



**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 Shwarz, Pres.

Short n Sweet! Small end of summer cookout Friday. Nothing major but enjoyable! Lastly. PAY YOUR DUES! THAT IS ALL!

BB Pres NJIPMS

THE CONTACT'S VIEW

By Mike Pavlo, VP



Summer is slipping by quickly, as usual. But there are a few semi-local shows coming up before the cold sets in:

PennCon - September 12 (the day after our club meeting) in Mechanicsburg, PA

ArmorCon - October 2-3 in Southbury, CT

MarauderCon - October 3 in Havre De Grace, MD

Hudson Valley Scale Modelers Show - October 24 in Poughkeepsie, NY

Those are all fun and well run shows. If you're thinking about attending any, or all, don't hesitate:)

Best Wishes, Mike P.

Some of the members of these clubs always support Mosuito.Con by attending and sponsoring awards as well! At last year's Marauder.Con, I hit on 12 of 20 raffle tickets, won some VERY high-end kits with extras included; I was thrilled to put these in our raffle this past April.

Dr. Simon has been just awesome supporting the NL with his builds.

SMORGASBORD Part 1

Most of us modeling types will agree that, in addition to our primary source of inspiration we often take side trips into more obscure territory. Me, I primarily gravitate to 1/72 aviation, the major combatants, and mostly prop. But lately, I've also been on a Scandinavian subroutine .

The Handley Page Hampden was a distinctive British twin which was afflicted by a number of misconstrued pre-war notions about the future of air combat. It had a nose gun and a pilot's gunsight so that the pilot could mix it up with Messerschmits , yeah ! but had weak defensive armament and an exceedingly narrow fuselage making it essentially impossible for crew members to switch places . It served to moderate effect with the RAF and Soviet Naval Aviation . And Sweden, intent on modernizing its military as Europe was obviously heading for war , obtained a single Hampden from England for evaluation and consideration for acquisition. The Hampden didn't really impress, and the Swedes went on to design their own twin, the Saab B18 . More about that later...that later...

Not counting the 1930's Penguin 1/72 Hampden, the first widely available Hampden was put out by Airfix in 1968 . My great aunt bought it for me ; it was a little over my head , with loads of delicate parts and I never did manage to get it fully up to snuff. Ever since then I'd kept the thought in the back of my mind that I'd like another go at it ; and one day recently, the voices in my head became loud and said it was time to build that Hampden ! My " stash". is not particularly well organised , but I oddly seem to remember what is where, and a quick basement dive resulted in my having two HP Hampdens at hand, the Airfix and the Valom one . Both had been acquired cheaply : the Airfix kit because of its age , and the Valom one because of its well-known unuseable transparencies issue.

So, which one did I wind up building ? A hash-up of both actually , since each one has its pros and cons. At first glance , the Valom kit looks a lot nicer , with recessed panel lines and almost no flash. The Airfix Hampden dates from the period in the 90's when they were produced in France , with obviously decreased quality control ; this is not to say that the French cannot make a nice kit ; they can, and I personally think that Heller has and still puts out some excellent kits. But the " Airfix in France" period is a low point for the brand, most likely

because of a lack of commitment from the C-suite . My Hampden had loads of flash , some “ short-shot”parts and off-register decals .

You all have a pretty fair idea of how a kit goes together , and I'll keep my comments on assembling this one brief. The Valom Hampden is easier to get together than the Airfix one because it doesn't have opening bomb bay doors, retracting landing gears or moving control surfaces . However, the engine nacelles look much more convincing on the Airfix kit than the Valom ones which look too streamlined . The entire tail unit looks too thin . Out came the razor saw, and getting the Airfix engine assemblies and the entire tail onto the Valom airframe was quite easy, with very satisfactory results . Ditto for the entire landing gear . I must say that basic dimensions and most shapes are very close between those two kits. Coincidence ?

