



**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, Pres.

Hi all. Not much going on and I'm bzy with docs all week so this will be short!

#1. I wish to thank all the 72nd armor builders for completing their pieces. THEY WERE ALL VERY, VERY, VERY GOOD ! The guys that won were well deserved but every piece was outstanding! No dogs at all. I looked them all over and considering what we had to work with just shows me how good you guys really are! WELL, WELL DONE! Next was the club outing at BIG EDS! It was very well attended and there were no complaints. Glad you all had a good time and we will do something every year if possible.

#2. last thing! PAY YOUR DUES!!!! I'LL BE COLLECTING FOR VIN THIS MONTH!

#3. PLEASE SUPPORT ARMORCON AND THE HUDSON VALLEY MINIATURE SHOWS! There both this month so reciprocate if you can and enjoy the shows! Thats it fer me. Barring no complications I'll see y'all Friday !

BIG BILL SCHWARZ PRESIDENT

And many thanks to Big Bill for the great lunch and camaraderie at BIG EDS!

THE CONTACT'S VIEW

By Mike Pavlo, VP



Just a reminder that the annual Nostalgia Night that we used to enjoy every March has been changed to November. Mike Terre and Dan Spera have been hosting this unique event for many years. Since Mike has moved and he can't often make it to the club meetings, he has asked me to step in to team up with Dan. So, for the November meeting, please bring in the "vintage" models, books, magazines, supplies, mementos, etc from your modeling days gone by. There will be tables for the display and all are welcome to tell the stories behind the items and share your fondest modeling memories!

Take Care,

Mike P.

As Big Bill noted, the 1/72 armor builds were great....and here they are!



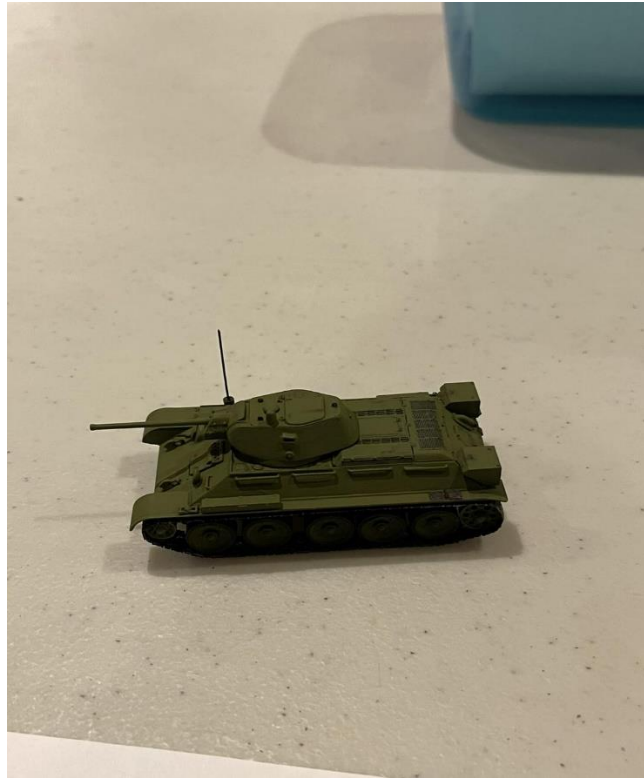
John Bucholz built the Hasegawa SDFKZ-251



