

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS

December 2010

THE IRON WORKS

By Bill Schwarz, President



Hi all! On Marches NJIPMS! We went, we saw now we must conquer this thing we call JerseyCon! The place is right, the people are right, the event is right, and it is a done deal! As far as the particulars, we are a go, and I will be filling you all in at the next several meetings. Not much more to add to this now except, wait till you see the place, and everything you want other than model show, is within a mile either way as well !!!! More to come!!!

Next up is the XMAS Party. We are doing a much scaled down version this year, mostly due to the amount of dollars we need for upcoming events. There will be plenty of food. This is a member night this time. Family will be reserved for the annual picnic from now on. Food, soda and beer will be served. No member will go home for the worse!!

DUES!!! Most of you are paid. This is good. Some of you haven't paid. This is not so good. Pay your dues. ASAP! I won't tell the members who hasn't paid but it's fair to the paid members that you do your part! DO IT SOON! That's all I have to say on that!

There will be 5 awards given out at the meeting. You will love these awards. The modeler of the year this year and every year from now on will be determined this way. I want you all to know in advance that the member chosen was not chosen because of his models, though he competes often. He has been given this award for his dedication to the club, for supporting the club at every chance, and for many other reasons. The member is also not on the eboard! That's a no-no with me. He deserves it, he will be very surprised, and you all will have to wait for meeting night!

Next Meeting:
Friday,
December 10th

Upcoming
Events:

December 2010:
Annual Club
Party
And
Model of the
Year

February 2011
Contest:
Lend/Lease

April 2, 2011
MosquitoCon XX

October 21-22,
2011
JerseyCon II

Join us on the web, at the [New Jersey IPMS web group](#)

Bring your 1st place models for models of the year as well. Let's make it a festive and rewarding night even if you didn't win! We are having workshops again starting soon. Dan and I had a few words on the subject, and I know as always he will provide you



with outstanding stuff to see!! One Last thing, it's nice to see new guys coming to the club, too. Harm and Glenda are two that I am particularly appreciative of. I've known them for many many years, and they have supported our club over and over again! They are great people and I am glad to have them home where they belong!!!!!!

MosquitoCon is on track and we are working on it as we speak. It will be a bit different this year, but change is good. More to come on this late That's it for now, Looking forward to seeing y'all at the meeting!

Regards

~Big Bill

Joe's VP Piece

By Joe Smith

Hello my fellow modelers,

I would like to take this opportunity to wish everyone a very Merry Christmas, Happy Hanukah and a safe and healthy New Year. All of you should be proud of your efforts in 2010!



I think the future of this club looks very good as long as good members continue to step forward and contribute.

It will be a very busy 2011 for this club with MosquitoCon only four months away, and JerseyCon II next October.

Come hungry and don't forget are Armed forces around the world who will not be spending the Holidays with their loved ones. Please keep them in your thoughts and prayers!

Happy Modeling

-Joe Smith



IRISH DIPLOMACY

By Martin J Quinn

Irish Diplomacy: The ability to tell a man to go to hell so that he looks forward to making the trip.



Another month and another theme contest with a nice turnout of models for the contest table. Congratulations to Bill Anderson and Stan S for their well deserved wins in the “Winter Warriors” theme contest. Both models were extremely well done.

I hope everyone had a Happy Thanksgiving and is already done with their holiday shopping. Remember – the most important gift is the one you get yourself! No sense being disappointed, just buy what you want yourself!

Don't forget this month is the “Model of the Year” – bring those monthly contest (not theme) 1st place winners to the meeting. As the old ad says, “You gotta be in it to win it!”. Hopefully Marc Rocca will have a list of all the 2010 1st place winners in his Judges Table piece. Otherwise, you should be able to find a list on our club website, www.njipms.org, by checking out the Newsletter link.

Shortly after the IPMS/USA Nationals, I asked if anyone would be interested in a bus to next year's National Convention in Omaha Nebraska, which resulted in about 10-15 hands going up. Some preliminary research shows that a 28 passenger mini-coach would

cost about \$5,000, while a 49 passenger motor coach would cost about \$5,800. Obviously, the more people we had on board (pardon the pun), the lower the per-person costs. If there is still interest in this, let me know and I'll do some additional research and get firmer prices. If not, I'll let it go.



