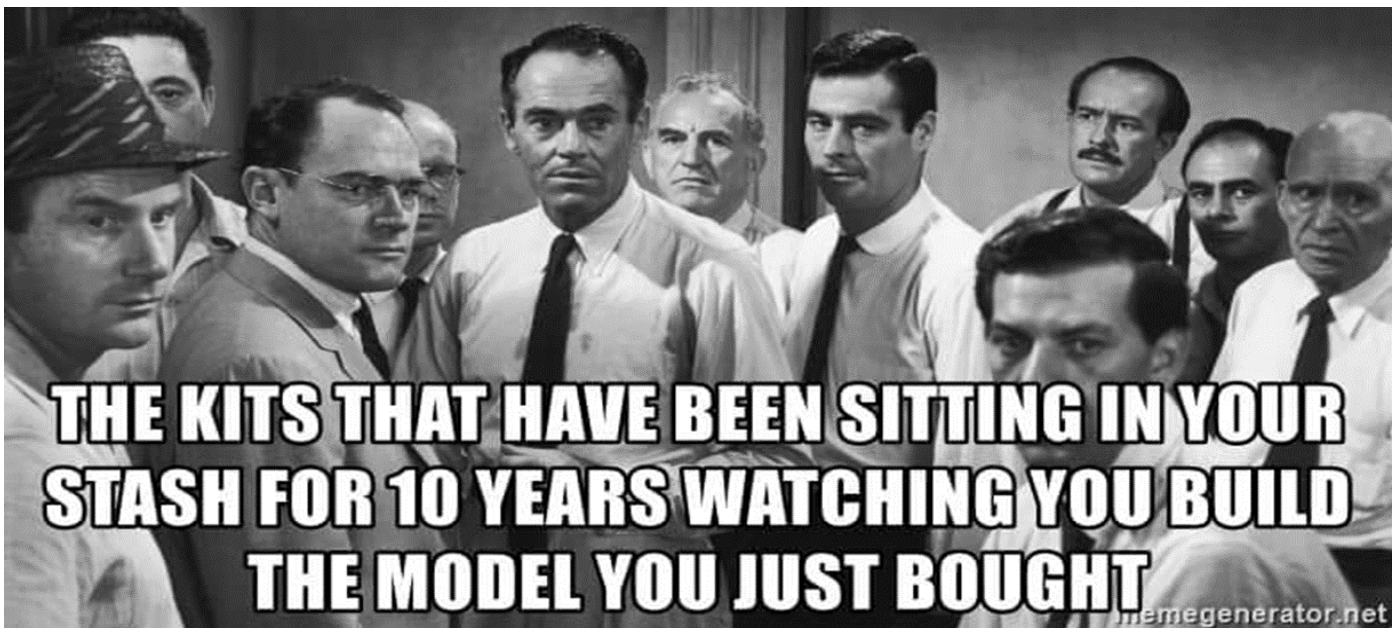
What a great party we've had post-MosquitoCon this year. There was a large turnout and it was well deserved to everyone in the club. I would like to thank

Antonio Merolli for sponsoring an Italian night in July and Simon Vichnevetsky for sponsoring Russian night in October or November. It's yet to be determined if Mike Terre and Dan Spera will host Nostalgia Night at a later date this year. We still have plenty of months available to have themes for. I'd also like to remind everyone about the 1/72 scale group build from several years ago. Would everyone be able to bring their builds in August or September? Let's discuss at the next meeting and confirm the date on the website.

See you Friday,

Best

Jon



Our Mad Doctor Simon Vichnivetsky sent a build for us to enjoy.



From the Lab!

Having seen the movie “Devotion” last December, I was so impressed that I began a Monogram F8F, which I wrote up for the NL, as well as a Hobby Boss F4U-4, which I have now finished.

I am quite impressed by these ‘easy-build’ Hobby Boss kits, and I’ve got a couple more in progress. Their quality is actually very impressive, and although these kits have low part numbers, I get the feeling that the mold-makers couldn’t keep themselves from getting fancy. To make the most of them, these kits demand and deserve a skilled hand.

