



**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 everyone is fine, and enjoying the cooler weather! I certainly am. I am keeping my promise to myself to build a decent amount of models this year. Outside of home, shit I try to spend a few hours in my shop each day enjoying the hobby again! I am so far, hope you all are too. Not much going on e-board wise but if anything comes up I'll let you all know. I think that's all I have to say for my piece other than hope you all have a great summer and all is great! Take care!!!!!!!!!!!!!! BB



So far the coolness of this Spring is a real blessing. Keeps my shoppe nice and comfortable. Ed.

THE CONTACT'S VIEW

By Mike Pavlo, VP



I hope that everyone was able to enjoy the nice weather we were blessed with over the Memorial Day weekend. It was perfect for all of the tributes and ceremonies that took place in municipalities all across the state. I was especially touched by the coverage in Metuchen, where the town honored a lost 8th AF B-17 crewman from that town whose remains were finally identified and returned home after 80 years.

I was fortunate to have been able to attend the AMPS Nationals during the first week of May, held in Camp Hill PA. Several other club members were there and it was a great show. Lots of vendors and a large turnout of fantastic military vehicle models. I know that Vince took home well deserved awards for the pieces that he entered. Next year the show is in Indiana, and I'm hoping that it returns closer to our area in the near future.

Best Wishes,

Mike P.

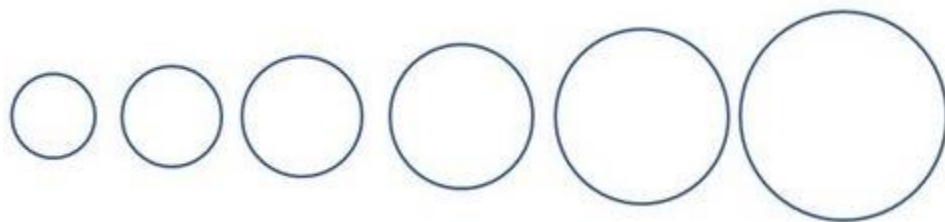
Mike sent some photos from the AMPS show.





Thanks Mike! If anyone wants to see all of the entries at the AMPS show, a quick Google (now an accepted verb!) will get you there.

Our Librarian John Bucholz is a very good modeler and he gives us a technique for cutting circles. Ed.



Making Circles-

On occasion we all need to create a circular object. For most of us we really don't need a \$100.00+ circle cutter, but when the time comes to produce a perfectly round circle what can be done? The simple solution is an inexpensive cutting template. While most of us know Tamiya, Hasegawa, Meng, and others make model kits you may not know that in Japan they also have a full range of hobby supplies. Hasegawa makes a nice stainless steel cutting template (model TP7). Holes are arranged in one half MM increments so it should be no problem to find the size you need (Any hole smaller than 6MM can be a bit difficult to cut). The thinner the plastic the easier the cut will be (a thick disc is better made from several thinner discs glued together). As you can see by the picture, I use a stainless scribe to mark the inside of the circle size I need. After a few passes with the scribe, I remove the template and continue using the scribe in the indentation.



Continue using the scribe until the point just goes through the plastic and then carefully press the disc out of the plastic sheet. As I needed to fit the disc inside a wheel rim that had a raised center section, I had to also cut out a circle in the center

of the disc. All circles in the template have marks at the 0,90 .180, and 270 degree spots on each circle. In circle #2 you can see that I marked these spots and then in circle #3 I drew lines connecting the points (It looks like the crosshairs in a rifle scope). Next, I found the size needed for the center circle, aligned the marks with the marks on the larger circle and cut out the center hole (if you are making circles that have the centers removed, cut the smaller center circle out first and then cut the larger outer circle out of the plastic sheet). As you can see the rims at the bottom of the photo were all produced with this method. To assure you have measured the circles correctly, measure from the outer scribe marks to the inner scribe marks (the arrows on circle #3). The distance should be the same in all four quadrants. If you measured incorrectly don't worry-you may need to cut 12 or more to get 10 perfect circles (sometimes even more when you have to cut a circle inside a circle!)

Happy Modeling-John Bucholz

Thanks John. I have a stainless steel one of these as well, and it is a valuable tool! I just need to experiment with it when it comes to making my own circular decals or painting them. Ed.

