

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS
Vol. 06 No. 08 - August 2006

August 2006 Issue

This month's contest
is:

AXIS NIGHT

Newsletter Editor:

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This month's meeting
is on:

Friday August 11th



Please note:
All submissions to the
next newsletter **MUST**
be received by
8/28, or they **WILL NOT**
make it into the Sept
newsletter.

BOO BOO'S DEN

By Tom VanDerMark

Well it seems as though the dog days of summer have arrived. With the temperature soaring to record levels that means it is a good time to stay inside in nice cool air conditioning and build some models. I have to work out in this weather a lot so summer so for me this is building season.

First off I want to remind everyone that this coming meeting will be Axis night or as I have learned to call it, "Bad Guy Night". Stan Stankowicz, Tom DeHann and myself will judge this special theme night, and the winners will be awarded some very nice kits for their hard work. I am hoping that we will have plenty of entrants on this night and I am sure that the competition will be a lot of fun.

I have also been trying to get a hold of Charley Marrero in order to set up our annual barbecue. In case there is a problem we are in need of someone with a barbecue who can bring it to the September meeting. I would also like to put out an appeal to the membership for people to bring what ever they want to add to the banquet. As always the club will be providing the beer and soda that night so I would also like to extend an invitation to everyone's family to join us this night.

As we also announced at the last meeting the September meeting will also be an election night. I would like to ask if anyone is interested in taking over the reins of NJIPMS to come talk to myself or other members of the e-board. I have to say that my tenure as President of NJIPMS has been quite rewarding and a lot of fun. It does take some commitment but it is much easier with a group of guys like yourselves. The position of Vice President is also up for grabs and I have to say that with a vice president that is as dedicated as much as mine is a mighty big help in the daily running of the club.

Lastly I want remind everyone that you only have until the October meeting to take advantage of the club's offer for the first night hotel stay at the regional meeting. Come see Tom DeHann or myself at the next meeting with a reservation number and we will give you a check to cover 1 night's stay. So far I am surprised that only 1 member has taken advantage of this offer and I hope others will come forward at the next 2 meetings.

Well that's it for now I look forward to seeing everyone at the next meeting until then, Happy Modeling.

Tom

JULY 2006 CONTEST RESULTS

By Steve Zajac

Pat O'Connor took a 1st in the Air category with his straight out of the box Tamiya 1/48th A-1H USN Skyraider. 2nd place went to Marc Rocca's 1/48th scale Hasegawa P-51D 'Bunnie' built as a thank you gift for an introduction to Tuskegee Airman, Lt Col. Harry Stewart. Reuven Shapira took a 3rd with his OOB build of the old Hasegawa Orion P-3. The other entry was Art Doran's 1/48th Tamiya P-47, an out of box build.

AIR CATEGORY

1 st	Pat O'Connor	1/48 A-1H Skyraider	Tamiya
2 nd	Marc Rocca	1/48 P-51D Tuskegee Airmen	Hasegawa
3 rd	Reuven Shapria	1/72 P-3 Orion	Hasegawa

Martin Quinn took a 1st in Land/Sea category with the 'extensively reworked' (translation: 'never again') *HMS Invincible* by Iron Shipwright in 1/350th scale. Dave Schwartz' 1998 Rain-X Camaro by Revell in 1/24th scale was also extensively reworked with numerous scratch built and after market details added. 3rd place went to Bob LaPadura's 1/35th Centurion Royal Army tank, by Tamiya, recently salvaged from the *USS Intrepid* that had been built for a Korean War exhibit. Other entries included Bill Schwarz with his Batmobile by ?? featured in the movie *Batman Returns* with Michael Keaton, and Jerry Rinaldi's XXX-Mas in July by Pagaso Models in 80MM.