The fuselage and wing are just two pieces, and their fit is excellent. The engine is molded in one piece with a proper looking front, but I am not a big fan of open cooling grills. I thinned mine down and pushed them in to a pretty good effect. I also added exhaust stubs from plastic scrap where those are visible on photos. The propeller was beautifully molded.

While everything else on this kit is great, I wasn’t too impressed by the HVAR rockets molded together with their launching rails. Also, I don’t like too many “hangings” on my planes, so I filled in the slots on the wing undersides.

As is usual for Hobby Boss, there isn’t much you can do with the cockpit beyond the seat, stick, gunsight and headrest that are (well) molded in place. This all responds nicely to some painting, and a seat belt harness was made from prior yellowed strips of newsprint, with buckles drawn in with a mechanical pencil.

The landing gear parts were exemplary, with paper-thin doors. I did a lot of web cruising to see what the appropriate color was for the gear and wheel wells; regrettably, most photos on the web are actually of beautifully restored planes. I opted for Testors Model Master Dark Sea Blue, which is a very credible match for period photos of Corsairs in service. It also makes for easy painting, since the entire plane is also that color. The tail hook is white, with black “zebra stripes” from decal stock. You won’t see them, but I know that they’re there.

The one-piece clear canopy is very thin, clear, and fits beautifully, leaving a narrow space open behind the headrest. I am not a F4U-F or a USN expert like some of you guys, but I do see this gap on a number of period photos; I suspect it was there for ventilation, as sitting behind a huge radial engine was somewhat akin to a ride in an oven.



The prior-mentioned dark sea blue was applied overall after having sprayed on a coat of black primer, and I'm happy with the results. It is slightly glossy, and I applied the kit-supplied decals to it with perfect results. Wingtip position lights which are on the moldings were picked out in silver, and then in red/green. There is a small position light on the fuselage, picked out with silver and gloss varnish, and a small taillight was also added. Two T-shaped radio altimeter antennae fashioned from fine brass wire were added to the fuselage bottom, and the leading edge. airspeed probe which is molded in was replaced with brass wire. Why brass? Because I had it on hand, and also because the steel tip of the pitot tube is electrically heated to prevent icing, and doesn't look really right in shiny silver.

Some dark brown wash was used in the areas exposed to exhaust gases, and then, my usual coat of Testors semi-gloss varnish was applied. This somewhat clouded the cockpit; I have never had this happen before and I suspect that it is noticeable only because the cockpit was so very clear. I'm OK with it, though, if you look at

photos of actual combat planes their cockpits don't usually look as though they've been dipped in « Future » !



In conclusion, I give this 1/72 Hobby Boss F4U -F high marks. It was a fun build and at under \$20 it didn't break the bank. Kudos also to the Reddog resin US carrier deck section that I used for a base.

As I mentioned when I did my F8F article, this model is a tribute to Art Doran. My thoughts also go out to Gary Kinsett; I'd rather not have to write any more tributes for a while.

And if you haven't , try to catch “ Devotion” . It's a really good movie with planes galore which came out last fall and bombed at the box office. This probably doesn't bode well for similar movies in the future. I did see “ Top Gun 2” again recently, because I was on a plane with nothing else to do - it was dumb as a tree!!!

Thanks for a great contribution, Simon!

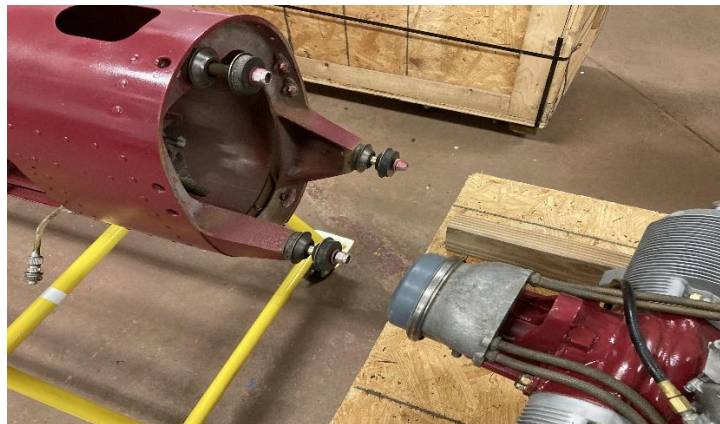
**After a hiatus of a few months, our favorite Delawarean returns with a new
“TERRE-a-GRAM!**

