

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS
Vol. 06 No. 11 – November 2006

November 2006 Issue

This month's contest
is:

RUSSIAN NIGHT

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This month's meeting
is on:

Friday November 10th



Please note:
All submissions to the
next newsletter **MUST**
be received by
11/24, or they **WILL**
NOT make it into the
December newsletter.

THE VIEW FROM PIT ROAD

By Dave Schwartz

It was great to see such a large turnout for October's meeting and the quantities and quality of the models were their usual outstanding. I certainly appreciated everyone's patience and understanding considering it was my first time in the pit. Thanks Guys.

I would like to apologize for not opening up the meeting to any questions or comments you might have had. An unfortunate oversight on my part and I am sorry. One thing that I'm glad I did, was my little "Show and Tell" segment at the end. I would welcome any of you that would like to offer up something that you may have found useful while your modeling. This is a fantastic hobby, but it isn't always easy, and every little trick we know makes the hobby all the more enjoyable for everyone. If you've got something, just bring it on out.

I plan to touch the following bases next month:

- 1) Dues: If you haven't paid them, PLEASE do so at this meeting.
- 2) Workshops: As I stated this is going to be a formalized endeavor with a posted schedule and we need to get going on this. Please bring to the meeting any topics that you would like to see covered and by all means let us know if you would like to give a workshop and on what topic. NO rule that says a workshop must be completed in one sitting, either.

If more are necessary to properly cover a topic, than that's what we'll do. If you want to buddy up that's fine too. Big Bill Schwarz is going to be in charge of this project, so please make sure you touch base with him.

- 3) MosquitoCon: Where we're at.

See you all at the next meeting. Gentlemen - Start your modeling.

Dave

PANZER IV/70 (A)

Correcting the Dragon kit - Part 2

By John Bucholz

This kit is one of the older models from Dragon and as such is not quite up to their current standards. I know it has been out of production for several years but it was just included on the re-release list they issued in 2004, so it may be available again as you read this. As it is just a straight re-release there will be a lot of areas to improve for a fully accurate model of this panzer.

I have seen several models of this kit and it does look very nice out of the box if you paint and weather it in the proper manner. My goal was to make the kit as accurate as I could given the limited research material on this particular panzer. After a lot of detective work I think I have corrected all the major problems with this kit. Feel free to change as much as you are comfortable with. If I had this model to do over again, I think I would use the hull of a Tamiya panzer IV and just use the dragon superstructure and detail items. This will save a lot of time correcting the problems with the Dragon hull.

I will list each section of the model I changed, and the various steps I followed in each section. Some of the changes were very minor so you may want to leave out a lot of the modifications I made.

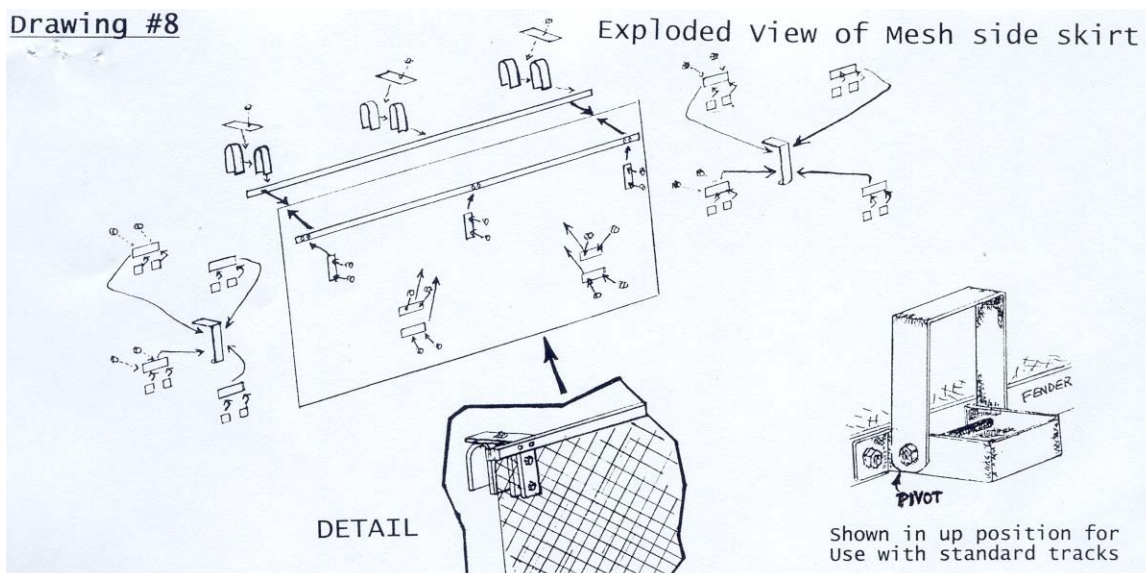
FENDERS - This area really shows the kits age. They are basically just plastic blobs with all detail molded in place. I substituted the Aber brass fender kit for the Mk.IV panzer which can be made to fit this kit without a major problem. I suggest you solder these parts together before you mount them on the model. As the rear air intake flaps are molded onto the kit fender, you must scratch build new ones when you add the Aber fenders. Remember these parts were just thin stamped metal and many pictures show them resting at various angles when in the open position. If you do replace the fenders, the time to cut off the front kit fenders is before you glue the superstructure to the body. (This is a great reason to use the Tamiya chassis-you can avoid replacing the fenders as well as a lot of other details!)