And now it's time for another TERRE-A-Gram from Mike Terre



Fiat/Savoia-Pomilio F5B

Here's my build of the 1/72nd scale Blue Rider vacuformed kit of the Fiat/Savoia-Pomilio F5B. This aircraft was an Italian licensed version of the French Maurice Farman MF.11 and was powered by either a Renault or Fiat engine. The

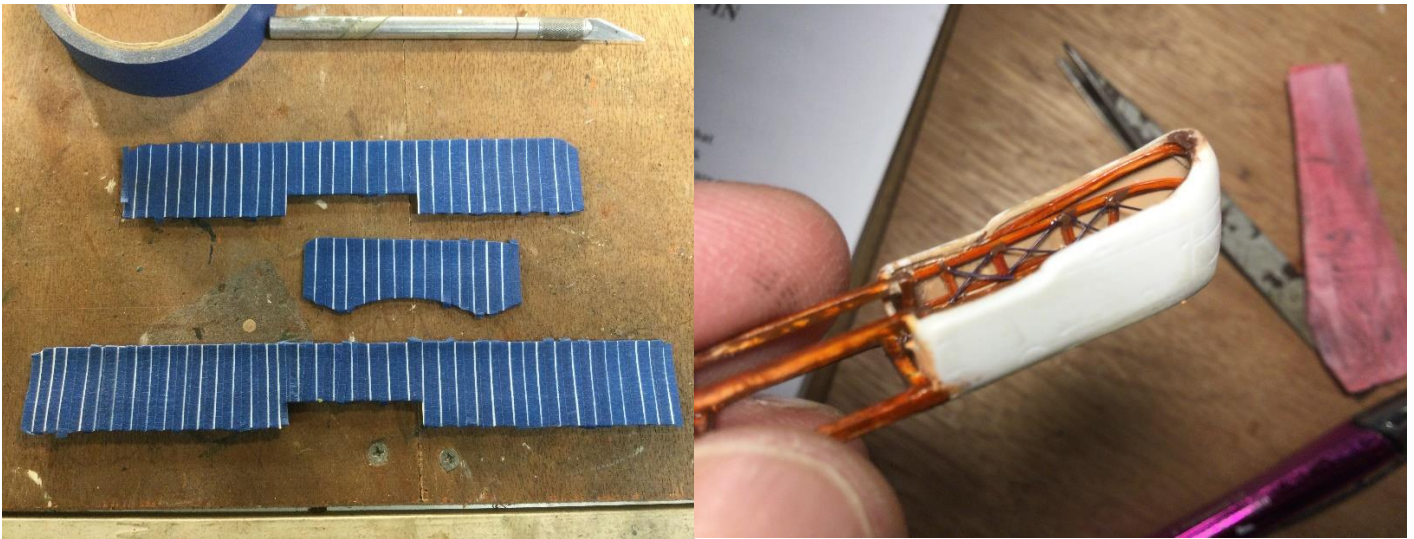
F5B equipped 24 Italian Squadriglia during WWI in either land plane or float plane versions. (Now that float plane version might be very interesting!)

Blue Rider built some of the best vacuform kits and is still in business supplying absolutely great and unusual decal sheets.

The build began by cutting out the major pieces from the carrier sheet leaving about 1/16th of an inch surrounding the part. This allows you to gage the evenness of your sanding when removing the carrier sheet material. If you do it right you can run your finger around the part and the material will come off in one piece.

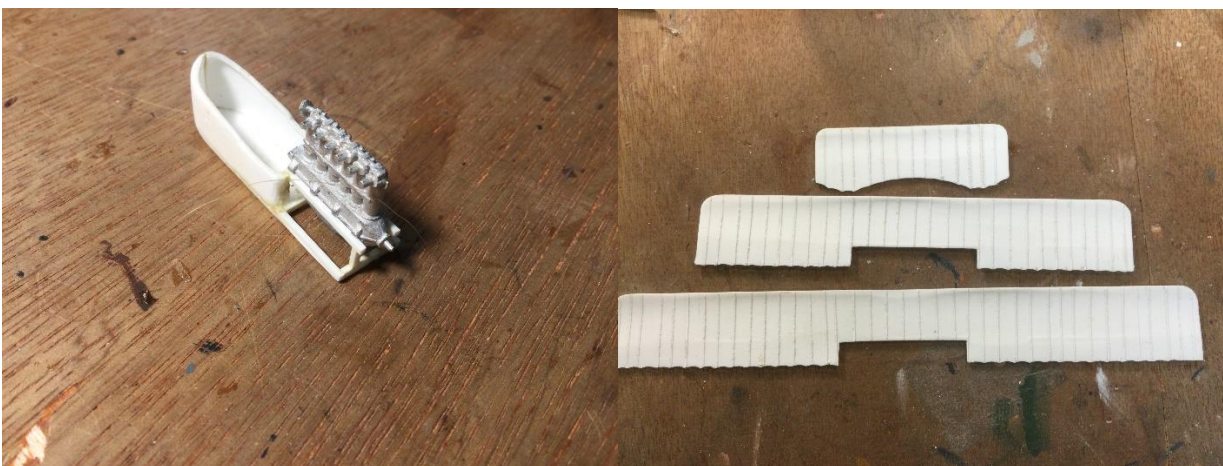


With the parts sanded down they were primed with Tamiya gray primer. As with all WWI vacuformed kits the wings only have rib detail on the top side. To add rib detail to the bottom surface of the wing I mask off the areas in between the ribs and then spray with a heavy coat of gloss white. Once the masks are removed the resulting paint ridges are lightly sanded across the chord of the wing blending them into the surface and there's your rib detail. This technique was also done on the elevator. All flight controls were scribed at this time also.