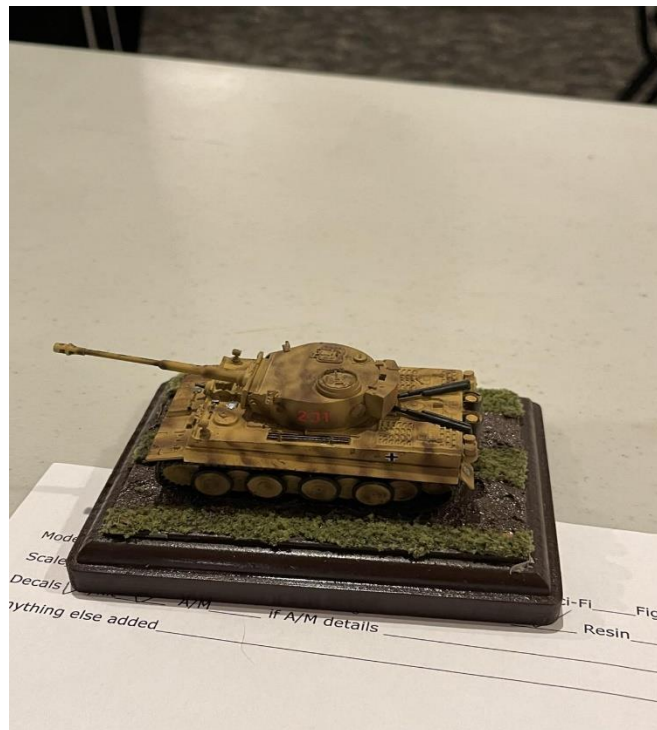
Eric Schroeter showed Trumpeter's KV-1



Jim Cosides built Hasegawa's Panther F-Command Version



Tibby Kiraly showed Trumpeter's T-34 1942



Vince D'Allessio completed Hasegawa's Panzer IV Ausf.F



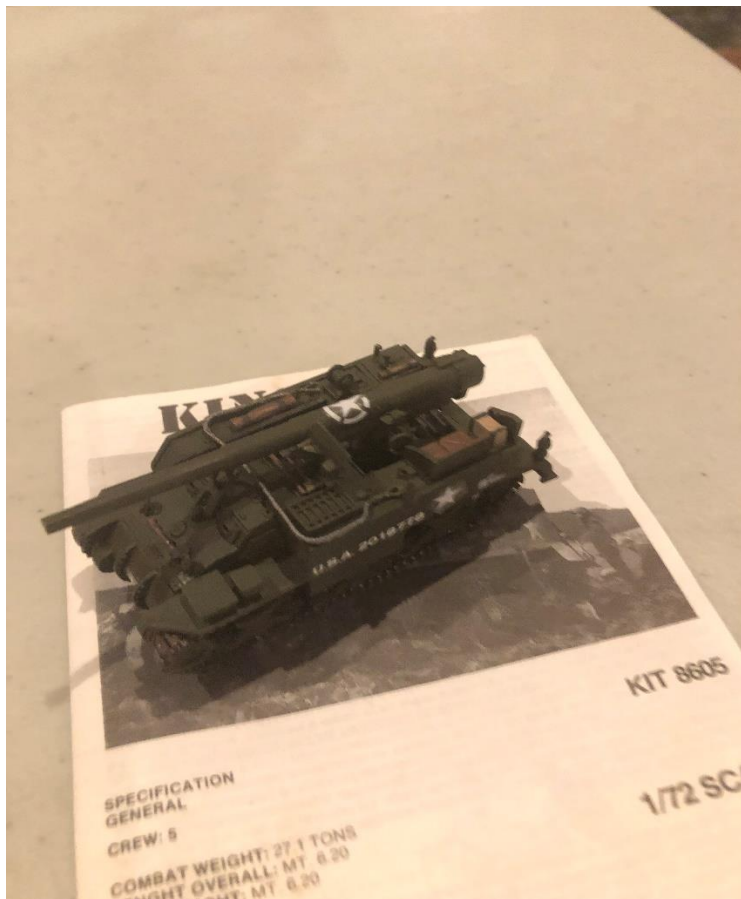
Big Bill Schwarz brought in a Hasegawa M-3 Stuart “Honey” in a nice diorama!



Bill Schroeter built Revell's SturmTiger



Dave DeNardo brought in three Armored German railway cars from UM Models.



Matt Giordano built AI's 105MM SP

WELL DONE EVERYONE!

Eric Schroeter, John Bucholz and DaveDeNardo were chosen as the best three, but all were well executed.

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



From the Lab!

BEAUTIFUL FINNISH

The Ilyushin DB-3/ Il-4 is not that well known on these shores , but nearly seven thousand of this efficient bomber were built . It wasn't the first Allied plane to bomb Berlin ; that honor belongs to a solitary French Farman 222 , the « Jules Vernes » , a which dropped a couple of bombs and one of the crewmen's boots on the city in June of 1940. The DB-3's completed a number of group attacks on Berlin in the late summer of 1941 . There's a very recent Russian movie , « 1941. Wings over Berlin » available on YouTube . It is really quite good , especially the plane sequences . But you have to stomach the part about how peachy relations were between the Soviets and the Estonian locals : they were not .