OTHER DETAILS - There are many other small details that have to be corrected to produce a truly accurate kit. Pick the items you feel are important to your model.

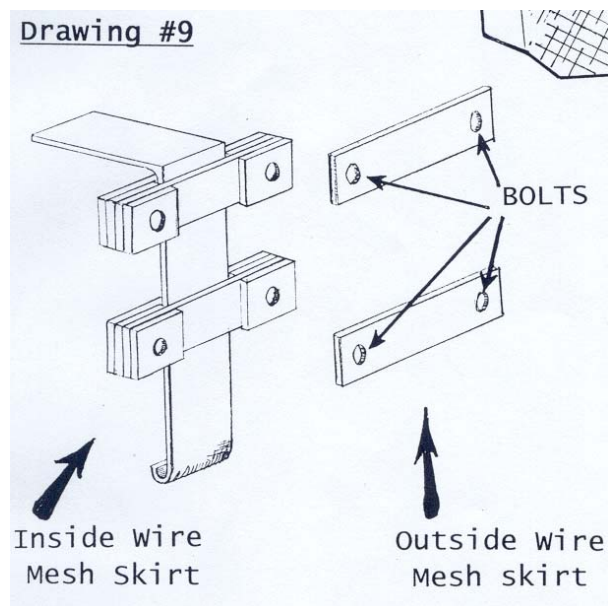
- A) All the road wheel hubs need grease fittings in their centers. If you use a lot of mud on the suspension you can probably skip this detail.
- B) The upper hull periscope guards are too thick. Either thin the plastic or replace with thick brass scrap from a photo etch set.
- C) The front fender hinges (B35&36) can be used on the replacement brass fenders. You should cut the hinges apart and make a new spring rod from brass or plastic.
- D) For a more accurate spare track use the ModelKasten Mk. IV spare track set which is much more to scale.
- E) Move the hull machinegun cover (A17) about 1mm towards the outside and re-shape slightly reducing the outside edges about 1mm.
- F) The barrel travel lock brackets are too bulky. I scratch built them with 10 and 15mm sheet plastic. I also noted that the travel lock in the kit seems to represent the last type of lock used. I made one from plastic rod to represent an earlier type with a curved top section. Also note the lock is supposed to engage the barrel of the gun not the holes in the mantlet attached to the barrel. Remember to add a spring to the mount lower bar as this would swing the unit down and away from the barrel when the main gun was elevated.
- G) Replace the antenna mount (B12) with a Tamiya part. The bottom of the antenna base is about 1/2mm lower than the plate it is mounted on.

- H) Replace the kit driving lamp (F4 & 5) with a Tamiya part. Don't forget to run the wire conduit to the lamp.
- I) Replace ALL the kit tools with Tamiya parts or scratch build your own. I used the Aber late model German tool set to make most of the tools and clamps on the model.
- J) Replace the cleaning rods (B23) with a corrected version. This is one item most people have overlooked. The rods supplied in the kit and the Tamiya set are for the shorter 75mm guns. This model has a Panther 75mm gun so I had to scratch build the rods from plastic and brass. The rods are approximately 38 mm in length (excluding the bore brush). The brush was covered with a canvas bag which was tied onto the rod with a draw cord. The rods also had a male and female end as they were screwed together to get the proper length (Sketch B).