LAND AND SEA CATEGORY

1 st	Martin Quinn	1/350 HMS <i>Invincible</i>	Iron Shipwright
2 nd	Dave Schwartz	1/24 Rain-X Camaro	Revell
3 rd	Bob LaPadura	1/35 Centurion	Tamiya

Junior Graham Gaulke tried a different medium this month with a clay molded late 1960's Chevy C50 cab. Very Nice Graham!

JUNIOR CATEGORY

1 st	Graham Gaulke	Chevy C50 Cab	Scratchbuilt
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Upcoming Theme Nights

August - *Axis Night*, sponsored by NJ/IPMS

September - *Empire Night*, sponsored by Martin Quinn

November - *Russian Night*, sponsored by Simon V

If you would like to sponsor a theme night please see or email stevezaj@msn.com.



Book Review

By Lee Lamarre

Jimmy Stewart, Bomber Pilot (Zenith Press, 2005), By Starr Smith

There are two quotes used as a Forward for this book that clearly identifies the true character of this famous actor, Air Force officer and combat pilot.

From Walter Cronkite: "I have met a few movie stars, but of them all, I think that Jimmy Stewart was most like those modest heroes he portrayed. Now journalist Starr Smith has raised the curtain on Stewart's gallant service as a bomber pilot and air combat commander in World War 2."

From General Jimmy Doolittle, World War 2 commander of the Eighth Air Force in England: "We would have made Jimmy a group commander if the war had lasted another month."

Starr Smith does a wonderful job of taking the reader through Jimmy Stewart's life from being raised in the small town of Indiana Pennsylvania early acting career and finally his military experience. Jimmy had an early passion for aviation since childhood building model airplanes and finally his first airplane ride while in high school. He then went on to get a private pilot's license while in college (Princeton University, Class of 1932).

Jimmy Stewart's early acting career and his close friendships with other famous Hollywood types are described. He shared an apartment in New York with Henry Fonda who also loved building model aircraft while they were pursuing their first acting careers on stage. They both built a model of a Martin bomber which they took with them while leaving New York for Hollywood.

Jimmy Stewart entered the Army Air Corp in 1941. Much detail goes into the war time experiences first flying B17's on training missions then on to a combat unit in England flying B24 Liberators. Experiences are described of various missions as well as his relationships with his crew members and other officers. Actual excerpts for intelligence reports gathered during and after a mission are included giving a chilling account of what these brave men went through on a daily basis. In all Jimmy Stewart completed 20 combat missions.

A good read (287 pages) with many photos of both his wartime experience and personal life.



Battleship Texas will seek solid ground

Planners say removing it from the Ship Channel can preserve it for future generations

By RUTH RENDON
Copyright 2006 Houston Chronicle
July 8, 2006

The historic Battleship Texas fought and won two world wars but is losing its current fight with a more relentless enemy — water.

The corrosive water surrounding the Texas at its berth at the confluence of the Houston Ship Channel and the San Jacinto River is eroding the underside of the ship that was the world's most powerful warship when launched in 1912.

"We believe the best long-term preservation solution for the ship is to take the ship out of the water. That's the direction we're headed," said Steve Whiston, director of the Infrastructure Division of the Texas Parks & Wildlife Department, which oversees the battleship.

The preservation of the battleship facing state park officials today rivals the challenges faced by politicians and Texans as a whole when the Battleship Texas' fate was in question more than 50 years ago. Pride came into play, leading to the Texas becoming the first 20th-century warship saved as a memorial instead of being used for target practice or sold for scrap.

For Calvin Munding and his three brothers, of Baytown, the Texas will always be part of his childhood memories from the 1960s.

"We went pretty frequently, to the chagrin of park employees," he said with a chuckle. "The Munding boys did have a reputation of being somewhat spirited and fun-loving. I don't think there is a square inch of that battleship that we haven't either stepped on or touched. We climbed and played from the bowels of the ship all the way up to the crow's nest."

Maintaining the ship to match her glory days is taxing.