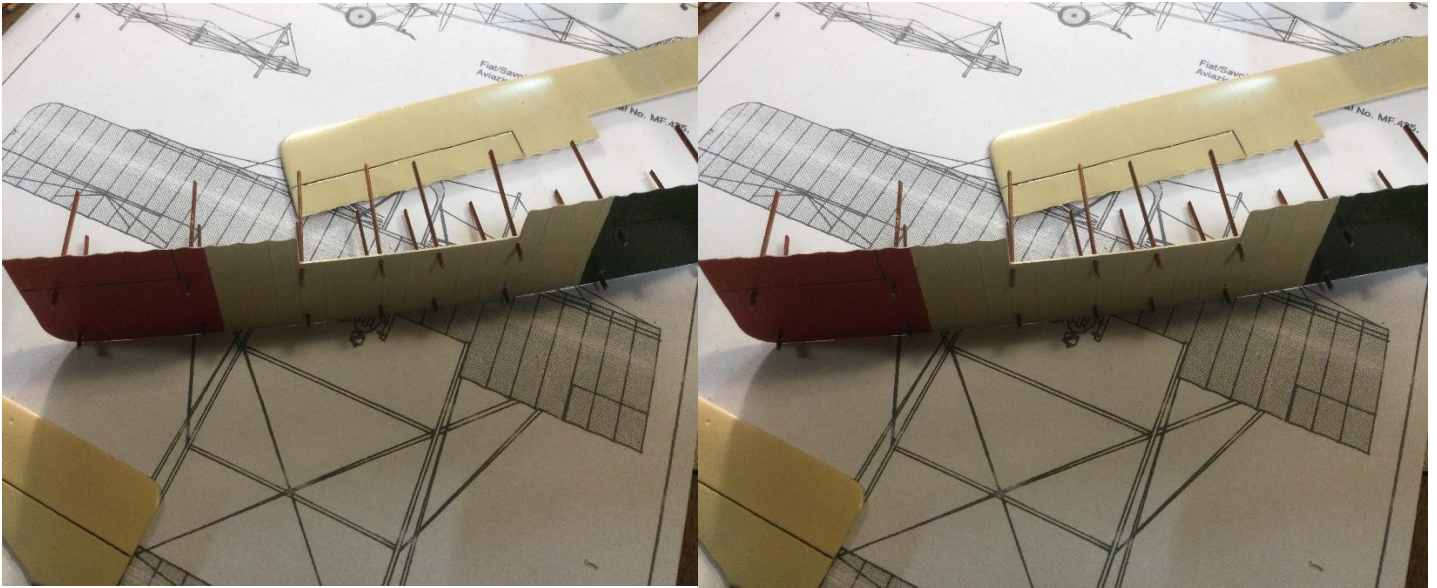
The kit supplied PE parts for the tail boom and landing gear structure however they did not look to scale. Rather than using them I scratch built them from Evergreen square stock with the PE parts being used as a pattern. To simulate the wood the parts were first painted with Tamiya flat flesh, then streaked with Tamiya red-brown followed by Tamiya clear orange which makes the grain detail pop out and gives the effect of varnished wood.

After the booms and landing gear structure were completed the fuselage was started. Interior structure as well as the rudder bar and control sticks were built from Evergreen rod and strip stock. The beautiful detailed kit supplied engine, radiator and cockpit seats were then installed. Copper wire was used for the radiator plumbing. At this point all parts were sprayed with Testors radome tan and final assembly started.