A lot of the smaller parts such as seats, air intakes and exhausts were “ mix and match “ , with Valom getting a slight lead. The very prominent mass balances beneath the ailerons were completely goofed by Valom ; the Airfix ones are the right shape but overly thin . Being old and concerned about things like strength , I made new ones from brass wire, plastic scrap and superglue .

The problem with Valom's transparencies for the Hampden is that they're almost 3mm wider than the fuselage . This is so well known that another Czech company, Fly, reissued that kit with a new, corrected set of transparencies . The Fly kit is hard to find but no worries, the much cheaper and easily found Airfix Hampden has transparencies that fit the Valom fuselage perfectly well ! They were tricky to paint with all the curvy shapes .



After the usual priming , I brush painted the visible interior with Interior Green (GB) . Camouflage is a simple Olive Green/ Light blue using Tamiya acrylics. Both the Valom and

the Airfix offer decals for the single Swedish Hampden ; the Valom decals are better . These went down perfectly on a coat of Tamiya semi-gloss , followed by a second coat . I know, it looks a little glossy but hey, it's always raining in Northern Europe !

If I had to chose between the Valom and the Airfix 1/72 Handley Page Valom , I'd actually choose the latter . It captures the lines of the original better, and the moving control surfaces are actually very well done. Those raised rivets and panel lines that everyone dreads look fine to me after some gentle sanding . And the Airfix Hampden is still easy to find ; if you fancy getting one, try getting an English-made one .

The flight line truck is there for scale . It is a generic German truck that looks a lot like a Mercedes without the logo, from PegasusHobbies. They had an extensive range of cheap and cheerful WW2 vehicles which could all benefit from additional detailing. This one was modified to look more like a Scania . I'm also going to add some standing personnel and try to fit a smaller plane on the same base .

This all goes into one of those pre-made boxes from Trumpeter : I hate dust on my finished models, and these stack ! The grass is ground cover for model RR. It used to be that I could buy it at AAA Hobbies . Is it time yet to bring out the Aquavit ?

I'm pretty sure that ICM just released a 1/48 new tool Hampton...anyone got it???

John Bucholz continues his tutorial on Buildings and other stuff: this month BARBED WIRE!!

Building Better Barbedwire-

If you are building any type of ground models in a First World War setting, the thing you will need the most is going to be barbed wire. Thousands and thousands of miles of wire were strung between opposing lines and it is the most recognized feature of any trench construction. The photo-etch companies do supply wire, but they are very one dimensional and not very convincing. It is not very hard to construct realistic wire with a few common hobby items.

The first photo shows some wire on spools that I use for the construction. Wire from old electric motors and solenoids as well as craft wire used for jewelry making (available at craft stores) are the items needed to create the wire. As you can see I have a wooden base with two small nails at each end (I keep mine to about six inches in length). The first example is single strand wire which was very common on the German side of the trenches. I used a 28 gauge wire for the main wire and some copper wire for the barbs. I wrap the copper wire three times around the main wire and after finishing the barbs, I use a small drop of cyano cement to keep them from

moving. Next I trim the barbs to a proper length (better to make them a little too long as you can trim off the extra when all is done).