Towing the Texas to another location for repairs is so costly that officials started thinking "outside the box" to reduce maintenance costs. Their answer: dry berth.

"If we're going to save her for our great-grandkids, you've got to get it out of the water," said Barry Ward, who recently resigned as director of the Battleship Texas.

The last time the Texas was moved from its current home on the grounds of the San Jacinto State Historical Park was in 1988, when it was gingerly towed to a shipyard in Galveston. During the trip — the first time the ship was moved since its arrival in 1948 — pumps were continuously used to drain water out of the "Mighty T."

With the ship taking on so much water, crews barely got it floating enough to be able to lift it up for repairs, Ward said.

Initially, officials thought the ship should again be taken to a shipyard and have repairs as in 1988. But the problem is that the Galveston shipyard used 18 years ago no longer is in business. The closest dry dock to accommodate the Texas is in Alabama, and officials fear the ship would not survive the journey across the Gulf of Mexico because the corroded hull would take on too much water.

Ward and others have visions of the USS Oklahoma, which sank in May 1947 while being towed from Hawaii to California for scraping. The Oklahoma was capsized in the Pearl Harbor attack on Dec. 7, 1941, but later raised.



"My greatest fear is what a tragedy it would be if for some reason that ship (Texas) was not able to make the next tow — and sink," said Mundinger, a former Baytown mayor and Battleship Texas supporter. "If it sank, it would really be tragic and sad. I would just hate for that to happen."

The repairs to the ship's hull — 350,000 pounds of steel plating — while in dock between 1988 and 1990 cost \$15 million. That amount paid for only about half of the work needed, Ward said. No major repairs have been done since, although officials recommend the ship should be dry docked every 10 years for repairs if it remains in the water.

Today, among other things, the ship is in need of structural repairs, steel plate replacement to the hull and blister tank, a new wooden deck and an electrical overhaul. The cost of the repairs is estimated at \$25 million.

If the ship was removed from the water and placed in a dry berth position, officials would be able to delay some of those repairs and not worry about keeping her afloat.

The plan calls for the Texas to be moved to another location along the Houston Ship Channel. Although the site has not been determined, officials would like to find a temporary home, perhaps near Loop 610, where it would be more visible and visitors could still climb aboard.

The dry berth proposal "ensures that future generations of Americans and Texans are going to be able to visit that wonderful piece of our history. All that dry berth issue is just win, win, win," Mundinger said.

The proposed dry berth project alone will run about \$20 million. The majority of the cost — \$16.1 million — will come from federal grants. The remainder will be raised with the help of the Battleship Texas Foundation.

Plans call for crews to dredge the current berth deeper and build a coffer dam to keep out water while the Texas is at its temporary location. The final portion of the dam won't be completed until the Texas returns from its temporary location on the Ship Channel.

A grid of concrete columns is being driven into the ground to support a concrete slab that will act as the ship's foundation. Pumps then will be used to remove the water from within the shoebox dam.

Officials will be able to flood the ship and get her floating in the event of a tidal surge moving up the Ship Channel.

With the ship in a dry berth setting, visitors will see the ship's underside, including the hull, propellers, keels and rudders, as well as the extensive corrosion the water has caused.

The parks and wildlife department has \$12.4 million in bond money approved by voters statewide in November 2001 to pay for the repairs. The Legislature, however, has to approve releasing the money.

Project plans for the Battleship Texas are still evolving. The process involves the Texas Parks & Wildlife Department applying for federal funds administered by Texas Department of Transportation.

Battleship officials expect to get a response to their application by October. If all is approved, a naval architect and marine engineer will be hired by March with final plans completed by June 2009, Whiston said.

The construction start is planned for September 2009 with the project completed by July 2011 – 100 years after construction of the ship started.

As a youngster, Munding and his brothers road their bikes about three miles to the Lynchburg Ferry to get across to the Battleship Texas.