Modeling has definitely taken a back seat to real life lately, so I've hardly spent any time at the work bench. The Combrig 1/700 HMS Agincourt that I was hoping to finish first for WW1 night, and then for the Region 2 convention in Fredericksburg is still incomplete, though a little closer to the finish



line (I've finally started adding railings to her).

Since I haven't had a chance to use my airbrush since sometime in September, my Monogram F-8 Crusader is also in an unfinished state. Between the time I write this and the December meeting, we'll have had the Thanksgiving Holiday, plus I'll have been on a family vacation to Florida for a week, so I don't see either model getting finished before the end of the year.

Looks like 2010 is going to be much like 2009, when I only finished three models. Though I can't complain, the modeling Gods were good to me on the contest table this year!

A review of the Trumpeter 1/350 Admiral Hipper was posted recently to the website, as was the review of the 1/350 Dragon Scharnhorst that appeared in the newsletter a few months back. I'm awaiting the arrival of the Dragon 1/350 USS Independence (the WW2 light carrier), when that comes I'll take some photos and do an in box review for both the newsletter and the website.

That's it from here. Hope to see everyone at the meeting with their 1st Place winning models on the table for the "Model of the Year" contest.

-Martin



The new Trumpeter 1/200th scale U.S.S. Arizona was a popular topic of discussion.

Bring kit donations to the next meeting.

We are taking up a collection of new, unstarted, kits that the club will donate to troops stations overseas. Bring them to the December meeting.



THE JUDGES TABLE

By Marc Rocca

As I write this, once again at the very last minute, Thanksgiving is nearly a week past. I can only hope yours was happy and healthy. Considering how much turducken I ate, the healthy part may be in question.

The 2010 Theme Night serious was concluded with a chill in the air, both in and out of the meeting hall. "Winter Warriors" had a good showing even as members must be turning their thoughts toward the holidays. Congratulations to Stan Stankewicz for his IL-2 Sturmovik and Bill Anderson for his JSU-152. Both received \$25 gift certificates to Avenal Hobby.

In the AIR category as I watch the points of the voting go back and forth I really thought we were go to have the first tie for 1st place. At least since I have been doing the contests. Mike Terre took 1st by a one point margin with another of his vacuformed and rigged beauties, a Sikorsky S-38. Stan came in 2nd with his Sturmovik with a great distressed

white wash finish. Mike O'Connor got 3rd for his HUGE He 111-Z.

The members decided to let Bill know that it was a good thing he didn't go back to Scotland yet by overwhelmingly voting his JSU-152 into the 1st place slot. Antho9ny Carlucci, the "member for a night" took 2nd place with a Jagdpanzer IV. Jerry Rinaldi's figure titled "Snow" came in 3rd. I wonder if that's because it was wearing clothes.

December will be Model of the Year so all you 1st place winners bring your builds back in for a shot at the top honors.

Now onto to theme nights for 2011. We start off January with... er... umm... OH YEAH! We don't have a theme night set for January. Or the rest of 2011, except for February's Lend/Lease theme. So we need sponsors. Come one and all and step up to the plate and do a theme night. 2010 was the best year yet and 2011 should be as good.

~Marc Rocca

Model of the Year Eligible

	AIR		LAND & SEA	
Jan	Mike O'Connor	IL-2 Sturmovik	Tony Ivey	Bergtiger
Feb	Stan Stankewicz	AH1W	Mike O'Connor	USS Nichols
Mar	Pat O'Connor	Supermarine Seafire	Martin Quinn	HMS Tiger
Apr	Bill Connolly	F-11-C1 Goshawk	Tom Van Dermark	Morser Karl Great 40
May	M. O'Connor	F9F-5 Cougar	Jim Pentifallo	Pack 41-43
Jun	No Contest		No Contest	
Jul	No Contest		No Contest	
Aug	Jerry Rinaldi	B-26C	Bill Anderson	38(t) Hetzer
Sep	Ernest Connor	F-15E	Marc Rocca	Lotus 25 Coventry Climax
Oct	Mike Terre	X0Z-1	Stan Stankewicz	Concept Camaro
Nov	Mike Terre	Sikorsky S-38	Bill Anderson	JSU-152