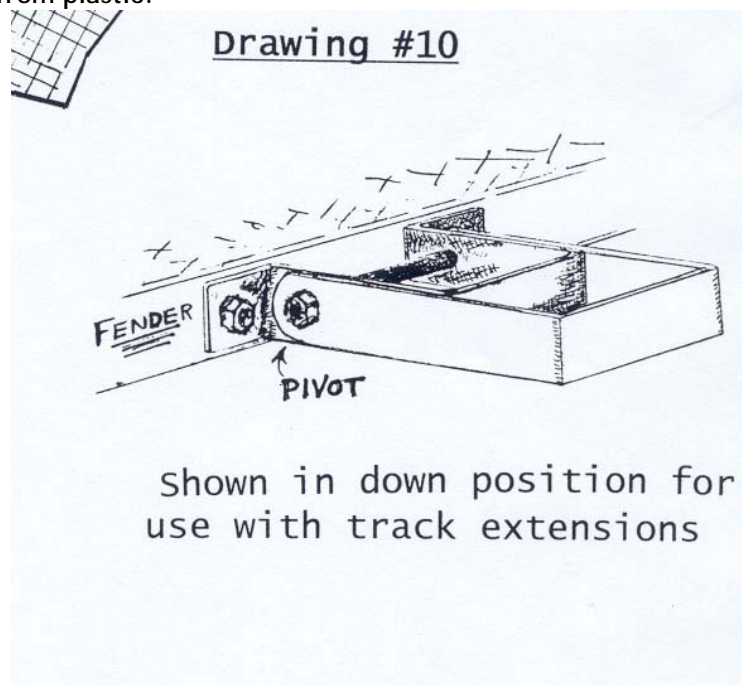
THE SIDE SKIRTS - After building this kit I now know why almost every model I have seen of this tank has been made with "extensive battle damage which caused the side skirts and mounting hardware to be lost". Dragon uses the worst of both worlds by giving you photo etch mounting brackets with plastic rails. The position of the hull brackets is not correct based on scale drawings in Panzer Tracts number nine. The mounting rail is also very oversimplified due to the injection molding process. I decided to make the assembly out of brass for both strength and scale appearance. I used 2mm O.D. tube for the rail and some thirty thousandth brass strip for the mounting rails. To give the assembly strength, I drilled holes into the hull where the bracket would attach. Using a sharp blade I made six slots in the hull side and one on the hull rear deck (Sketch C). I cut the brackets about a quarter of an inch longer than needed so I could slide the ends of the brackets into the hull and not just glue the metal to the plastic hull side. Once the bracket is correctly positioned I bent the excess over inside the hull and glued it down with super glue reinforced with baking soda for extra strength (Sketch D). I added a plastic tab under each brace so it would appear they are welded to the hull and not going through the hull. The mesh side skirts were also scratch built as the kit template for the center skirt is about ¼ inch too short (The real skirts overlapped each other) (Sketch E). I did use the kit plastic mesh material but I think it would have been better to find some brass screen as I could have soldered the skirts together instead of gluing them (Drawing 8).

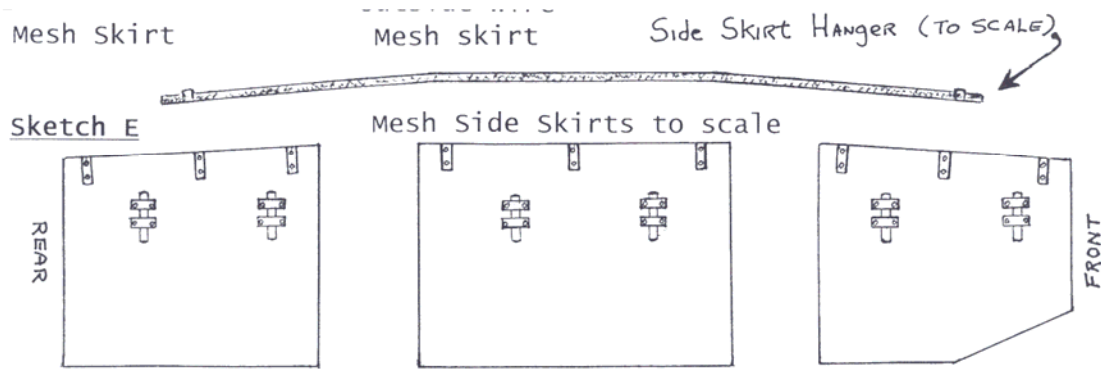


I soldered brass strip to make the upper hangers and lower latches that attached the skirts to the top rail and fender. I made the skirt frames from brass with plastic bolt detail and then attached the hangers so the skirts could be removable (Drawing 9).



The lower attachment points for the skirts are bolted to the fender and consist of two parts, a long and a short u-shaped mount. With normal tracks the skirts were attached to the short mount. When using the track end extensions (OSTKETTEN) the longer bracket was folded down and the skirts were attached to them to space the skirts away from the larger sized track links. The kit parts (F14) are a crude representation of this system so I replaced these parts with scratch built brass items (Drawing 10). The front solid side skirt armor sections (MB2/MB3) are supplied as photo etch but the mounting holes are not at the correct angle so I made new ones from plastic.





PAINTING AND FINISHING - I wanted to do an ambush scheme for this panzer as the kit is designed as an early version and factory applied ambush camouflage would be standard for a tank built in the month of September 1944. This part of construction proved almost as hard as the actual building of the tank was.