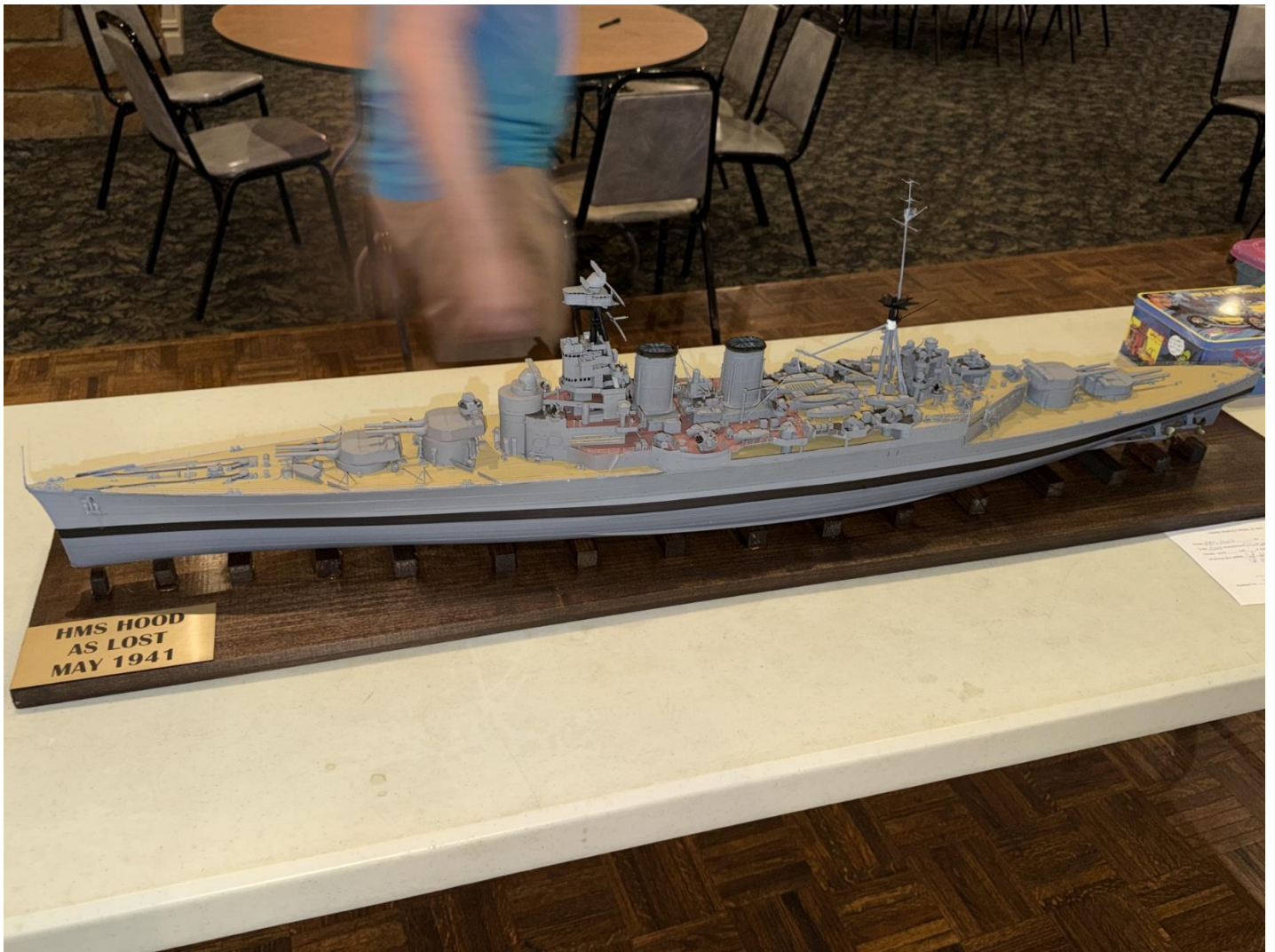
The next photo shows Allied two strand wire under construction. When the wire is trimmed, I coat the entire thing with AK185 Primer for tracks. This is a thick brown acrylic that provides a good base for further rusting(Middle wire in second photo). Finally I used Rustall to coat the wire to provide that well used rusty look (bottom wire in second photo).

Wooden match sticks can represent posts for the wire which was strung in deep belts across No-Mans-Land. After a bombardment, wire was strewn about the area so you really don't have to be very exact in your placement.