Radioplane OQ-19D restoration and exhibit

As I've written before I volunteer with the Fort Miles Historical Association (FMHA). We've recently completed the restoration of a Radioplane OQ-19D target drone that was used at the Fort from the mid 1950's through 1965 to train gunners using the 90mm SkySweeper anti-aircraft gun as well as 40mm guns.

Believe it or not there's a direct connection between this drone and a modeler and no, it's not me. Radioplane Company was founded in the mid 1930's by a Grade B actor named Reginald Denny who, to supplement his acting income, owned a hobby shop in Hollywood.

At his shop he and a few other hobbyists were experimenting with radio-controlled model aircraft. To make a long story short by the end of WWII he was a millionaire and Radioplane was producing tens of thousands of very simple OQ-2A drones. I urge you to “Google” Radioplane Company and read this fascinating story in detail. Here's an interesting piece of trivia, in June 1945 a photographer was taking pictures of war workers at the Radioplane plant located at San Fernando Valley Airport. One of the people photographed was Norma Jean Dougherty, later known as Marilyn Monroe.





Our drone was manufactured in 1958 for the Royal Canadian Air Force (RCAF). It was declared scrap in 1969 and was acquired by an individual in Texas. One of our members discovered that the drone was available and FMHA acquired it October 2022.

The drone was in many pieces and there was much corrosion in many areas most notably in the wings. The fuselage was completely stripped and the interior given a coat of zinc chromate. All the radio equipment, although not functional, was cleaned as was all the electrical wiring and connectors. The parachute compartment was also cleaned and packed with a replica parachute made of sailcloth, although the drogue chute came from my collection. All compartments are shown open so visitors to the fort can view the interior. By the way those pods on the wing tips are not fuel tanks but rather radar reflectors making the drone seem like a large aircraft on the radar screens.





The wings were stripped and liberal amounts of zinc chromate primer added to the affected areas. There was some sheet metal repairs done as well. We found that the engine was brand new, “zero timed”, had compression, the magneto fired and could be run however FMHA thought it better to leave it static due to liability issues. I haven’t given up hope on that matter however! I won’t go into much more detail on the restoration except to say it was a lot of work but the results were worth it. Last Saturday the Fort hosted Delaware Defense Day and over 1500 people viewed the drone and they loved it.



Here’s a little information on the drone:

Wingspan: 11 feet, 6 inches

Length: 13 feet, 5 inches

Height: 2 feet, 7 inches

Weight: 430 pounds fully loaded

Max. Speed: 184 MPH

Service Ceiling: 15,000 feet

Range: 200 miles, although it was kept within visual range.

Engine: One McCulloch O-100 4 cylinder, 2 cycle engine of 72 HP. (yes, it was a two cycle engine, fuel and oil had to be mixed)

The engine was started using an external electric motor that spun the prop, recovery was by parachute, with internal foam panels used to keep it afloat if a water landing was used.

I know this is a little different read but I think you'll find it interesting. Now get to your bench and be productive! Thanks for reading!

Mike Terre

Very Cool!!!

Fred Mantele sent this thought along.

I was just going through some YouTube videos and I thought that it may be a good idea for members to share their favorite channels for modeling information. It would also be good if we could have a list of resources to be able to get parts, tools and kits.

I know some of the main channels and sites, but there may be others that would be helpful.

Thanks, have a good day.

Sad to say, but my pictures from last month are not very good. Martin Quinn posts his on FaceBook and our web page, so you can see them there.

Hope to see a great turn-out on Friday.

Bill Schroeter, Editor