The DB-3, like the B-17 , the Bristol Blenheim, the A.W. Whitley , the Tupolev SB-2, the Dornier 17 and the Heinkel 111 were products of the mid-1930's , when the optimal formula was still being worked out for optimal design for bombers . The DB-3 was made with an overly narrow fuselage and low cockpit to limit air resistance , but these limitations would stay with it throughout its long career . In 1938 the DB-3 was given a thorough re-do . The most obvious external change was the new front fuselage which was longer and more aerodynamic . But the most significant change was the application of modern production technologies which had been acquired from the United States as plans were made to begin production of the eternal Douglas DC-3 (Ernest Connor's favorite to fly)in the Soviet Union as the PS-84/ Li-2 . Wide use was made of stamping instead of fabricated parts such as ribs , spars or bulkhead . One may note that a similar re-do with positive results was later done by the Japanese when their Kawanishi N1K1 fighter became the N1K2 .



The DB-3 was re named the Il-4 in 1942 . It could now be built cheaply and rapidly. It demanded less man-hours than smaller aircraft such as the Pe-2 , or than some single engined types such as the Macchi 202 .

Because of prevailing conditions in the Soviet Union early in their war, the Il-4 was at times produced with incomplete equipment including an autopilot . This was problematic , because although this plane had really outstanding characteristics such as range , load carrying and altitude performance , and adequate speed , it did not like to be flow “ hands off “ . This was a definite hardship for the pilot , although the bombardier who sat in the nose had a secondary set of controls . The Il-4 was also notorious for poor cabin ergonomics , but S. Ilyushin and co. apparently took a tip from this : the famous Il-2 which closely followed has been noted to have a well laid out cockpit , and was described by Western pilots as one of the more straightforward-to-pilot combat planes of its generation .

The first kit of this important type was the VEB/Platicart 1/72 (1/75 ?) Il- 4 which came out behind the “ Curtain “ in the late 1980's ; my good friend Jaroslav Novotny who lived in what was the the CSSR sent me one which I built many years ago and sill have . A great deal of effort went into it , and it is quite detailed . But the parts breakdown is needlessly complex . It also had raised panel lines . Should you be curious , it has also been reissued by Revell of Germany .



A number of years later , a number of kits of the Il-4 came out on the Russian market . They all seem to be simplified copies of the original East German kit . They also have recessed panel lines of variable quality , and all keep the rather convincing lines of the original kit while being easier to assemble . The kit I just finished was put out by MisterKit , a Polish outfit . The box is beautiful with a strong inside box (just like Zvezda) and it says “ made in the European Union “ . The parts inside say “ Zvezda “ . That company is based in Lobnya , which is in Russia . I know that because I’ve been there. You probably could have seen Prigozhin’s plane from there on its last flight .

Most of you probably won’t find this kit to be your cup of tea, but basic assembly of the airframe is actually quite easy ; this is not the first time I do it , and just like an old friend , I know where the problems are : mostly, it’s the horrific joints between the wing center section, engine nacelles and outer wing panels . These are easy to gap-fill with plastic scrap , spackle and sand- my specialty ! For the rest, the engraved panel lines are nice enough , the wing to fuselage joint is really good and the tail unit is convincing . And if any surface roughness incurs, that’s OK ! The Il-4 was famously not given that much TLC . The Pe-2 got flush rivets , the Pe-8 got pan-heads but the Il- 4 got round heads !



Any of you who have build Ilyushin types such as the Shturmovik are familiar with that rudder mass balance that always seems to break off . I don't bother trying to save it : instead , I cut it off and drill a hole there . Later during the build I superglue a right-angle piece of brass wire there , and put a drop of epoxy at its tip . I then put the model nose down for five minutes to let gravity do its thing and "Shazaam" , a very convincing and sturdy mass balance !

This " MisterKit " Il- 4 as well as all the other Russian Plasticart wannabes is let down by its smaller parts . The engine cowling fronts are too blunt , but the thick and soft plastic is easy to reshape . The engine fronts are fan blades, appropriate for La-5 or La7's , but not for the Il-4 , but they are hardly visible. The propellers and exhaust pipes are OK with some gentle redefining.

The landing gear legs are both flimsy and too short , so I mostly rebuilt them from brass wire and fine tubing . The wheels would be OK for the early models of the DB-3 (one of which I'm working on), but not for the type I decided to model . Instead I used some nice resin wheels from my spares stash ; actually they are too large for the particular plane that I built , but would be appropriate for later production .