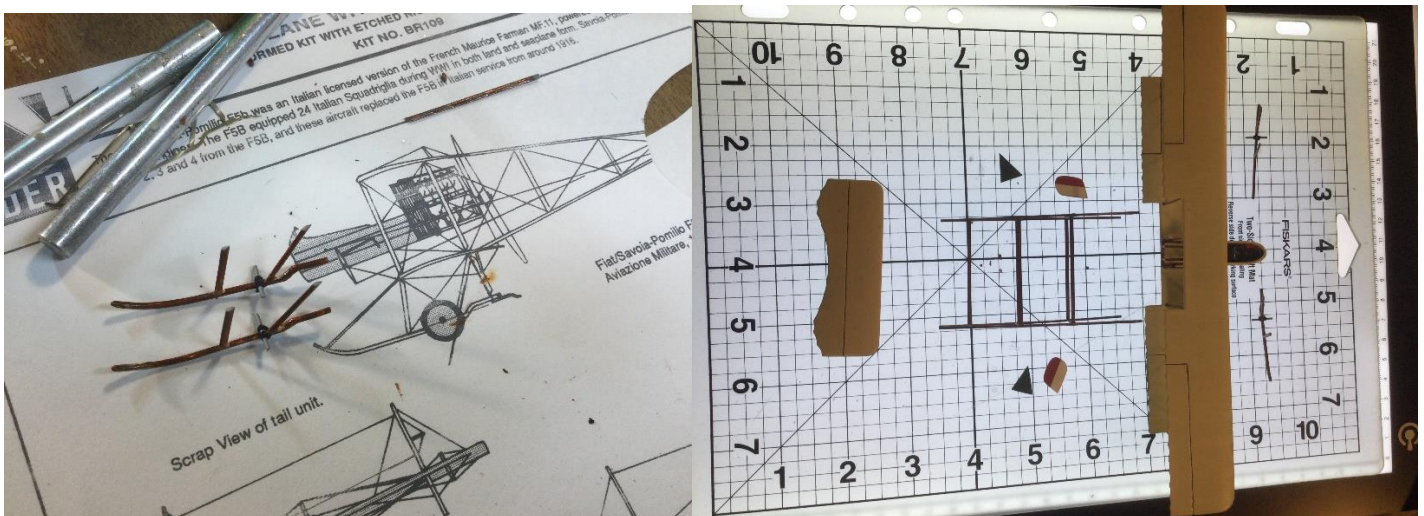


I first laid out the position of the struts along the top of the bottom wing and then drilled a small hole at each location. Contrail strut stock was then painted as per the wood technique discussed above and cut into lengths approximating the correct

length of each strut. One end of the strut was then pushed through the previously drilled holes until it slightly protruded from the lower surface of the wing. The strut length was then adjusted until they allowed the top wing to be positioned properly. With that done the struts protruding from the lower surface of the bottom wing were secured using CA glue and the excess material flush cut and sanded. Green and red Italian markings were painted on the lower surface as well. With that done the upper wing was secured. This technique gives you a well aligned wings and a strong structure.



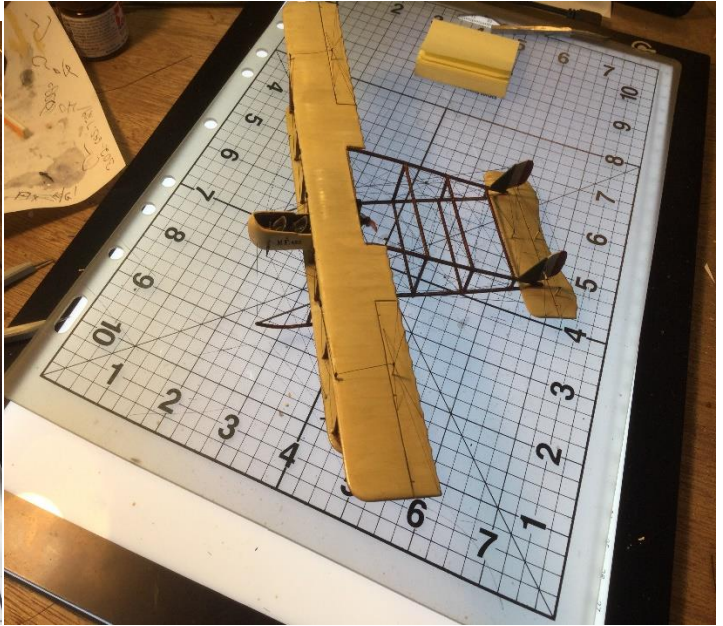
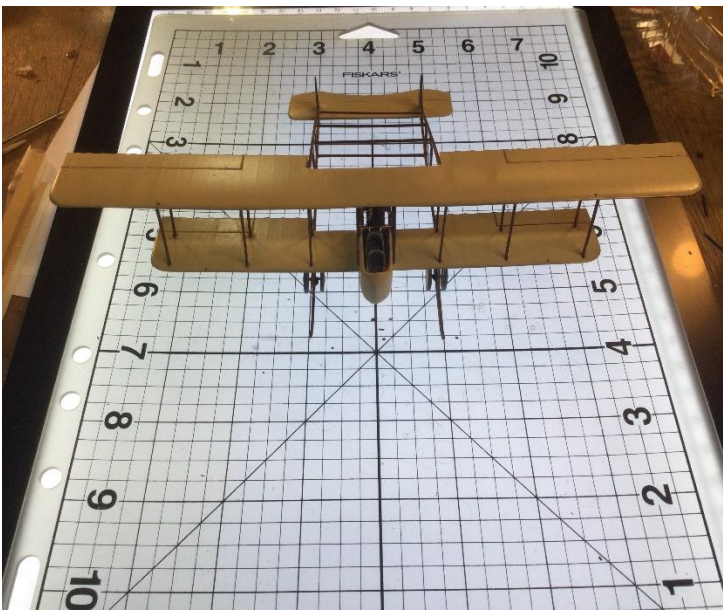
With the wings completed the fuselage was secured in between the middle struts. Interesting that the fuselage was held in place by only four wing struts.