The Contact's View

By Mike Pavlo, VP

I hope everyone had a great Thanksgiving. It seems hard to believe that we are approaching the end of 2010 already. Time really does fly, and to prove it, MCon XX is only about 4 months away, followed by JerseyCon next October. Both will be here before we know it. Preparations have been ongoing for both shows, and I'm sure Bill and Martin will have updates in the newsletter and at the meeting.

The E-Board met at the Wyndham to review and evaluate for JerseyCon II. I can report that we were pleased with what this new venue has to offer. We'll have more room overall and the vendors should be very happy with their areas also. The hotel is quite nice, the staff is very willing to work with our needs and the rooms look very comfortable. It couldn't be easier to find, since it's only several hundred yards from the Turnpike exit 4. Overall, it should work very nicely for our needs. The club will be kept updated with the details as always.

The Holiday Season is already here. Since we are all modelers, I hope that everyone receives some nice modeling items this year. Hopefully it will rekindle memories of years gone by when receiving a kit (or two!) was always an exciting event.

I'd like to wish all of our members and their families Happy Holidays, Merry Christmas and a Happy New Year. Special thoughts and prayers also go out to all of our



Servicemen and women who will be spending the Holidays far from their homes and loved ones, many in some very dangerous places. My dad once told me that while he was overseas during WWII, that he never felt farther from home than at Christmas. Let's remember today's soldiers and sailors during this time especially.

~Mike P.



The National Museum of the U.S. Marine Corps

By Michael Dobrzelecki



One of the best things about attending IPMS Regionals, or the Nationals, is that they afford an opportunity to visit historical sites near the venue's locale. I had two on my radar for a Sunday side-trip after the show – the Transportation Museum at Ft Eustis and the National Marine Corps Museum near Quantico. After checking with those who have been to both, I chose the latter, which several other show attendees did, as well. I had known about the museum for a couple of decades, especially the museum's original location, which was in a series of hangars and buildings right on the base at Quantico. In November 2006, the museum reopened off of Exit 150 on Rt.95 on a 135 acre site adjacent to the base.

The museum building is a striking modern edifice of glass, steel and concrete that is a testament to the artistic abilities of the architects. Through the entrance doors, one is led into a central glass-domed circular atrium known as a terrazzo. Thrust up from the floor to the top peak of the terrazzo is a dramatic steel sculpture, which bursts through the glass roof at an angle, evoking

the famed flag-raising ceremony at Iwo Jima. Arrayed around the circular space are a couple of life-size dioramas, as well as Marine Corps aircraft suspended from the overhead structure.

One diorama depicts an LVT-1 assaulting a landing beach in the Pacific in WWII, the other an aerial assault during the Korean War featuring troops spilling out of a Sikorsky HRS-2 (Marine Corps version of the H-19A Chickasaw). The aircraft included: a pair of F4U Corsairs, one a mid-war camouflaged version sporting the bomb-aiming/landing clear glass panel on the underside, the other a late-war glossy Sea Blue F4U-4; an AV8-B Harrier and a nicely restored Curtiss Jenny in markings from the Marine Corps expeditions in Latin America.



The one thing I have to compliment the museum on is that their mannequins are all "life-like" and set in believable action poses and good facial expressions. The Marines in the LVT are blasting away at inland targets; the well of the tracked landing craft filling with spent .50 shell casings – nice attention

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to detail. The crew of the armed -Jenny is decked out in period flight suits, the rear gunner pointing at the visitor with his jacketed Lewis Gun. The “Gyrenes” spilling out the HRS-1 / 2 are especially affective.