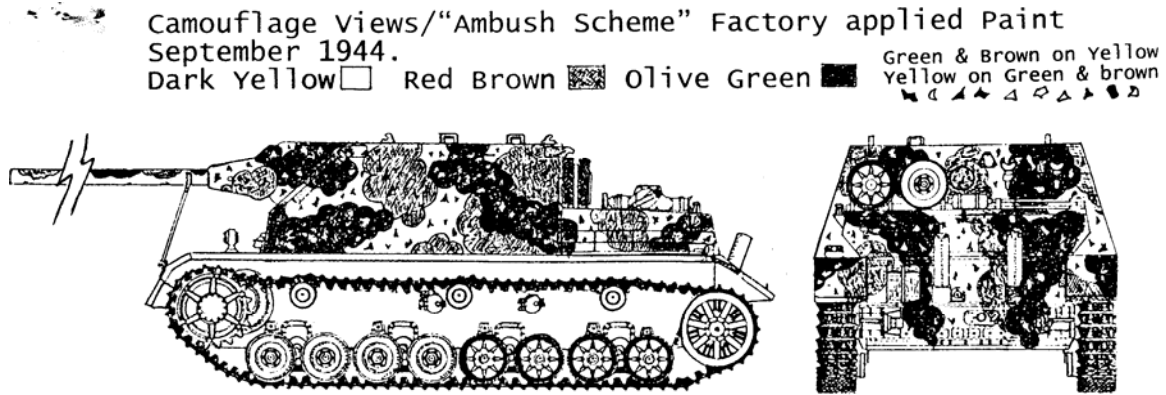
A little background on the ambush paint scheme is in order here. Prior to September, almost all tanks leaving the factory were painted with Dunkelgelb (German dark yellow) paint which had been standard on all German vehicles since February 1943. The field units were issued tins of red brown and dark olive green paste concentrate so they could camouflage their vehicles to suit local conditions. In 1944 the supply situation was such that many vehicles went into combat with just the factory applied yellow paint. The main reasons given for this state of affairs were A) Paint was very low on re-supply priority, B) The paste concentrate had to be thinned with petroleum based products which were in very short supply, and C) Rear area workshops had little time to paint with so many vehicles needing repairs just to keep running. In August 1944 an order was given to all assembly firms to apply a camouflage pattern at the assembly line using patches of red brown and dark olive green applied over a base coat of dark yellow. This pattern became known as the ambush camouflage scheme which lasted only a little more than a month. In September 1944 the Zimmerit coating was no longer applied and by the end of the month panzers were leaving the assembly lines with a base coat of primer red with patches of red brown, dark olive green, and dark yellow applied over about half the surface of the vehicle.

In many pictures of the ambush scheme applied to tank destroyers (Hetzer, Panzer IV L/48 and L/70), tanks (Panther and Panzer IV), and assault guns (Stug. IV and Brumbar) we have a look similar to the British "Mickey Mouse" camouflage. The pattern is one of circles of dark olive green and red brown paint applied over the factory dark yellow. In fact if we look closely at the pictures we can also see that this pattern is not sprayed on but in fact is applied by hand. While it is possible to get this effect with a brush, the uniformity of the circles in both shape and size suggests some sort of "paint pad" applicator similar to what is available in home centers of today. The ambush scheme also had small spots of the dark yellow applied to the other darker colors to simulate sunlight filtered through leaves. Some of these spots were created by not having the circles overlap in areas so the light base color will remain uncovered by the darker colored paint and will appear as irregular spots on the circles. The rest of the spots were painted on by hand and again if you look closely you will see the sharp angular shapes would be best explained by using an edge of some type of flat paint pad.

This is the effect I was attempting to achieve on this model but keeping everything to scale was difficult. I first primed the whole model with charcoal grey automotive primer. This is important as A) the model has a lot of metal parts attached to it, B) primer dries quickly, and C) you can identify and sand away most small imperfections. When the primer was dry I

sprayed on the base color of dark yellow (RAL 7028) mixed up from Tamiya paints and thinned out with about 20% alcohol. When this was dry I gave the whole thing a light coat of Testors Dullcoat. At this point I started painting the circles and came to the realization that in this scale you really can't paint proper circles with a pad. After sanding down much of the green color I used a brush to block in a section of color and then I painted a lot of circular shapes on the edge of the area to give the effect of overlapping circles. I looked at quite a few pictures to get a pattern and after a lot of comparison I can say that each factory seemed to develop a style of their own. Some patterns are very tight so it appears that the camouflage is almost a straight line while others are big areas of unconnected circles. All patterns seem to cover the yellow base coat with about 80% green and brown paint. Almost every one uses splotches of yellow on the green and brown areas and about three quarters of the pictures show green and/or brown splotches on the remaining yellow areas.

I let the paint dry another 24 hours and then applied another light mist of Dullcoat. I mixed up a charcoal grey acrylic paint wash for all the joints, seams, and hatches. All the bolts, tools, and brackets got a dark brown wash. I then used pastel chalk to lighten and darken the yellow, brown and green areas on the model. The next step was to use some dark red, silver, and graphite pencils to make scrapes and scuffs on most flat surfaces to indicate areas of wear. After this I mixed up some "mud" from weathering powders, pastels, dirt, and white glue and applied it to all areas of the lower hull, suspension, fenders, and areas the crew would walk on getting in and out of the tank. The final step was to use some weathering powders to create dust on all the upper surfaces of the vehicle. Because some photos of the sideskirts show a lower reinforcement strip and some show no strip, I compromised and used a liberal coating of mud to avoid the issue. I hand painted the camouflage on the side skirts which most photos show as just large areas of the three colors with no colored splotches on any of them. The German cross and vehicle number were painted on by hand onto the center section of each side.



FINAL ITEMS - The figure is a modified Tiger commander resin figure. I used a hornet head and scratch built the headphone assembly. Crew members often wore the headphone off one ear so they could hear both crew talk and outside sounds. Our figure is painted to represent a grey haired veteran of many engagements. He has one ear listening for orders to pull back from his rearguard position and one ear listening for the tell tale noise of enemy armor advancing. The high power binoculars are close at hand to check on any movement in the distance. The tank is covered with branches from an oak tree as well as some bushes found in the area to break up the outline of the panzer. All in all it was a very enjoyable build with a lot of challenges to be met due to the age of the kit. If you can afford it I recommend using the Tamiya Panzer IV lower hull to save a lot of time correcting errors.