Now the previously built tail booms and landing gear structure was attached. For alignment purposes I used a grid placed over a light over a light box and this worked fantastically well. This board was obtained from the estate of a dear friend,

extraordinary builder and fellow aviation professional, Rob Bourgot. I had never seen one before and don't know where Rob got it, there's no manufacturers information on it. I do know that I'll never build another biplane without it.

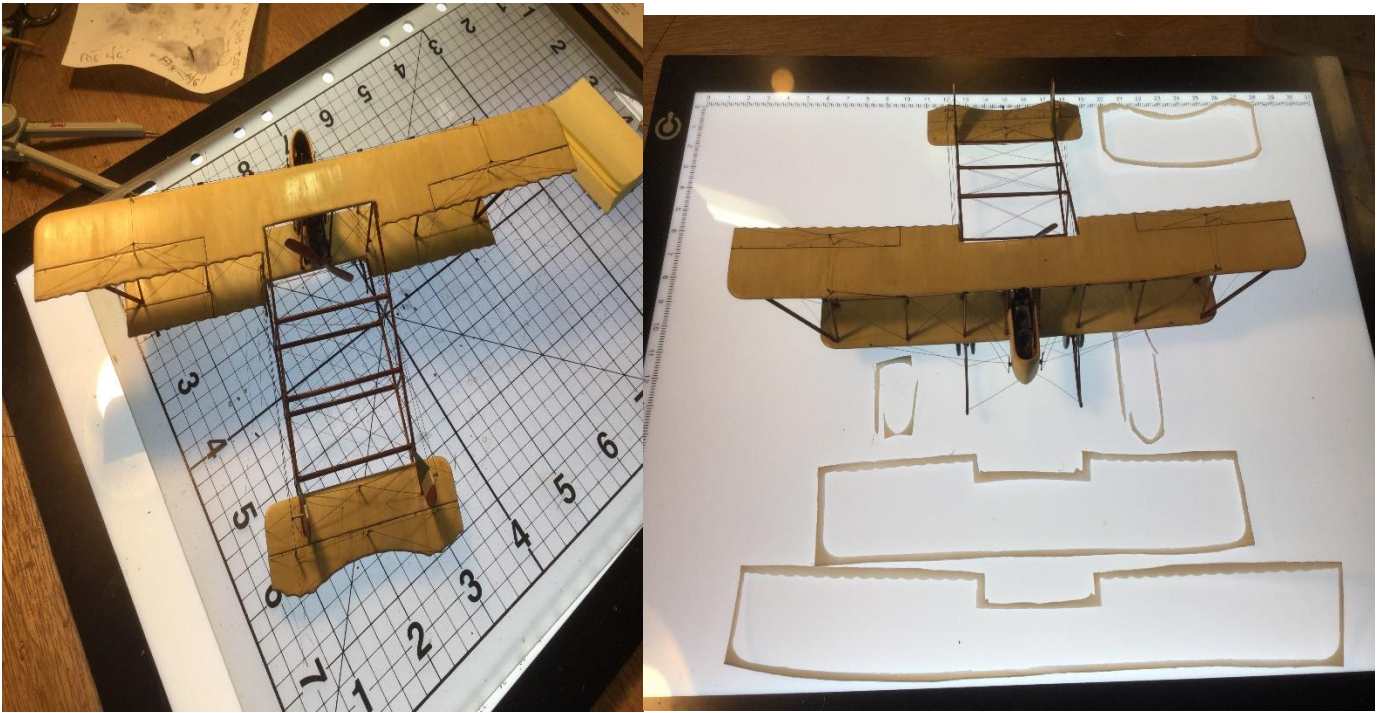
The tail boom were secured to the wing assembly and the cross supports added. When they were secured the elevator and rudders were attached. The rudder assemblies were scratch built as it was easier then sanding down the kit supplied parts. These assemblies were painted in the red, white and green Italian national colors.



Axles were attached to each landing gear structure with thin black cord wrapped around the join to simulate the bungee cord suspension. The white metal wheels were then secured and the structure attached to the lower wing. Flight control surfaces were highlighted with a Faber Castell "XX" artists pen. And with that assembly was complete except for weathering and rigging.