For me, just having the Sikorsky helicopter was worth the price of admission and I did an extensive detailed walk-around photo



shoot of this bird for my “someday” build the old “box-scale” H-19. I wish I brought a tape measure! Facilitating the photography, at the back of the terrazzo was an open stairway/platform structure with several levels, as well as balconies around the mezzanine level of the terrazzo, which allowed you to get great overhead and level shots of the museum’s aircraft in flight. I spent an hour in this atrium, alone.

Towards the back of the atrium is the entrance to the rest of the museum, which spirals out around the perimeter of the 120,000 square foot building, tracking the whole 200+ year history of the U.S. Marine Corps from its inception in 1775 during the American Revolutionary War through the Global Expeditionary Force Era, which follows the Marines into Latin America and across the Pacific to the Far East as part of

the expansion of American interests; WWI when the Jarheads earned the term, “Devil Dogs” from the Germans while stopping the German advance in 1918; WWII with its epic battles fought in the island-hopping campaign; the Korean War with the landing at Inchon and the epic study in survival that was the Chosin Reservoir retreat; the famous battles during the Vietnam War, including at such places as Howard’s Hill, Marble Mountain, Quang Nam, Khe Sanh, and Dong Ha; and the fight they are in currently in war against terrorism.

In the WWI gallery, there is a short hi-def movie depicting the close-quarters combat at Belleau Wood as the Marines assault a German machine gun position. One of the Marines is firing a French *Chauchat* squad light mg on the run – one of the worse mg’s ever fielded. My brother and I spent a bit of time talking with a museum guide in this area, a knowledgeable gent, who served for 20-30 years in several of the most famous Marine units, including the 1st Marine Division. The exhibit includes an armored car, which I have never seen before, as well as a French 75mm gun. There is also a US Marines Model T Ford truck being employed as a make-shift ambulance, the figures sporting faces sculpted from real Marines



currently in service in Afghanistan. Suspended from the ceiling was a Thomas Morse S4B Scout biplane. Rounding out the WWI exhibit is nicely restored Liberty truck sporting the famous “pig- shit” green camouflage color used on U.S. WWI vehicles.

Moving onto the WWII exhibit there’s a TBM Avenger and a rare F4F-3 Wildcat suspended from the ceiling – both difficult to photograph, an M-3 Stuart light tank and an early model 75mm pack howitzer with spoked-wheels. The Korean War gallery has several alcoves, including one that has cold air blasting through a 1:1 scale diorama of the Chosin Reservoir fight during the “Forgotten War”; another includes an M-26 Pershing and the 3rd. a Sikorsky HRS-1 Dragonfly helicopter. Turning the corner the visitor enters the Vietnam gallery, with expected UH-1B/C suspended from the ceiling, an unexpected bonus in the form of a restored M-50 Ontos, with its six 105mm recoilless rifles (including its .50 cal spotting rifles wired-up), and a firebase diorama you walk through, past a sandbag emplaced 105mm howitzer and a ground-mounted

75mm recoilless rifle. All of these galleries feature sound and special effects for an effective “you-are-there” experience.

After spending 3 hours at the museum, I was ready for something to eat and I wandered up to the mezzanine level just expecting to get something like a hot dog and soda. Luckily, right next to the cafe was the museum’s Tun Tavern, which had two things I really like – beer and 3 bean soup. I ask you - How many museums serve alcohol? The food was very good, too, the bean soup being supplemented by a delicious hot turkey and Swiss Panini. BTW, the real Tun Tavern in Philadelphia was the actual birthplace of the U.S. Marine Corps in 1775, where the unit was formed.