John Bucholz -IPMS/NJ

References:

- Panzer Tracts No. 9 "Jagdpanzer" by Thomas Jentz and Hilary Doyle-Darlington Publications, Darlington, MD 21034
If you can only afford one book this would be the most important one for this project. The scale drawings are vital in correcting the many errors of the kit. There are also some useful photos and vehicle data as well as a short history of the tank. (Note-the drawing is of a late model panzer IV L70).
- Panzerkampfwagen IV Ausf. G, H and J by Thomas Jentz and Hilary Doyle- Osprey/New Vanguard- Osprey Publishing Ltd.
While this book is just about the turreted versions of the Mk.IV Running gear and chassis items are identical as the 70(A) was built on the tank chassis not the modified Panzerjaeger chassis. Good photos of the suspension as well as color paintings of camouflage but beware -the "Ambush Scheme" paintings are more indicative of field applied paint than of the real "September" factory applied scheme.
- Steel Masters No. 50 "German Camouflage 1943-45 (Part V) - History and Collections, Ave. of the Republic, Paris, France
An interesting French Armor magazine this issue has excellent pictures of the September factory camouflage on many types of German armor. The round circles that make up this scheme are clearly shown here. It helps to read French as these articles are not translated in the magazine.
- Panzers at Saumur #1- published by Model Graphix magazine-
I believe this is currently out of print but it has excellent photos of the captured L70(A) at the Samur Tank Museum. The tank is in fair shape and is missing most external stowage and side skirts but the photos of the interior and line drawings are very helpful when building this kit. The line drawings of the side skirts and mounts may be a prototype but are not correct for production vehicles.
- Jagdpanzer- Schiffer military history volume 40 by Horst Scheibert, Schiffer publications, West Chester, PA
An inexpensive book covering all Jagdpanzers, there are a few pages on the L70(A). This volume does have two rare side view pictures of the mesh side skirts with the vehicle number and German cross painted on them.

SEPTEMBER 2006 CONTEST RESULTS

By Steve Zajac

Dan Spera took 1st in the Air category with his colorful Roden 1/48th OV-1 featuring Cobra Co. cockpit and "Dollar Store" mirrors added. Marc Rocca's 1/48th Tamiya P-51 was 2nd featuring the very realistic motorized prop, and a host of aftermarket items. Doug Fede finished in the 3rd spot with his Dutch RAF B-25C in 1/48th scale by Accurate Miniatures with a custom base and Eagle decals. Rounding out the table were Tom Stead's big 1/72nd AMT Northrop XB-35A, Rob Siebelts' 1/48th Tamiya F4-F Wildcat, and Art Doran's 1/48th scale Monogram F9F Panther.

AIR CATEGORY

1 st	Dan Spera	1/48 OV-1	Roden
2 nd	Marc Rocca	1/48 P-51	Tamiya
3 rd	Doug Fede	1/48 B-25C	Accurate Min.

My Revell 1/25th scale '41 Willys gasser with Cobra Colors auto paint took 1st in Land / Sea, while Mike O'Connor's out of the box, Dragon 1/35th SDKF2 251/22 was 2nd, followed by Jerry Rinaldi's "Walking Fido" by Phoenix in 80 mm. Also featured were Tom Vandermark's big 12" Dahlgren gun, Tom Stead's Tamiya 1/35th scale BMW cycle, and Bill Schwarz' "Grim Reaper" by Reaper Castings.

LAND AND SEA CATEGORY

1 st	Steve Zajac	1/25 '41 Willys gasser	Revell
2 nd	Mike O'Connor	1/35 Sdkfz 251/22	Dragon
3 rd	Jerry Rinaldi	80mm "Walking Fido	Phoenix

The Junior contest finished in a tie between Peter Kilkenny's hand painted dinosaur, and Graham Gaulke's White truck. Great job guys!!

JUNION CATEGORY

1 st (TIE)	Peter Kilkenny	Dinosaur	
1 st (TIE)	Graham Gaulke	White Truck	

Upcoming Theme Nights

November - *Russian Night*, sponsored by Simon V
If you would like to sponsor a theme night please see or email stevezaj@msn.com.