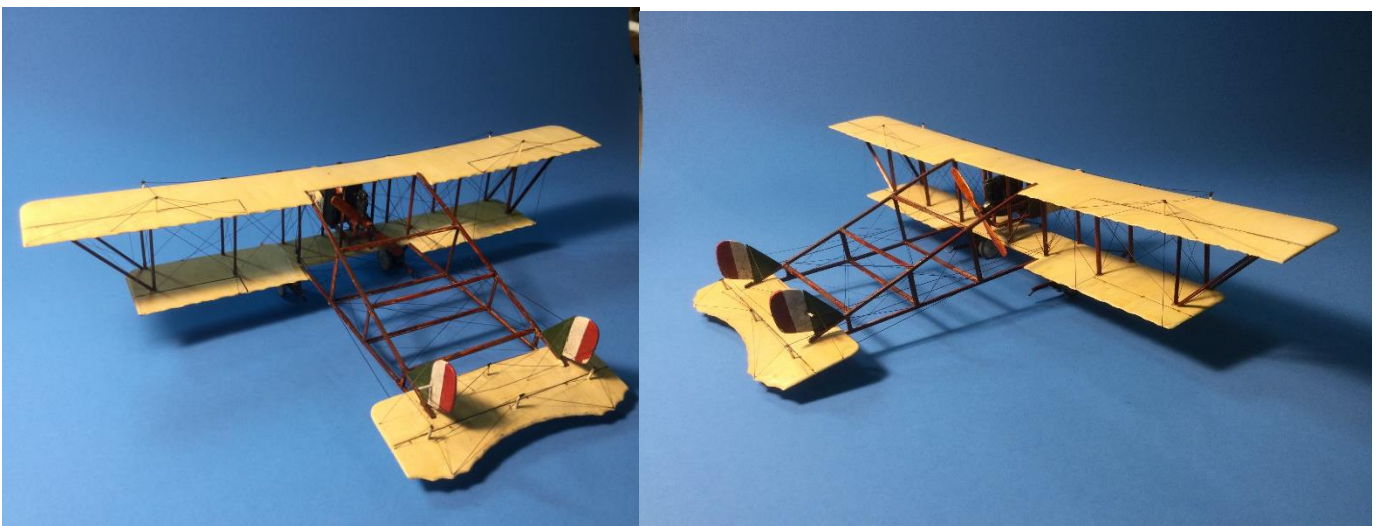


This is the Italian WWI Flag



Weathering was done first due to the complexity of the rigging. This was done with light tan and light brown pastel/alcohol washes. Flight control horns were made from Evergreen rod stock were then attached and rigging started.

Rigging was complex and had to be carefully planned as some areas could be made inaccessible. Basically you work from the inside out. The rigging material was stretched sprue. I found using the light box helped in rigging as it provided illumination under the model and eliminated many shaded areas. With rigging completed the build was done.



This was a very challenging five month build and I learned a few new techniques. The building time was lengthened due to the fact that I had a couple of projects going with the Fort Miles Museum.

Don't know when I'll make it up to the club as summer is just around the corner and that means "down the shore" Parkway traffic! Hopefully in the early fall. Well, thanks for reading, enjoy the summer. Now get back to your bench and build something, MosquitoCon will be here before you know it!

Mike Terre

The Minions certainly out-did themselves with this one. I'm inspired to try an Eduard Albatross to practice for the two Wing Nut Wings kits I have. Ed.



fa23471541 FreeArt

Our own Mad Scientist Dr. Simon Vichnivesky sends us another cool build of a plane I never knew existed. Ed.

BEAUTIFUL FINNISH

The Morane Saulnier MS 406 was the first of the new generation of French fighters in the immediate pre war period. It was followed by the Dewoitine D. 520 and the 300 -series Bloch. It was a transitional aircraft with mixed construction and some of the quirks that French engineers are so good at. It was very maneuverable and relatively sturdy, but with a top speed only just above 300mph.



Finland received 30 MS 406's from France before May 10th, 1940 and an additional 46 from German stocks of captured allied planes.

The Finnish Moranes initially did well, as Soviet air opposition on the Finnish front was fairly desultory. Their engine-mounted 20mm cannon did make them useful as locomotive hunters along the railway lines that ferried lend-lease supplies South from Murmansk.

But in 1942 and 1943 the Soviet fighters that they encountered increasingly were La-5's and Yak 9's and measures were needed to level the playing field, especially as it came to speed .



With the stunning success of Barbarossa, a large supply of Soviet M105 engines and VISH 61p propellers were available. The Soviet engine was a developed version of the Hispano Suiza 12Y for which a license had been obtained from France. It offered an additional 200 hp, and was an easy fit into the MS406's airframe.

The cowling was also generally cleaned up, using elements of the LAGG-3 fighter. The resulting fighter posted almost 50 mph faster than the original French fighter, and was called « Morko Morane ». Considered a highly successful conversion, it fought against the Soviets, then against the Germans in the Continuation War and stayed in Service until 1952.

Attracted by its more rakish lines, I decided to build myself a « Morko Morane » starting with the very nice and cheap Hobby Boss MS 406 and a Toko/Roden/Eastern Express Lagg-3. The later allows you to build the multiple

versions of this fighter; it is actually a very good kit but the build will require some attention and leave you with a lot of unused parts.

I used a razor saw to cut off the « Bourbon Nose » of the MS 406 and, mostly with the help of photographs, assembled a new nose with elements of the Lagg cowling. The propeller ,exhaust stacks, oil and water radiator intakes were from the LAGG 3, even though the matrix of the water radiator was taken from a Bf 109 g.

