

# MOSQUITOGRAM

The Official Newsletter of the New Jersey Chapter of IPMS

Vol. 07 No. 09 – September 2007

August 2007 Issue

This month's contest is:

*Russian Night*

**Newsletter Editor:**

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This month's meeting is  
on:

Friday September 14<sup>th</sup>



Please note:  
All submissions to the  
next newsletter **MUST**  
be received by  
9/28, or they **WILL**  
**NOT** make it into the  
10/07 newsletter.

## THE VIEW FROM PIT ROAD

By Dave Schwartz

**A**nother's Summer season is just about gone. Time sure flies by. I hope everyone has enjoyed themselves and I'm certainly happy with the outstanding turnouts at our meetings over the last few months. The workshops have proved to be extremely interesting and well received. My thanks to Bill Schwarz for making this program go, and to all who have graciously allowed us all to gain from their expertise.

Please remember, that September is our annual BB-Q. Try to make the time to join us all for a great nite of food and fun. We only do this once a year, so I look forward to seeing you all there.

See ya at the meeting. *Dave*

## REMINDER!!

Mailing of this Newsletter via the United States Postal Service will cease after the December 2007 edition. Starting with the January 2007 Newsletter, copies will be distributed electronically only. If you are only getting the Newsletter via USPS, and wish to continue to receive it, please provide me with your e-mail address ASAP.

If you do not have access to a computer or e-mail, please contact me to make other arrangements.

Thanks,  
Martin

# AUGUST 2007 CONTEST RESULTS

By Steve Zajac

**E**xcellent turn out for an August meeting, the quality was exceptional including plenty of scratch builds, and OOB's (out of box): 1<sup>st</sup> in the Air category went to Mike Terre's WWI 72<sup>nd</sup> scale German Schwade single seater scratch built with vacuform wings, plenty of styrene, brass rod and stretched sprue, a 48<sup>th</sup> scale drop tank used for the cockpit pod, and Americal decals. Martin Quinn's OOB Hasegawa 48<sup>th</sup> scale Irish Air Corps Hurricane Mk I took 2<sup>nd</sup> with Aeromaster decals added, and Doug Fede's OOB 48<sup>th</sup> scale Hasegawa Naval Argentina Corsair took 3<sup>rd</sup>. Reuven Shapira added an OOB 72<sup>nd</sup> scale Fujimi E2C, Martin Banka did the new 32<sup>nd</sup> scale Hasegawa P-47D OOB, Marc Rocca converted the 48<sup>th</sup> scale Hasegawa Spitfire Mk Vb to Vc using photo etch and vacuform parts, and Rob Siebelts' did the nice Revell Germany 72<sup>nd</sup> scale Hawker Hunter F. Mk 6 kit OOB.

## AIR CATEGORY

|                 |              |                                      |              |
|-----------------|--------------|--------------------------------------|--------------|
| 1 <sup>st</sup> | Mike Terre   | 1 / 72 German Schwade                | Scratchbuilt |
| 2 <sup>nd</sup> | Martin Quinn | 1 / 48 Irish Air Corp Hurricane Mk 1 | Hasegawa     |
| 3 <sup>rd</sup> | Doug Fede    | 1 / 48 F4U-5N Corsair                | Hasegawa     |

1<sup>st</sup> in Land / Sea went to Dan Spera's 1 / 35<sup>th</sup> scale Verlinden "Downed Airman", while 2<sup>nd</sup> went to John Bucholz' eye straining 1 / 13250<sup>th</sup> scale scratch built Y wing.

## LAND AND SEA CATEGORY

|                 |              |                          |              |
|-----------------|--------------|--------------------------|--------------|
| 1 <sup>st</sup> | Dan Spera    | 1 / 35 "Downed Airman"   | Verlinden    |
| 2 <sup>nd</sup> | John Bucholz | 1 / 13250 Y-Wing Fighter | Scratchbuilt |

In the junior category we welcome Caitlyn Sara Singh who built the Monogram F-117 snap kit, nice work Caitlyn!