Other smaller parts such as antennas , machine guns and the tailwheel were all fabricated or found in my spares stash .

I did some interior detailing with plastic scrap in addition to the kit-supplied seat and control column . Interior color is blue-gray, apparently standard for types with

metal construction ; I have included a recent photo of part of a MiG-3 in its original finish for your entertainment. The rather thick clear parts do ensure that not too much is visible . The very prominent glazed nose is molded in two halves . Very careful use of liquid glue and then of Future liquid wax mostly made it OK , and on the upside , the very complicated framework is well molded and easy, though tedious to paint .

The kit representation of the UTK-1 dorsal turret is actually not that accurate, but captures its 'spirit' . It looks rather dated , but with its single .50 caliber UB machine gun it seems to have satisfied the Soviets who also installed it on US types such as the A-20 , the C-47 and the PBX .

I added two "ears" (aerodynamic compensators) to the turret , used an UB machine gun from the ICM Tu-2 and tried to squeeze in some detail such as an ammo box , and it actually looks the part .

After my usual coat of Mr Surfacer primer , I painted my Il-4 in Finnish colors . After their initial loss of the Karelian peninsula in the Winter War of 1939-40, the Finns joined the Axis when Barbarossa was launched in 1941 , in what they called the Continuation War . A large quantity of Soviet equipment was captured by the Germans in their initial advance , and a lot of it was eagerly purchased by the Finns who successfully operated SB-2's and Il-4's among other types against their former owners .



Finnish finish from 1941 on is a topside splinter pattern of olive green and black ,

with light blue undersides. This is essentially the same as on Soviet planes in 1941-1943, and to avoid any confusion, the standard Axis Eastern Front wing outer panel undersides and rear fuselage band were painted yellow. Propellers were black with yellow tips, which the Soviets didn't usually apply until the end of the war. Existing photos of the Il-4 in Finnish service usually show a neat appearance, and I kept my weathering at a minimum. The Finns added German type trailing antennas to their bombers; those appear dark on photos, and I conjecturally painted mine Hi Viz orange (dayglo didn't exist yet). My Finnish Il-4 got my usual finishing coat of Tamiya semi-gloss varnish, and although I could point out to you a number of minor accuracies and some less-than-great joints, I think that it really looks the part. I am currently finishing up a LaGG-3 to keep it company, as per the period photo that I'm also including. If you've made it to the finish line, give yourselves a hand, have a beer, and have one for me too!

Simon V.

Yes I know there is a disconnect in the punctuation and spacing of Doc's piece. We need to figure this out.

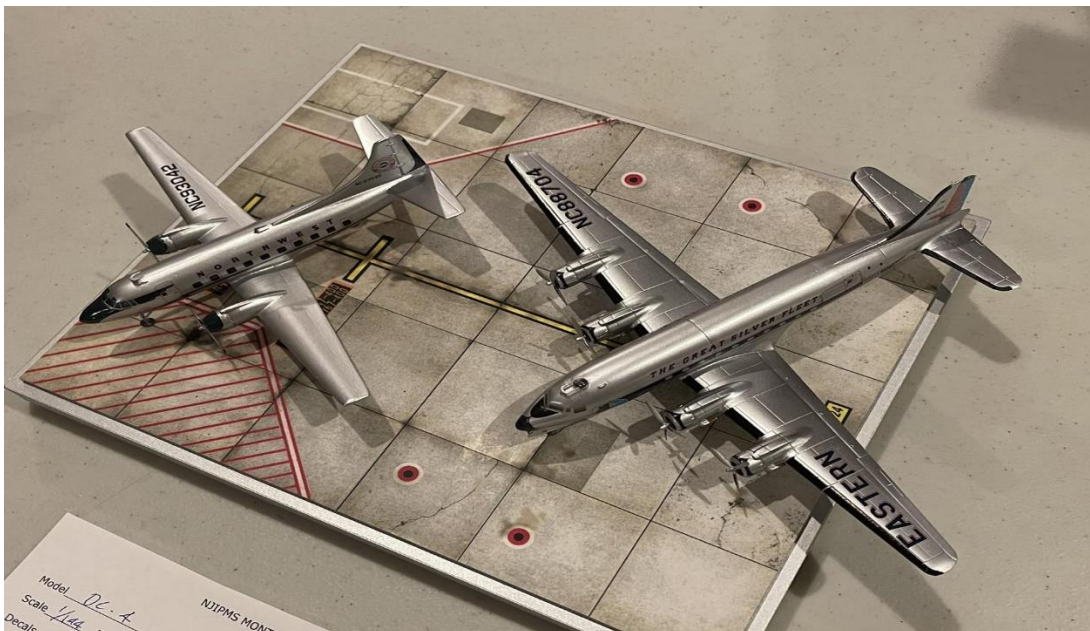
In addition to the 1/72 Armor builds, there were some nice kits displayed as well.