Model of the Year Contestants through October 2006 Meeting

Air		
Jan	Rocca	FW-190 D9 Tamiya
Feb	Rocca	P-40E
Mar	Rocca	FW-190 D9 Trump
Apr	Schwarz	Fokker Dr 1
May	Terre	F7C-1 Seahawk
Jun	Rocca	P-59
Jul	P. Oconnor	AH-1
Aug	Terre	Etrich Taube
Sep	Terre	Short 184
Oct	Spera	OV-1
Land Sea		
Jan	Quinn	USS Lexington
Feb	Fede	M1A1 Abrams
Mar	Rinaldi	Gothic Knight
Apr	Kilkenny	Shovel Tusker
May	Fede	German 88mm flak gun
Jun	Shapira	Queen Mary 2
Jul	Quinn	HMS Invincible
Aug	Rinaldi	Tiger I
Sep	Vandermark	CSS Nashville
Oct	Zajac	41 Willys

Region 2 convention notes

By Tom VanDermark

Well the region 2 convention down in Virginia Beach, Virginia, has now passed and I believe a good time was had by all. Now that this is over I can finally let the cat out of the bag and tell you all that *New Jersey IPMS has won Region 2 chapter of the year*. I believe this is an honor that we can all be proud of. I made it a point to try to get to know a lot of other members of different clubs and while they all have reason to be proud of their work, I have always believed that you guys have always been the best.

Now that this is done I can go on and tell you what I thought of the convention and what we did as a club. The trip down was quite enjoyable, which took us about 8 hours but then we did a lot of stops along the way. We took US 13 down and thus were able to take the Chesapeake Bay Bridge. This is the first time I have ever crossed this bridge as they say and was quite impressed. The doubletree hotel was quite nice and the hotel staff was exceptionally nice to my wife and myself.

The contest itself was nice and the vendors were out in force selling there kits at some very good prices. The model contest itself was good with some very nice looking models entered (see pictures on our website).

On both nights all the members of NJIPMS got together and had dinner at two different restaurants. I have to say that this was one of the most fun and entertaining times of the weekend. It is nice to see everyone get together and have a good time rather than only once a month (by the way the food was good also).

Tom DeHann and myself had a special treat on the way home. As my wife and I were approaching the Bay Bridge again for the trip home I noticed an Aircraft Carrier (USS Theodore Roosevelt) approaching and after getting "that look" from my better half decided to wait for

the crossing. I met Tom at the rest stop and while it has been a long time since I have seen a carrier I have to say that even my wife said that seeing that ship like that was quite impressive.

Well next year's convention is going to be down in Roanoke Virginia and while I don't know the exact dates I can only hope that we have even more people attend this convention from New Jersey. Every time I have gone to these I have always have a good time and I believe it was definitely worth the trip.

Well that's it for now I hope everyone had as good a time as I did and I will see you all at the next meeting.

Tom VanDermark

AFTER A MODELER PASSES AWAY

A Cautionary Tale with a Happy Ending

by Mike Dobrzelecki

As most NJIPMS members know, Walt Heller, former President of NJIPMS passed away in early July 2006 at the age of 69. Walt was a prolific modeler who specialized in 1/48th scale aces' aircraft. He had a particular affinity for the 56th Fighter Group and the A.V.G., more colloquially known as "The Flying Tigers". He knew many of the WWII aces personally, both Allied and Axis, and kept up a lively correspondence with them, as well as, meeting with them on several occasions. At the time of his passing he had more than 500 1/48th scale completed aircraft in his collection.

His wife, Helene, a wonderful woman I have known for over 26 years, is just another in a long line of understanding modelers' wives, who supported her hubby's hobby over the years. I felt terrible for her. She was devastated, facing an enormous amount of challenges and changes in the coming weeks, if not years. Understandably, with their long time Maplewood NJ home containing too many memories for her to bear and her finances radically altered with Walt's passing, she wanted to sell the house, as quickly as possible, and set herself up in a retirement home closer to her kids in southeastern Pennsylvania. The only problem was that she and her daughters wanted to find a home for Walt's built-up collection and despaired of getting that accomplished prior to the sale of the house in Maplewood. Upon learning of this predicament at Walt's wake, I volunteered to help find a home for his models. Like, many things IPMS related, I did not know how deep I had gotten myself into. I thought of my own collection and the predicament my wife would be in, if I passed away and hoped that someone would come to her rescue. Clearly, the Hellers needed help.

The first part of my plan came together pretty quickly. Several of Walt's models of aircraft flown by Poles, would fit in well with the collection held by the Museum of Polish Military Heritage in New York City. For the bulk, though, I had another venue in mind. I knew of Walt's involvement on occasion with the Millville Army Air Force Museum (MAAM) in South Jersey. Millville was one of hundreds of so-called "Victory Airfields" started before WWII in anticipation of ramping up training of Air Force personnel to defend our nation, especially in the event that the U.S. would be drawn into the war, which seemed likely. Amongst the notables that trained there was the neophyte 56th Fighter Group - a perfect legacy for Walt's collection. Lisa Jester, who heads up the MAAM, quickly agreed to accept the collection, stating that it would fit in well with their expansion plans encompassed in the new museum building planned for the site. The second part would be more problematic - namely surveying his collection and packing it up for transport to Millville. Luckily, I knew I could count on support from at least a couple of NJIPMS members to help in this worthy effort. In the end, Jim Lincoln and my brother, Ron, stepped up to the plate.