The cockpit, as molded by Hobby Boss offers little room for detailing, but I added a pilot's headrest and a gunsight from scrap, either a Revi or a PBP. Seatbelts are my usual strips of yellowed newsprint.



I added an airspeed probe from brass wire and a retractable landing light beneath the port wing. After a spray of Mr Surfacer primer, my Morko Morane was painted Olive green and Black on top, with blue-gray underside . One should point out that from 1941 to 1944 Soviet and Finnish camouflages were essentially undistinguishable. The Finnish, while allied with the Axis, remedied this with broad areas of yellow.

I bought an RS kit of the Morko Morane, but wound up using only their decals, which were excellent but prompt to roll up. As usual, I finished off this project with Testor's semi-gloss spray. At that point in time I managed to flip my Morko Morane off the kitchen counter and onto the floor, which was a real bummer. But by dint of magic I fixed it all up and I'm happy with the results.

Thanks Simon. The Finns made use of whatever they could. Their top ace who had over 60 kills, flew an up-engined Brewster Buffalo, and never had one hole shot in his plane.

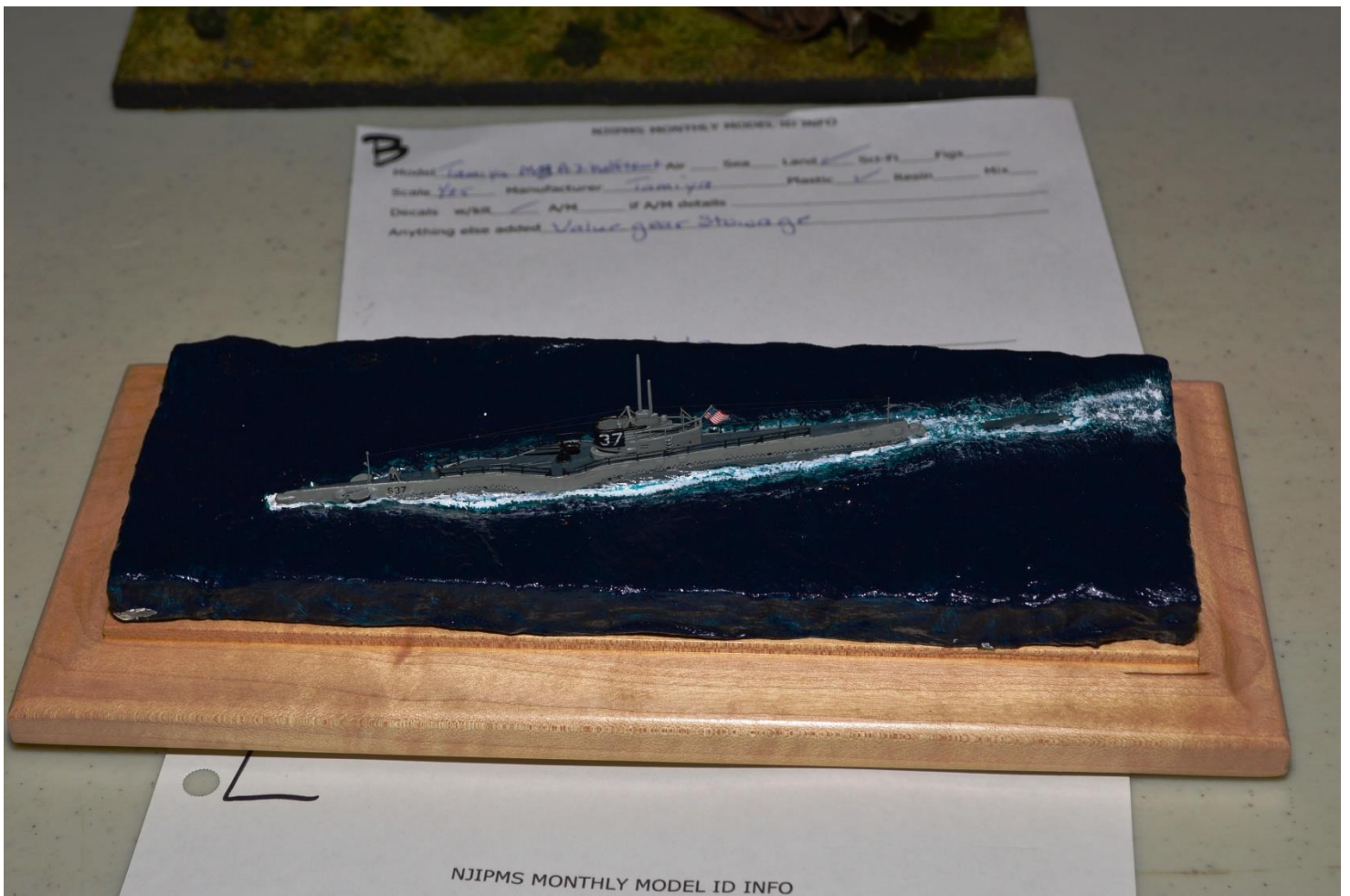
Thanks to Martin Quinn, here are the kits of models that were displayed in May. Ed.