Marc Rocca showed Tamiya's 1/35 Matilda, with Bronco Tracks.



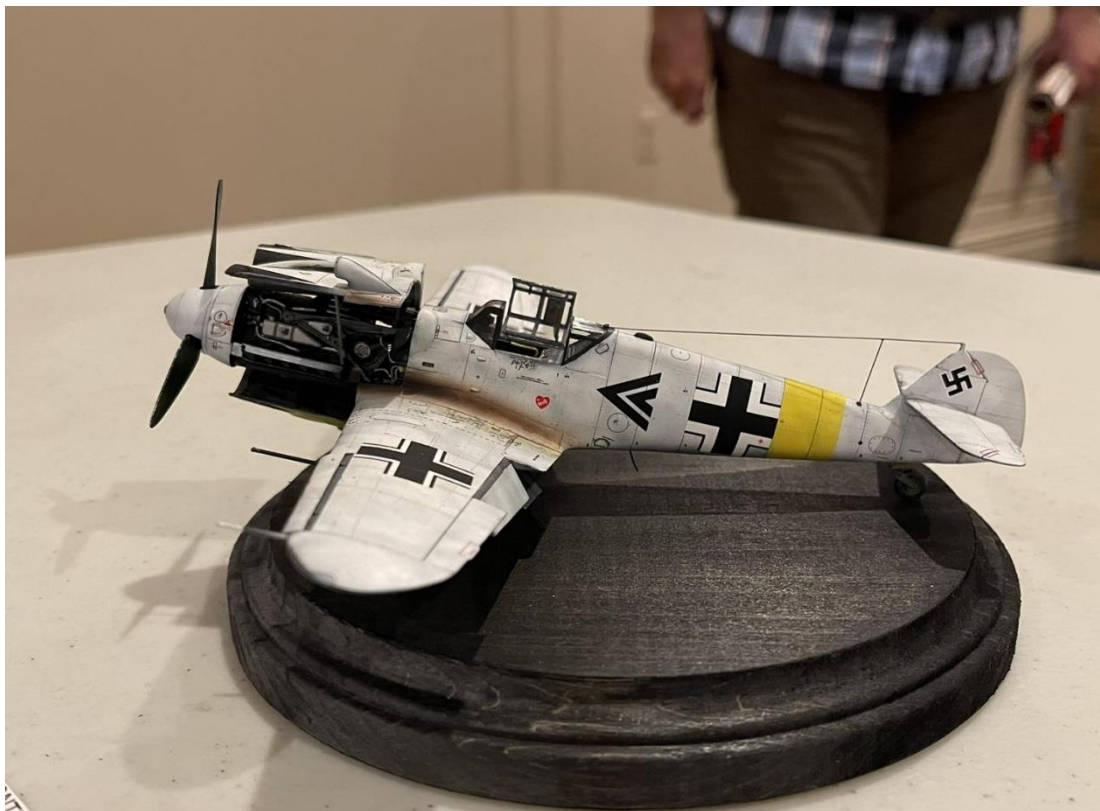
Bill Schroeter built Tamiya's A6M5 Zero. Added Hasegawa resin cockpit, Eduard cockpit details, wired the engine and wheel wells, and added Eduard PE landing flaps.



Bill Connelly built MiniCraft's 1/144 scale DC-4 and added Vintage Flyer details. To show scale, the friend is Fresin Models Martin 202.



Antonio Merolli built Airfix' 1/72 Hawker Hurricane MK I< adding AM decals and installed landing lights.



Eric Schroeter showed a Tamiya 1/48 Me Bf-109 G-6 as flown by Erich Hartmann, JG 53 in Hungary Feb. 1945. Eric added Eduard cockpit details, added rivets with a

ponce wheel, wired the engine, brakes and hoses, and weathered with oils and pastels. Nice!

Well that's that. See everyone this Friday at the meeting.

Bill Schroeter, Editor