Upon my first arrival at his house, I descended into his basement and got my first true picture of the magnitude of work I had taken on and got that familiar "Oh S**t" feeling, aka "What in

the hell did I get myself into?" I had not been to his house in several years. There were at least at least nine book shelves jammed wing tip to fuselage with models, each case - 6-7 foot high, containing up to 12 shelves apiece. As with any project, you just have to start somewhere and Jim Lincoln provided a solid foundation by obtaining numerous boxes from various businesses, especially at "Block Buster" video, a source I have committed to memory should a similar need ever arise in the future. I obtained additional boxes from other sources and we started the job one night after work. About an hour into the first night, I started to notice my nasal passages closing up and dismissed it as a normal reaction to your average dust and mold found in most basements. My condition quickly worsened, though, and I innocently mentioned that I was violently allergic to cats, to which Helene replied, "We had five." I had not seen any cats when I first arrived, so I did know that I had been contaminated. Apparently, the felines had been removed ahead of time to facilitate fixing up the house. Within the next hour my nose was dripping like a faucet, I was sneezing at nuclear detonation levels and my eyes were closing up big-time. This was not going to be easy. But, I had made a promise and I intended to stick it out.

Luckily, on night number two, my brother, Ron, brought me a really good face mask filter from his job making explosives at the Picatinny Arsenal and, so-equipped, I was able to stick it out much better for the rest of the effort. It took 3 nights with Jim and me helping Helene and another night with the 3 of us - Jim, Ron and me - plus some individual short term visits by Jim to drop off or assemble boxes to get the job done.

Like most club projects, we had a good time joking with each other while packing the models, which I thought helped Helene from dwelling too much on her loss, while Helene kept us well fed in the process. We completed the project in time for the MAAM to pick up the models prior to some major rework scheduled on the house. The MAAM, in turn, was very pleased with the donation. They got about 440 models. Five others will go to the Museum of Polish Military Heritage in America. Walt built models to please himself, never for competition at an IPMS convention. Given the amount of models he made, the quality of his builds was pretty good, certainly more than adequate for a museum exhibit. This was a worthy effort by NJIPMS members in keeping with the best qualities of our club's accomplishments - my thanks to Jim Lincoln and Ron Dobrzelecki for their hard work on making it happen.

The Heller family was very appreciative of the support they received from the club. Twenty years ago, Walt's daughter, Vicky, was a darling little girl visiting our club meetings from time-to-time with her dad. Today, she is a strikingly beautiful corporate lawyer. She elected to hold onto Walt's WWI aircraft for herself - good choice, I might add. Helene let us pick out some models from Walt's collection to keep as mementos, too. Vicky gave us all gift certificates to our favorite restaurants, as a way of saying, "Thanks", to Walt's modeling buddies, who came through for them in the end in the best tradition of the IPMS USA motto, "By Modelers - For Modelers".



Short Review

By Bill Schwarz

Hi fellows! I'm putting in a quick look on some stuff I just got for my old Hobbycraft Cutlass. I've heard many things about this kit in the past some good and some bad. The bottom line for me is with a little work you can make a show quality model with this kit. Its been many years since this kit has been around, and I hear it is in re-release sometime soon.

Well if any of you want to build one, most corrections are in the forward fuselage. Collect-aire has come out with a new front end for 90, yes 90 bucks!!! I'll pass on this one. What I'm going to do is reshape here and there, fix the windscreen problem, and add the Beautiful LoneStar models resin interior. If you haven't seen one, it's real nice. The only other items I'm adding is a little plumbing, the resin intakes from Condor Models and their decals. The sheet is beautiful. It represents four Grey over White birds circa the mid 50's. My only complaint is the carrier film, which is way to much for me. Lotsa trimming here! For the price of these deeks, they should be up to today's standards!!! I hope to see more and better offerings in the future. I also got the Scale Aircraft Conversions Landing gear set which sets the Cutlass on the right stance and is much better then the Hobbycraft plastic gear. I think I will polish it instead of painting it (It's That Nice!!!). Well that's it for this quick look. I'll have them at the meeting!!!! Bye For Now!!!!!!!

BJG Bill Schwarz

FROM THE VEEP'S LAIR

BY TOM "THE BEEMASTER" STEAD

I gotta tell ya, it's a weird feeling from the other side of the e-board table! Hopefully we'll start seeing more from the rest of the club. By that I mean more models, more newsletter articles and more participation!

In terms of that last, I'm bringing up Mosquitocon. I know it seems years away, but trust me, it's right around the corner. Let see if we can get the volunteer list completely filled up before the Christmas party, OK? It'll help make the planning go easier and make things run smoother.

Personally, I'm down (as usual) for manning the club table and helping with the Make 'N' Take. This is a lot of fun and it's great working with the next generation of modelers. And getting involved with the show is also great for meeting our fellow psych..., I mean modelers. You can pick up a lot of info and tips that way.

Consider putting you name in as a judge. I was shanghai'd into it a few years ago by Stan, and leaned quite a bit of what they look for. It's really helped me be a better builder. If you are serious, Stan & Co. can give some lessons as to what to look for. By the way, you WON'T be judging any category where you are entered, so don't get your trophy hopes up that way.

Lastly, by the time this comes out in the 'gram, you'll have learned that we made Chapter of the Year! Considering the competition, this is quite an honor. Give yourselves a pat on the back for helping to make it happen.