## JUNIOR CATEGORY

|                 |                    |              |          |
|-----------------|--------------------|--------------|----------|
| 1 <sup>st</sup> | Caitlyn Sara Singh | 1 / 72 F-117 | Monogram |
|-----------------|--------------------|--------------|----------|

## UPCOMING THEME NITES

**September:** *Russian Night*. Sponsored by Simon Vichnevetsky

**October:** *Best of the Best*. Sponsored by Jerry Rinaldi

**November:** *Out of the Box Night*. Sponsored by Bill Schwarz

# From the Iron Works

By Bill Schwarz



Fellow NJIPMS'ers. It's that time of month where I get to rack my brain to try to type something interesting for you all to read! 1<sup>st</sup> up is the OUT OF THE BOX NIGHT sponsored by me! I hope many of you will be building for one of the grand prizes that evening. Most of all I want you to have fun and see what you can do without all the HOOPLA parts! I myself will not be building but I am working on some of the thongs I am going to the Nationals with next season! Including out of the box. I hope you all enjoy this build! Next up. The Millville air museum is going to accept some of the bombers left from the Intrepid! I will be calling on a few of you and your skills to get 'em back together. They don't need much work, but they do need some. It's a SHAME what the people on the INTRPID did to those models and some others. I myself will never help them out again! Period. If those stiff neck people knew how much effort went into some of our projects maybe they would be a little more caring. But I tend to think not. Good luck to them anyway, just don't be looking for my help! Nuff said! Next up is this PBJ Stuff from ACCURATE MINIATURES! I was ready to buy one because I always liked the plane, but they don't even have it on the boards yet. Included somewhere in the newsletter, Marty put a copy of it for you all to see! Hope one day to see it!!! LOL! Next up is XTRACOLOR Paints! My personal Brand by choice! Someone said Roll Models isn't going to carry it anymore but after a short conversation with Enit a Roll models I am assured this just isn't true and I am relieved to know I can buy it here still in the US! By the way sometime soon I will be giving a short presentation on XTRACOLOR Enamels and Lacquer Thinner. I will show those interested how to use it with no problems! Next up is the September BBQ! I hope and think it will go well! Steve Zajac assures us it will and I for one believe him!!!! Come early and come Hungry! LOL! Next up is the workshops. This month I was going to have Mark Rocca do a workshop on camouflage with funtac! You can all see him do it, but not till October. The BBQ will take preference! Nuff said bout dat. Last this month for me is Well done and Many Thanks to Jerry Rinaldi for his informative workshop on figures! Well Done!!!! Well, That's about it for this month. Looking forward to seeing you all next Friday at the K.O.C! Keep modeling! Regards,

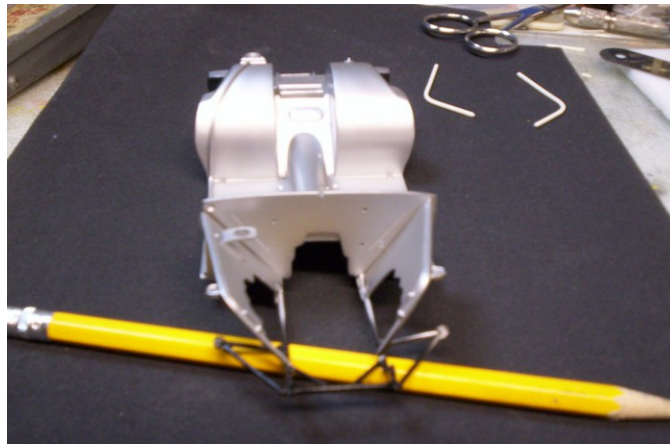
**BJG Bill Schwarz**

# THE PRO-STOCK PROJECT

By Dave Schwartz

As they say, it's all in the details. That's what I've doing since the last installment of this article, and that's going to be the subject of this last installment. What I'm going to relate here, is relevant to whatever you happen to like building. No exotic tools or materials were used. Just your everyday, easily available materials.

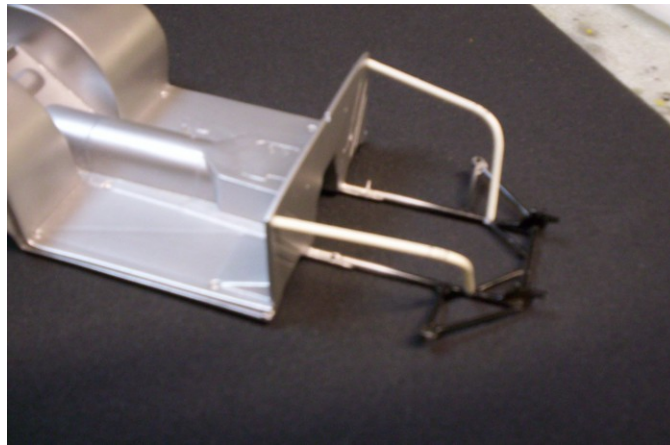
First up is what I'll call the chassis mod. This car is pretty much like any other race car. A chassis pan with a lot of round tubing attached to it. In race car terms, the front is called the front clip and that's what I'm going to mod. This car ran in two versions. One with aluminum panels in the front or plain bars.