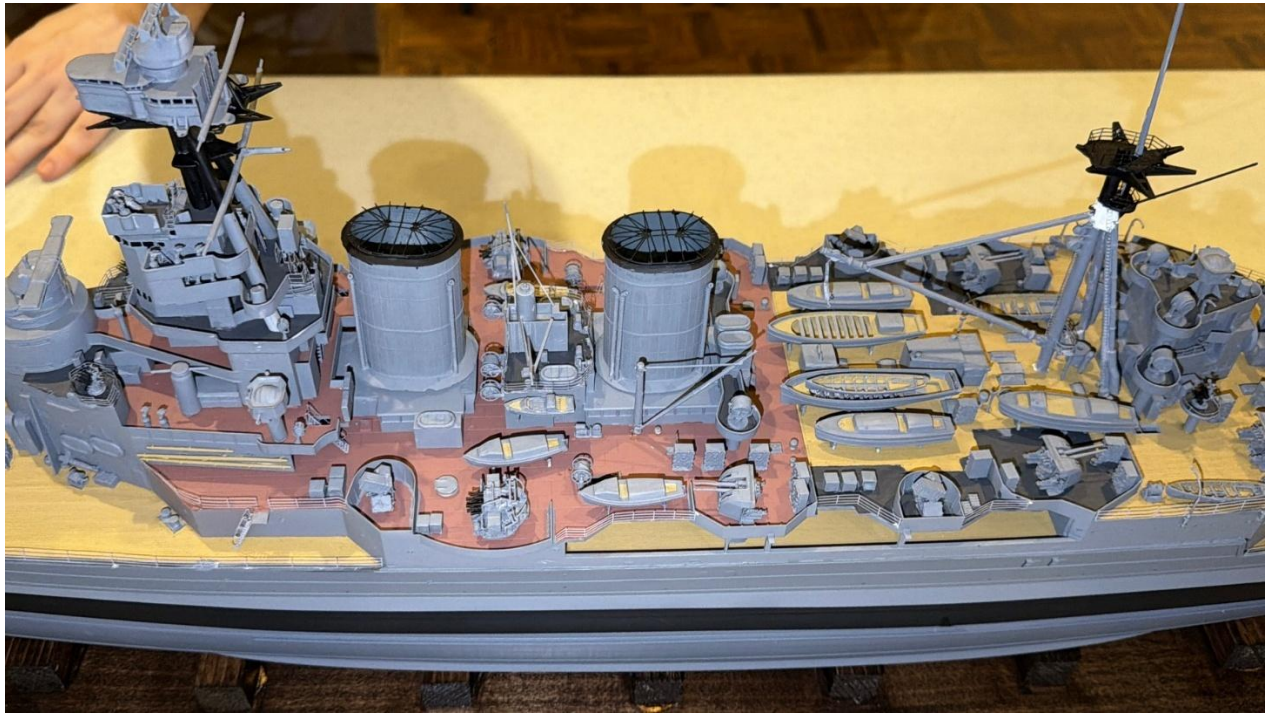
Happy Modeling- John B.

Ouch!! Thanks John.

Here are photos from August. I apologize for losing the tags. They must have gotten swept away with all the paper recycling after the tons of medical papers with which I am daily inundated! So I'll guess!!!