That's all till next month.

P.S. - Just a reminder about my monthly special contest. The theme will be "What the f...!" Let's get cracking on those wild things that flew, floated or rolled through people's imaginations. Just so you naval types don't feel neglected, I would remind you of those quadruple turrets on some late '30's warships or the "K" class subs of the Brits (or the M-class for that matter). You have until the May contest to have some fun!

THE PROTOTYPE PAGE

By Tom "The Bee Master" Stead

The HE-162 People's Fighter, was a typical, last-ditch effort of the Third Reich. The original design was to be flown in large numbers, by minimally trained pilots. The basic design was tricky to fly, but that did not stop the designers from continuing with other variations, including wings swept backward or forward, as well as different types of propulsion. The swept-wing version was one of the more logical appearing versions and is brought to us by those fine people at Planet Models.



Model: Heinkel HE-162C	Mfr: Planet Models	Scale: 1/72
Origin: Czech	Type: Resin, white metal, vacuform canopy with decals and single 2-sided instruction sheet in a cardboard box.	

Comments: This is a typical Planet Models kit. A little work is required to get top notch results but it really only takes a little effort.

Assembly:

- 1) As with most kits, you start with the cockpit. This is simplified with a seat, stick and instrument panel all in a cockpit recess. Adding a seat harness, rudder pedals and some side consoles will dress it up nicely. The forward fuselage coaming is added to cover this. Somehow, you'll need to add weight to the nose and forward of the landing gear. Routing out the space there and using lead shot will help.
- 2) The engine is finished next. This is a simple affair with front and rear caps that complete it with only a little filling.
- 3) The single piece wings are added next. Check the slight dihedral and work on a smooth join.
- 4) The butterfly tail comes now. This should be aligned carefully and filled along the base.
- 5) Painting now is recommended.
- 6) Turning the model over, it's time to install the landing gear. The legs are white metal and you should use the 3-view to get the position and angle of the legs right. Add the landing gear doors and you are done.
- 7) You only get one vacuform canopy, so be careful. This and any small details should be added after painting & decaling.

Painting and decaling:

As usual, Planet only gives you one scheme. In this case its' Lichtblau undersides with Braunviolett uppers. A red front on the cowling provides the only spot of color. Since this never flew, you can easily use any of a number of late war color schemes or the markings of a

favorite ace. Hartmann's tulip nose markings would look striking enough. The kit decals are commendably thin and apply with absolutely no problems.

Summary: As always, it's a pleasure to build a Planet Models kit. This one looks quite practical, especially compared to some of the crazy ideas floating around at war's end. It will serve the beginning resin modeler well, as well as any Luft '46 fanatic. I very much recommend this gem.



FROM THE IRON WORKS

By Bill Schwarz

Fellow modelers! With keypad in hand, I again attempt to forge new territory by writing the column on my new computer! I liked my old one much better! It was Simple! Just like me!!! LOL. My Column, should it make it to Marty, will be kinda short for the next 2 months because I have very little time while preparing for my upcoming Hip Replacement! Mostly all I have to say is Tom and Stan did a great job moving the club forward into the future! Its nice to see good people that stand up and take charge and get things done! Well done guys!!! Also you all (The Members) should also take a bow for yourselves and take credit for all the accomplishments the club has made!! Well done to you all as well! Now we will see where da new Pres is going to take us!!! I have a feeling certain things will change, but for the better! I like the workshop ideas, and I will do my best to help him present quality Workshops to the membership.

As far as for me, one thing I would like to see is something other then air/land/sea categories on meeting nights. I would like to see some figures, cars, dinosaurs and civilian subjects as well. I think I might sponsor a non-Military night with a decent prize for 1st place. If you have any particular ideas, let me know at the meeting. I see some real good modelers in the club these days too! I'm glad to see that! I hope they will share in the workshops as well! I will be giving one or two workshops, so if there something I can share, let me know! I'd like to see Ronnie D or Mike O'Connor give a vac-form canopy workshop too!! Hint, Hint!! LOL.

Last thing before my painkillers kick in is that last months meeting had alot of meaning to me! Toward the end of the meeting, a whole bunch of the older modelers and myself were all sitting at one table! It felt like the old daze when we use to go to a show or a regional event and win lots of awards! I almost forgot Mike Pavlo's great sense of Humor, and timing with a joke!!! It use to go something like this too!! "OH NO" Here comes those guys from NJIPMS! Very few awards for anyone else!! It was fun, and I hope to relive it with many of you again. I am currently working on a couple of BALLZOUT models for the next show season, we will see where that takes me! LOL!!!! Well that's it for now except one more thing! PAY UP YOUR DUES! I know how the pres feels ! I use to have to chase a certain few guys every year for the bucks!!!! End of Story! C.U. all Friday Night!!!!!! Regards **BJG Bill Schwarz**

This month's meeting will be on

Friday November 10th



This month's contest:

RUSSIAN NIGHT

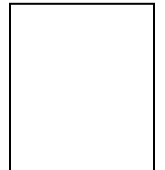
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