



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

May, 2026

Vol. XXXI;Iss.v

“FROM THE IRON WORKS”

By Big Bill Shwarz, Pres.

Glad everyone enjoyed the food and friendship last month. Great job at the show!!!

THE CONTACT'S VIEW

By Mike Pavlo, VP



What a fun time we all had at last month's meeting! A fantastic way to celebrate another successful MosquitoCon. The show produced great numbers for models, modelers and visitors. Thanks once gain to all our members-you guys make the show tick. Our post-show party was a fitting send off to another phenomenal show. Thanks also to Bill for bringing all the fine food and to Dan, Eric, Martin, Joe and others for party set up and clean up.

The vendors at MCon had a huge selection of kits, supplies and miscellaneous modeling items as usual. I found some stuff I couldn't pass up....I hope you all did too!

Best Always,

Mike P.

Here are photos from the April meeting. I did not get the tags, so you know what's yours.





NJIPMS MONTHLY MODEL ID INFO







Thanks to Martin Quinn or the photos.

Now a build from our favorite Doc Simon.

> CLEARING OUT MY BASEMENT (CONT.)

>

> Did you ever have a kit get the best of you ? This hasn't happened too often to me, but it has . Case in point : the old Revell 1/72 Focke Wulf FW 200 . I remember my amazement at the really fine box art when it first appeared in a local stationery's shop window circa 1966.I scraped up the rather steep \$2.49 that it cost, took it home and had it built and hanging up on my wall with all the haste, if not wisdom, that youth gave me. I don't remember the specifics of assembling it, but I do remember the shiny, loud bright green, olive green and sky blue paint job that it got courtesy of those little Testors enamels jars.



I don't know what happened to my first Condor, but through the decades I've tried once or twice to attempt a redo build of this very attractive but flawed type . The late, great Revell USA company was quite adventurous with its subjects , but a lot of its mid-60's releases were molded in noticeably hard and brittle colored plastic with a LOT of flash right from the get-go . These peculiarities got the best of me once or twice trying to do a re-do of this model and , as the English put it, my efforts wound up in the rubbish bin...

> Fast forward to last fall when, scanning my stash in the basement, my attention focused on another old Revell Fw200 which I pulled out and promptly got to work on. This particular kit was produced in England , and its plastic was just like the one used by Airfix at the time, with neither the brittleness nor the pronounced blue color of its US peers. The box art was also different , with an excellent side view.

> Assembly required some care, as some features such as the control surface hinge points need careful cleanup to look their best. That being said, the control surfaces and flaps all look really good when properly put together . I glued the landing flaps closed . If you look at pictures of planes on the ground , rarely will the landing flaps be down. Procedure is to retract them promptly after landing to avoid foreign object damage , especially for propeller types .



> The cockpit was detailed by adding arm rests and seat belts to the two seats. The control columns' shapes were refined, and some detailing was painted on the provided instrument panel decal. A compass went on the front coming. The cockpit was painted medium gray overall with dark grey-blue seat cushions. I will note that the FW 200's cockpit is narrower than a C47's, but the view much better, which must have made it a thrill when Captain Eric Brown, one of my heroes, came gunning at you in his Martlet ...

> The kit is for Fw200C4 with the boxy top turret with a MG151 20 mm cannon; likewise for the newer Revell and Trumpeter kits. I prefer the look of the FW 200C3's earlier turret with an MG131 13 mm gun. Having in vain looked at my extensive spare parts stash and considered other kits for harvesting, I resorted to re-shaping the existing transparency. Luckily, it is molded very thick, and can be made to look like a slightly oversized

> C3-type turret. There is a "guardrail" in front of the dorsal turret to keep the line of fire above the top fuselage; this was reproduced with brass wire.

> The bomb aimer's position also got some attention to good effect. Both the dorsal turret's MG131 and the front lower MG151 were built from scratch. The rear gunner's MG 15, retracted inside its blister when not in use, is from an old but excellent Monogram Do 17.

> By far this model's most challenging assembly was the main landing gear, a complex and fragile looking setup. I strengthened mine up with nearly-unseen brass wire. This turned out to be a good idea: having thoughtlessly put my nearly-completed condor on a slanted surface, it began sliding down towards doom. Without thinking, I swatted it down like a huge fly. Both main gears broke off in one piece, and went back on perfectly.

> I'll make a passing comment about Revell's separately molded tires and wheel hubs. With a little cleaning, these worked out really well. They also used this method on their Heinkel 219, and then the technology became forgotten, sort of like that intricate mechanical computer that they found in an Ancient Greek ship.

> The bomb bay with its molded-in bomb load can open, yeah! . Additional outside details included a large cabin air intake on the front starboard fuselage, antenna mast from brass scrap, DF loop, airspeed probe and position lights.

> The surface benefitted from a gentle overall sanding, and, after spraying with MrSurfacer gray primer, a three color splinter camouflage was brush applied with some masking using light blue, NATO green and olive green with a yellow Eastern Front fuselage band, all from Tamiya's XF acrylic series. I'll fess up that this is my first all-acrylic paint job, and I was perfectly fine with it.

> Decals were a mix of the kit's own for the Balkan crosses, and of items from my files for the codes, swastikas and unit markings . The particular plane that I modeled is one of the several FW 200's recovered intact or near intact at Stalingrad by the Soviets in 1943 . One of them was displayed in Gorky Park in Moscow as part of a large exhibition of captured axis equipment for Stalin and everyone else's enjoyment . These planes were then evaluated at LII/ Zhukovsky air base, and found to be inferior to the American B17 and the Soviet's own Pe-8 both in speed and in bomb-carrying capacity . They were transferred to Polyarnaya Aviatsiya (polar aviation) , eventually re-engined, and used as transports until the early 1950's .

I am quite happy that I carried through with this old kit ; probably the more modeler-friendly quality of its plastic may have gotten me through where I'd given up before . It captures both the look and most of the visible details of the actual aircraft quite well , with the minor exception of the underwhelming exhaust stacks behind each engine ; they fail to capture the "fish tail " flame dampening exhausts of the original . And yes , I do have both the new Revell and the Trumpeter 1/72 Fw200 in my stash ; these do have proper exhaust pipes .

So , to summarize why I chose this antique instead , I'll just quote The Who : " I Can't explain ! " . It's 90 oF today . Keep cool ...

John Bucholz has more on building buildings better.

Now that you have a building the next step is the placement of your model(s) and figure(s). The base I constructed has enough room for a very large AFV (think Tiger 2 one of the largest tanks of WW2). If you just want to highlight the vehicle then large is the way to go, however if the buildings you constructed are to be the main focus of your scene then a smaller vehicle may be in order. As you can see I used a German Skfd 251 halftrack which makes the buildings the centerpiece of the construction. The halftrack seems to be hiding behind the ruins, waiting for the enemy to discover it. Some children and old men are in the scene to show the tragic end coming to the survivors of this town.



When your buildings are going to be the centerpiece of your diorama sometimes less is more. If you are not sure which vehicle to place on your base, take a measurement of the model and cut out a piece of cardboard the same size. You can then place this on all the areas of your base to help determine the best placement for vehicles and for the figures you want to add. After you add your vehicle be sure to add additional debris where needed to indicate that it drove to the location. There will be debris underneath the vehicle as well as by all the tracks and wheels! Try several positions before adding glue!

Happy Modeling-----John B.

Thanks everyone. I'm hoping to be at the June meeting, if I can get the Doctor's to be done with me for a while!

Bill Schroeter, Editor