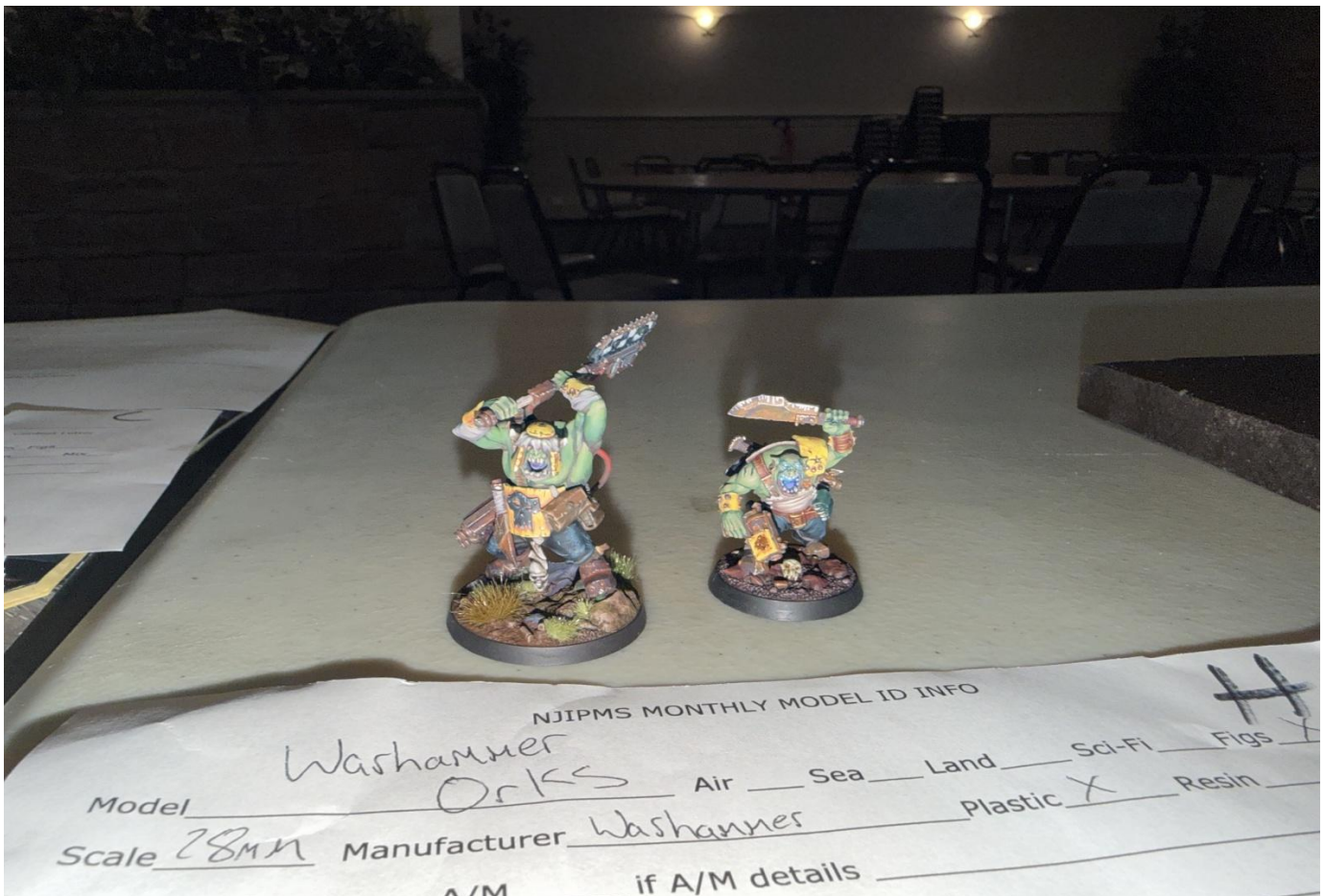
This one's got me stumped. I know Martin Quinn is our Master Mariner, (that's Mariner, Mikie D!) but I don't recall this in his bench reports. I think I'll go with Jerry Hughson, who I know has a thing for the Hood.



I know this is Dave DeNardo's; I was there when he got it in the mail.



I'm thinking John Bucholz????



Easy- Martin Orlando!



Bill Connolley??



Martin Orlando again.



Matt Giorano???



**I know these are Martin Quinn's that placed at the Nationals, but sorry for the tiny pics.
(Blame Martin!)**



Dave Goldman-gotta be!!

Well that about does it! Nice work everyone.

As an update, I cannot attend meetings due to my medical situation; vis-à-vis I need to have a useable, up to code, handicapped accessible restroom readily available. This is not the case at the current venue. Until I either beat this cancer and can attend without such a need, or such a facility should magically appear, I cannot attend. I would gladly pay for a port-a-john on meeting nights to facilitate my, and any other member (God forbid) with such a need.

However, I will do all I can to be at Decembers meeting to eat and make up for missing both of this year's fests and feasts!

SO EVERY ONE FEEL GUILTY EATING AT THE COOKOUT ON FRIDAY