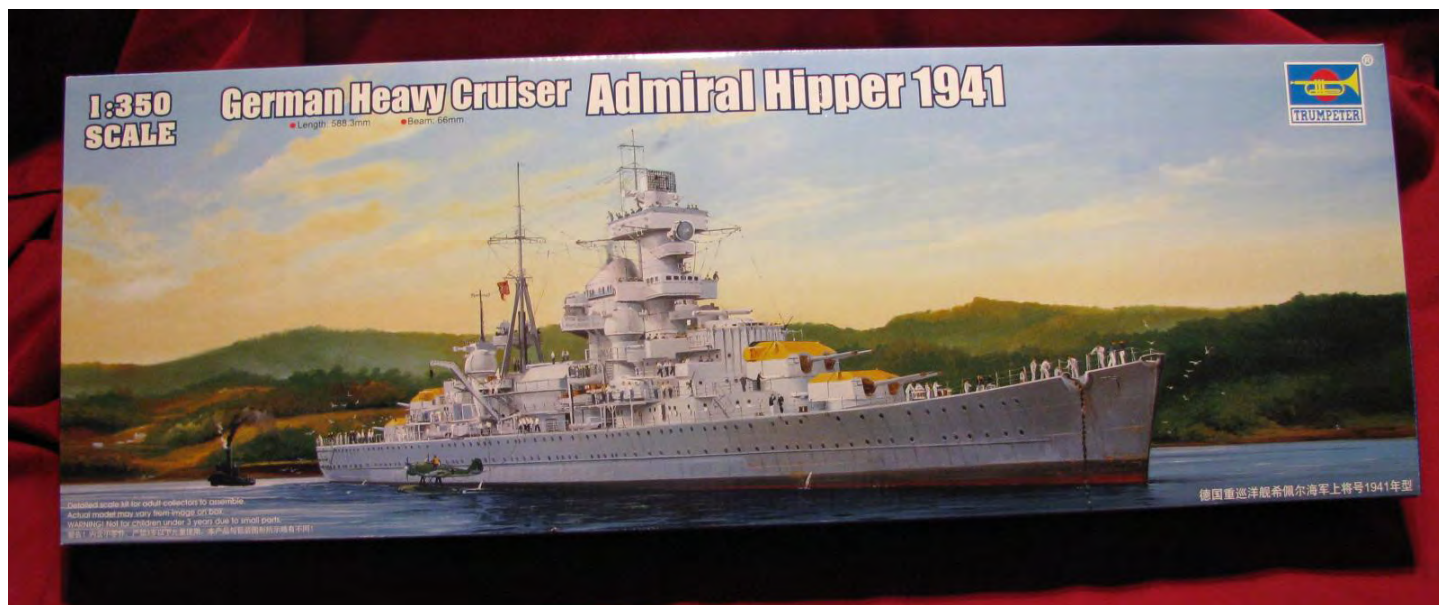
All in all, a great museum, which really manages to cover the complete history of the USMC (can you hear me now, new Intrepid Museum?), and one which I can heartily recommend.



KIT REVIEW

German Heavy Cruiser Admiral Hipper 1941

Trumpeter 1/350
by Martin J Quinn



Summary

Description:	- High quality injected model
Scale:	- 1/350
Price:	- MSRP \$139.95
Contents & Media:	- 418 parts, lower and upper hulls, deck, waterline plate, two AR-196 planes and display stand.
Advantages:	- Nicely engraved main deck, with seam hidden under superstructure. - Nicely done superstructure decks
Disadvantages	- Knock out pins underneath all the superstructure parts - Poor test fit of the upper and lower hull
Recommendation:	- Recommended



If you are a ship modeler who is also a fan of the German Kriegsmarine, the last few years have seen an amazing number of new kit releases, especially in 1/350. Aficionados of German Heavy ships from World War II used to be limited to the old Tamiya Bismarck and Tirpitz in 1/350, or had to try and find one the increasing rare (and expensive) releases from Heller. While the Heller kits covered four different classes of ships and were very nice for their time, they were in an odd scale (1/400) and not up



to recent standards.