Brand new member Mark Celli showed a Monogram 1/48 Devastator. He added brass wire cockpit details, scratch-built cables, and a Brassin' Torpedo.

BTW MRC-Trumpeter are soon coming out with a 1/32 Devastator. Ed.





I'm pretty sure this was done by Martin Quinn, but alas, no tag.



Mrac Rocca brought in an AMR Fouga Magister. All of the markings were masked and painted!



John Bucholz brought in an AMT 1/12 ARATECH74-Z. The kit is 60% scratch, and the figure is a full out sculpture!!





Bill Schroeter brought in a vignette, "Bocage Retreat". The Bocage was the hedgerow country that saw brutal fighting in Autumn of 1944. There are four Dragon figures in 1/35, and the base was created with foamboard and sheetrock spackle, with paints from Crafts. The foliage from my supplies, and the figures were painted with Vallejo model Colors.





This Bill Connolly's 1/144 Welsh Models Lockheed G-121F.



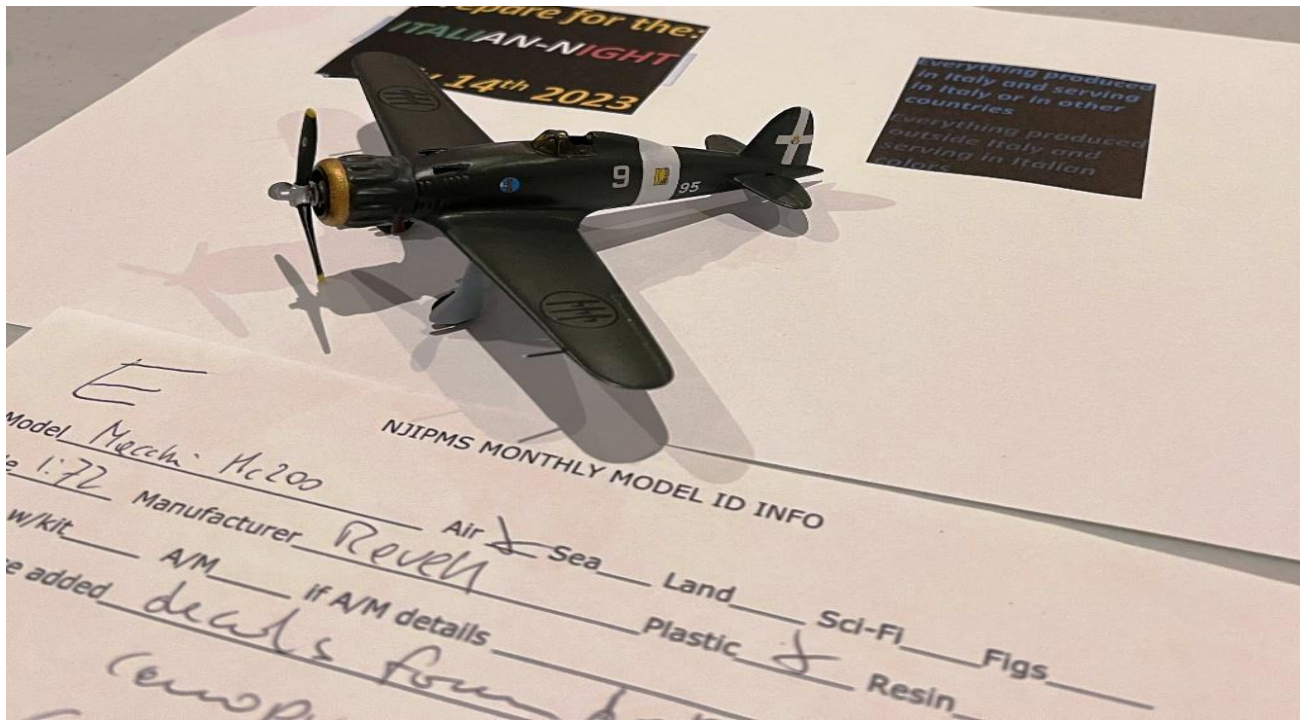
Another of our newer members, Fred Mantele, showed us his Tamiya 1/35 M4A3 Sherman, that included ValueGear stowage.



Fred Mantele again, with a 1/35 Tamiya M3A2 HalfTrack-with a crowd getting a ride. Again, Fred used ValueGear stowage.



Martin Quinn's 1/48 Tamiya Spitfire Mk1 has after-market decals.



Antonio Merolli Brought in a 1/72 revell Macchi Mc200. Antonio used decals from his decal bank, and a canopy from Special Hobby.

I'm sure there are a few kits that were on display but I did not get pictures of them, so apologies.

Hope to see every one on Friday, June 9th at the regular time and place.

Bill Schroter, Editor