The brothers, he said, spent countless hours on the ship playing hide-and-seek and Navy commander, and "I'm sure there were many occasions when we had to fend off the enemy from coming up the Ship Channel."

For Jimmy Burke, a Port of Houston Authority commissioner and former Deer Park mayor, the Texas brings special memories. As an 8-year-old in 1948, Burke and his family lived on the battleground park grounds and watched the Texas being towed to its new home.

"It was massive to a second-grader. It was just an awesome sight," said Burke, whose father was a battleground park foreman at the time.

"I had the opportunity because of my dad's connection and us living there to get some pre-emptive opportunities to get on the ship before it was actually open. I well remember those days."

The ship, he said, "is a national treasure in our backyard."

IPMS/USA NEW MEMBER APPLICATION	
IPMS No.: _____ (leave blank)	Name: _____ FIRST M. LAST
Address: _____	
City: _____	State: _____ Zip: _____
Phone: _____	email: _____
VISA/MasterCard _____	Account # _____ - _____ - _____
Exp. Date: _____	
Signature: _____	
<input type="checkbox"/> Adult: \$25	<input type="checkbox"/> Junior (17 years old or younger): \$12 DOB: _____
<input type="checkbox"/> <i>Canada & Mexico</i> : \$30	<input type="checkbox"/> Other Foreign: \$32 <input type="checkbox"/> Foreign Air Mail: \$55
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)	
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)	
IPMS/USA	
Check out our web page: www.ipmsusa.org	
P.O. Box: 2475 North Canton, OH 44720-0475	

FROM THE IRON WORKS

By Bill Schwarz

Fellows! My column this month is entitled "Winning at Model Contests", and it will be the first article in my regular monthly column. This month I have a few words about winning at contests after being asked my opinion, as well as overhearing people talking about why they never win! The answer is kinda simple! There will always be winners and losers, that's a fact in anything! Most people I see who enter model contests want to win period!

They seem to forget the odds of winning sometimes are astronomical! I've seen guys put 10 or more models in the same category and still lose! They get all pissed, of course, what have you, but they still have lost! My simple answer to how to win a contest is COVER YOU BASIC MODELLING SKILLS! Hone the basics! Then add all the flash!

One guy can be great at PE parts, but suck at paint, and there you go with the big L word! Practice on your basics! Seam work 1st! Scribing techniques, painting, and decaling! These all make a good looking model. When you are proficient at these skills, then move on! Also, pick a subject you like! If you start hating what you are building, it may never come out good!

Present your model well! Presentation adds to the look of your model! Add all these factors, and one other BIGGIE that I always use! HAVE FRICKIN FUN!!!!!! They are only models and your life is not hanging on by it!!!! The Club has many good modellers! Some better than others. Some guys reach a plateau where they will never get any better, others do not! Just keep it all in perspective and have fun WIN OR LOSE! Also another BIGGIE! Don't be afraid to ask other club members for help! Don't be embarrassed or intimidated!!! A little known fact I will also share with you, some of my best wins at regionals and Nationals have been with out of the box models, or models with very little extra detail! Remember that one!!!! That's it for this installment, I'll see what I can come up with for September! Have Fun,

Big Bill

Short Review

By Bill Schwarz

1/350 ZVEZDA K-19

Fellows, just a short review on this submarine for those who might want to build one! Cost \$15.00, Accuracy is OK, but it has a mix of early mid and late features. Parts fit is not to good. The molding has gotten better since I built the KURSK. Decals look ok on the paper but s*ck when you try to use them. Painting options are poor considering the pictures I used to paint it! The Russians are trying, but have a long way to go to get there! This small sub required a lot of plastic shims and 3m spot putty to look good! A lot of the detail was half molded or incompletely molded. If you get by that, a reasonable Oscar-1 can be built! Look for it at the meeting! After building this and the Kursk, I will only give it a 4 out of a possible 10 points! I would rather go the extra bucks then have to fill and shim!!!!!!!!!!