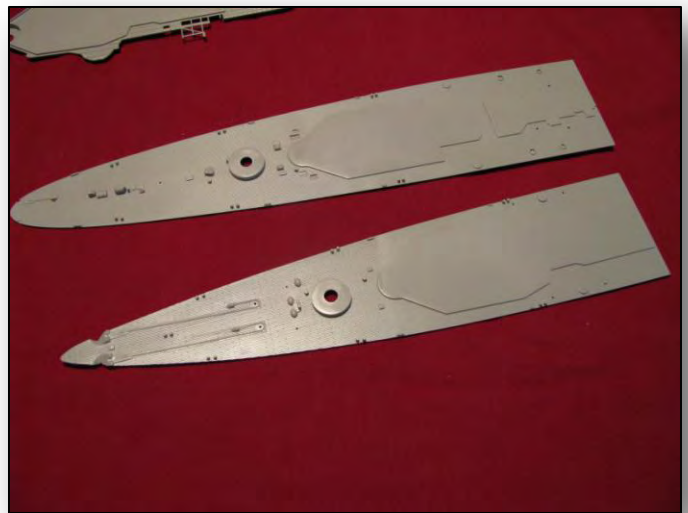
Starting with Revell of Germany's fine new renditions of Bismarck and Tirpitz, a whole series of new German ships have been released in 1/350, including the heavy cruiser Admiral Hipper.

The Admiral Hipper was the lead ship in a 5 ship class of heavy cruisers built starting in the mid-1930's. Of the five planned ships, only Hipper, Blucher and Prinz Eugen were ever commissioned into the Kriegsmarine, with Prinz Eugen being built to a modified design. Additional sister Lutzow was sold to the Soviet Union in 1939 before being completed (the incomplete hull and it's one operational turret were used against the German during the war), while

Seydlitz was very near completion when work was suspended and work to convert her to an aircraft carrier was begun (she was never completed in either guise).

While not as famous as her younger sister Prinz Eugen, Admiral Hipper had a relatively active career. In April, 1940, she was rammed by the British Destroyer Gloworm, before finally sinking her smaller tormenter. After repairs, she operated out of Brest, France as a commerce raider in late 1940 and early 1941. It is in this time frame that the Admiral Hipper had her greatest success, and is also the period depicted by the Trumpeter 1/350 kit.

After moving to the Norwegian theater in 1942, Admiral Hipper was involved in the infamous Battle of the Barents Sea on New Years Eve 1942, when she and Lutzow (formerly the Panzerschiffe Deutschland) were thwarted in their attack on convoy JW 51B by escorting British Destroyers and finally covering British cruisers. The action



with the cruisers proved especially costly for Admiral Hipper, as the damage resulted in her being decommissioned for almost a year. The entire debacle resulted in the famous "Scrap the Battle Fleet" order from Hitler, and was the death knell for the Kriegsmarine's heavy ships.

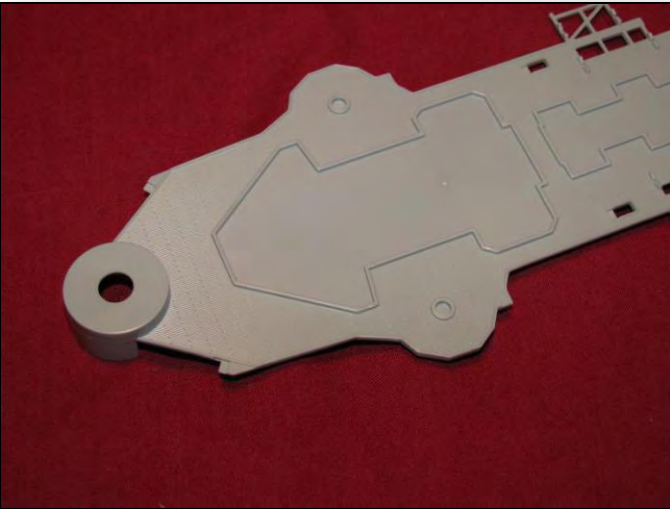


Admiral Hipper did not rejoin the Kriegsmarine until January 1945, helping in the evacuation of troops and civilians trapped along the Baltic coast by the advancing Russian Armies. Caught in drydock by Allied aircraft, Hipper was

scuttled in her dock at Kiel Deutsche Werke yards on 2 May 1945. She was later raised and towed Heikendorfer Bay, where she was Scrapped.

The Kit

Trumpeter's 1941 Admiral Hipper comes in the usual sturdy Trumpeter box with very attractive artwork of the cruiser moored near



some unknown coast in the early war light grey over dark grey livery. Upon opening the box, there are 418 parts across 12 different sprues, lower and upper hulls, 2 pieces of deck, a waterline plate, two AR-196 planes and display stand, along with a color painting guide and an instruction booklet.