Regards, Bill Schwarz

Intrepid Will Cross River for Refitting, Then Return to a Rebuilt Pier

By PATRICK MCGEEHAN

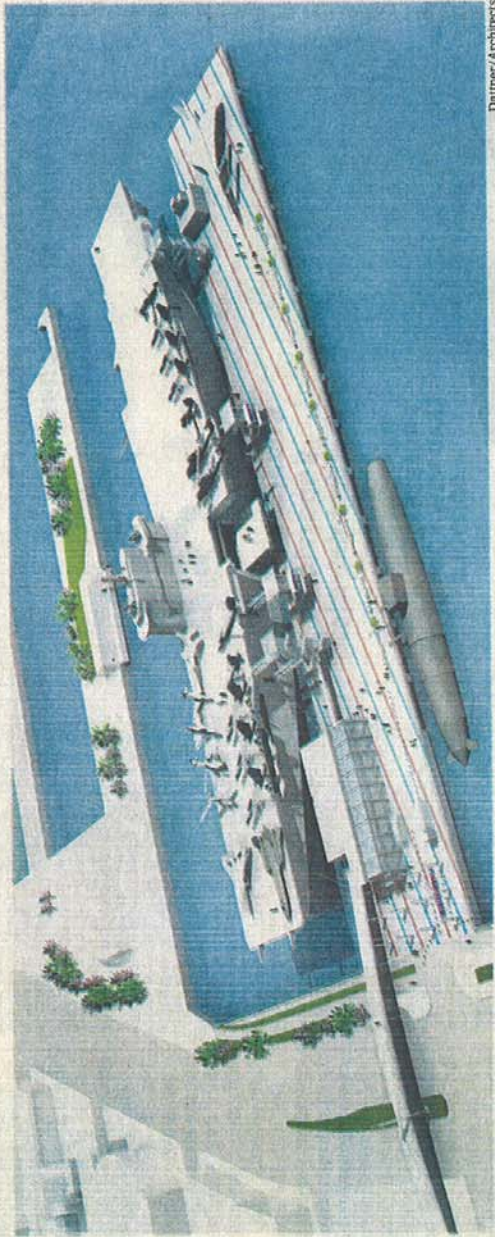
The aircraft carrier Intrepid, the military museum that has been docked on the Hudson River for 24 years, is scheduled to close on Oct. 1 and moved soon afterward to New Jersey for repairs and Staten Island for renovation.

The final details are still subject to the nautical and political tides, but Bill White, the president of the Intrepid Sea, Air and Space Museum said yesterday that about a month after the museum closed, the carrier would be towed away from its mooring at Pier 86, West 46th Street and 12th Avenue, and is not expected to return for 18 months.

The museum's directors approved the general plan last week after Mayor Michael R. Bloomberg and the City Council agreed to provide a total of \$17 million over the next two years for the overhaul of the carrier and the pier, Mr. White said. Gov. George E. Pataki pledged an additional \$5 million in state economic development funds. In addition, \$35.5 million in federal funds would raise the public financing for the project to \$57.5 million, which should cover all the costs, he said.

Governor Pataki and Council Speaker Christine C. Quinn are scheduled to hold a news conference about the overhaul plan aboard the carrier today.

Arnold Fisher, a developer whose family has run the Intrepid Foundation for more than 20 years, said that without the money from the city and state, the Intrepid's future



Dattner/Architects
A computer-generated rendering of the refurbished Intrepid and the rebuilt Pier 86. The Concorde is to be moved onto the pier, and after the carrier is patched and painted in New Jersey and Staten Island, hopes are to have it back by Fleet Week in May 2008.

as a military museum was uncertain.

"The ship goes back to the Navy if this didn't all come together," said Mr. Fisher, chairman of the private, nonprofit foundation.

Ms. Quinn said, "My sense is that if the city hadn't stepped forward, that the Intrepid's days may very well have been num-

bered." She added, "To have lost the Intrepid now would have sent a terrible message to the men and women who are fighting overseas."

Mr. Fisher said he would push hard for the pier to be rebuilt quickly so that the Intrepid can return for Fleet Week, the Navy's annual celebration here, in May 2008.

While it is gone, New York City will be missing one of its more popular tourist attractions, the focal point for military celebrations and an emergency location for federal agencies in the event of a terrorist attack or natural disaster.

Continued on Page B5

Intrepid to Cross River, Then Return to a Rebuilt Pier

Continued From Page B1

Within hours of the Sept. 11 attacks, the F.B.I. asked for space on the carrier to house hundreds of its agents displaced from their offices downtown, Mr. White said. The museum remained closed for five weeks while the agents were there, he said.

After Hurricane Katrina hit the Gulf Coast last summer, the Federal Emergency Management Agency asked to use the Intrepid in the event New York is hit by a hurricane or other disaster, Mr. White said. He said the Intrepid's executives have agreed to honor any such requests.

"We're an auxiliary to them," Mr. White said. "We might not be the first place they go, but they know they can go here if necessary."

Last fall, when the Intrepid's officials were planning a new design for

Pier 86, they considered a plan with two levels, the lower one being available for law enforcement agencies in an emergency, Mr. White said. That plan was scrapped in favor of a plan for a single-deck pier with red and blue stripes on its top. A Concorde supersonic transport jet, which now sits on a barge on the opposite side of the pier from the Intrepid, will be placed on the end of the rebuilt pier, he said.

Intrepid officials considered trying to repair the pier without moving the carrier, but they decided that doing that could take five years and cost \$100 million, Mr. White said. In the current plan, the work on the pier is expected to cost \$35 million, most of which would come from \$31 million that was appropriated by Congress in late 2004 for the Hudson River Park Trust, a city-state authority that controls the pier. Another Con-

gressional appropriation of \$4.5 million to the museum is pending, he said.

The 900-foot-long carrier, which has not moved since it arrived in 1982, will go first to a dry dock in Bayonne, N.J., for up to 60 days of patching, scraping and repainting of the hull, Mr. White said. From there, it will be towed to a pier on Staten Island, where, at the invitation of the mayor, it will stay rent-free until Pier 86 has been rebuilt, he said.

The carrier will not be open to the public while it is away. Instead, the foundation will use the time to make some improvements, including installing a mezzanine in the main exhibit hall and creating space for the public to get to the anchor chain, whose links weigh 270 pounds each.

Moving the 40,000-ton Intrepid will require six to eight tugboats with at least 5,000 horsepower each, Mr.

White said. Getting the carrier out into the river will take about six hours and moving it gently to Bayonne four more, he said.

Before it can be moved, the silt that has piled up around the hull on the river bottom must be dredged. Mr. White said he hoped to receive approval for the dredging from the Army Corps of Engineers within two weeks. Harbor officials also have to approve moving the carrier.

The foundation's directors have their sights set on Veterans Day, Nov. 11, as the day to send the carrier down the river with fanfare, but the tides may not cooperate. Tide tables show that the river may be at its highest on the evening of Nov. 4, Mr. White said, making that the best time to try to dislodge the Intrepid.

"If we can move it on another day, we're pretty confident we can make it the 11th," Mr. White said.

This month's meeting will be on

Friday August 11th



This month's contest:

AXIS NIGHT

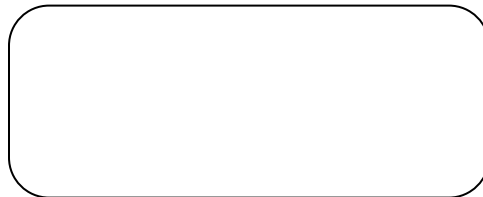
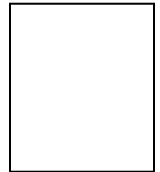
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