The kit is approximately 22 ½ inches long at the waterline, which means that the kit is either ½ short of the measurements I have for the real ship are overall length. The model is 2 5/16 in beam at the widest point, which, according to the dimensions I'm looking at, is just about spot on.

There are no problems with either the upper or lower hull, other than some mold lines that will need to be cleaned up on the lower (red) hull. A test fit reveals a common issue with Trumpeter kits – the upper and

lower hull do not fit together well at all. It will take a little work (and probably a lot of putty) to achieve a nice smooth fit. I'll probably go the waterline route, as a result.

The main deck – which is broken into two parts – is well done, with nice planking detail. The way the deck splits should mean the seam falls amidships and should be in a relatively inconspicuous area right behind one of the ships boats.

The decking on the superstructure parts is also well done, especially on the part for the main bridge. Not as crisp as Dragon's recent Scharnhorst, but well done nonetheless.

The 01 level deck is one piece, and looks pretty good on the topside. It's underneath that has some issues. While the attempt at bracing is okay, there are



knock out pins galore down there, most of which will have to be cleaned up. I can't



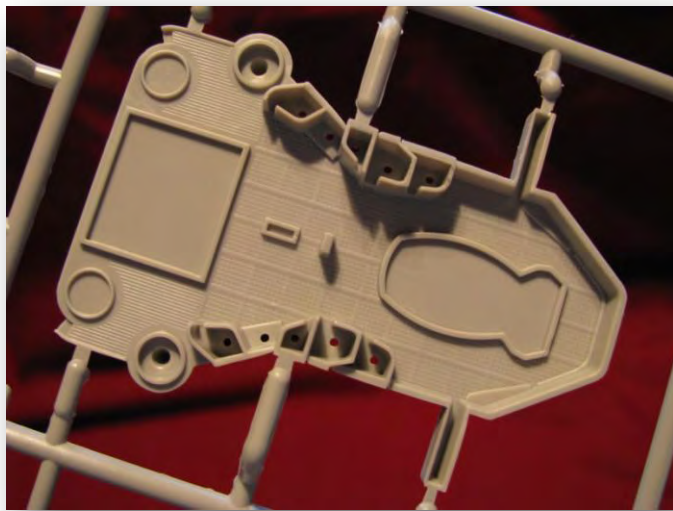
understand how a company could allow that



to happen in this day and age.

The superstructure parts are fairly well done, albeit a little “soft” in detail. Other sprues contain the ship's boats, secondary guns and other assorted equipment like gun directors. These are decent and free of flash. The aircraft are clear plastic (not a fan) and appear to be decent as well.

There is a small photo-etch fret with railings that looks usable, though I've already bought the White Ensign set designed specifically for this ship.



The large glossy color painting and marking guide show Hipper in one of her 1941 dazzle camouflage schemes. The ship's camouflage pattern changed slightly over the course of the time she was stationed in Brest, so if you want to build her to a particular time frame, you'll need to do your research.

Instructions are typical Trumpeter booklet style, and are clear and easy to follow. This is one area where Trumpeter surpassed Dragon.

The Admiral Hipper class is one of my favorite classes of warships, so I picked up both this kit and the 1945 version of the Prinz Eugen that Trumpeter released. Sitting them side by side you can see that Trumpeter captured the differences in the hulls correctly – Hipper has the shorter, blunter Atlantic bow.

All in all, this is a good kit. While it is not in the same league as the Tamiya Mikuma, Hasegawa Yahagi or Dragon Scharnhorst, it's an impressive looking model in the box, and one that looks it will, issues with the knock out pins and fit of the upper and lower hulls aside, build into an even more impressive model – especially with that camo! **Recommended!**



See Martin's review on the NJIPMS website for more photos of the Admiral Hipper kit.



This month's meeting will be on:

Friday
December 10th, 2010



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MOSQUITO CON XX

"THE ROARING TWENTIES"

Our 20th Year
April 2, 2011 | Wayne, New Jersey

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