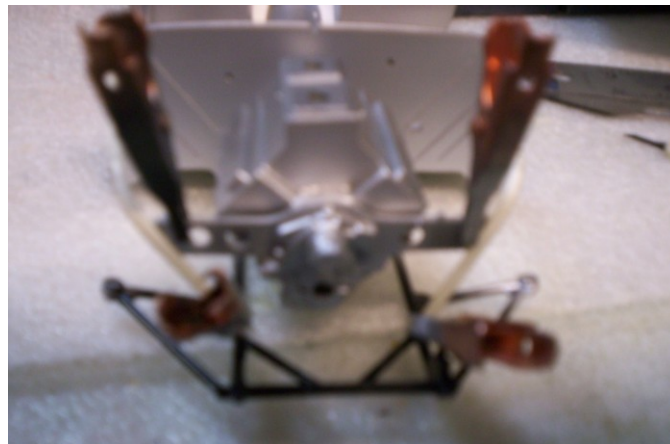
I never really cared for the pictured kit parts, right from the start, but I decided to go with them anyway. After painting them, I cared for them even less. The panel was way too thick and the molded in bars were neither equal in size or shape. This would have been even more apparent once I painted the bars Gunmetal(to match the roll cage)and the panel, Aluminum. Poor planning has put me in a spot, as I should have seen this coming, right from the start. Oh well, time to take a few steps back. I've got to replicate exactly the tubing dimensions for this car and maintain the proper, mounting angles as well. Here's what I did.

I first cut two oversized lengths of 1/16th rod and these will be the main tubing parts of the front clip. I then taped them tightly together, as whatever bends I need to make will happen to them both simultaneously and they will be identical. I then bent them to a 90 degree angle using 3/16 tubing, as this would give me the approximate diameter of the inside bend, that I will require. Once they were bent, I attached cloth pins to each end and laid them on the table for 24 hours. This removed all memory from the plastic. After that I merely had to gently decrease the angle to match the kit part. After that I

taped them to the kit part, marked them for length and the location for the shock and motor mounts. I then located them on the chassis.



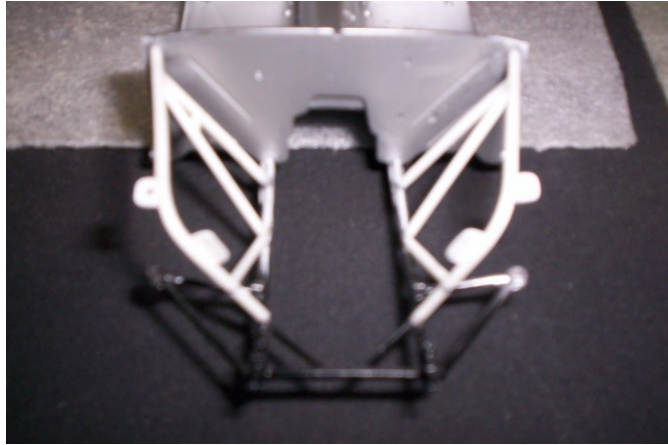
That being done, I then moved to the motor mounts and made them. To get the proper angles, I used the motor itself. While the mounts were still pliable, I clamped the motor to them and secured the whole thing to the chassis.



Once this was dry the mounts AND bars were both at the exact angles. With the motor still clamped on, the bars were glued in place.



The worst was over and I could proceed to adding the remaining bars, all to be mounted and glued with the motor still clamped in place. I worked one side at time and then transferred the center attachment points, to the opposite side. The bars were milled out at each end with a mini round file for a good snug fit.



You can see the shock mounts have been added also and a small horizontal bar on the rear right side. This where I'm going to mount the fuel pump, I scratch built. I could have saved myself some time and aggravation by just doing this before doing any painting, but better late than never.

No car detailing article can complete without some scratch building and plumbing. To get an idea, I'm going to show you what I do to plumb a car and how to make or modify shocks/struts. First the shocks/struts. I've found few car kits with really good looking shock springs. They are always poorly molded, poorly aligned or a combination of both. Instead of wasting way too much time and effort trying to make them look good, I've found it way more fun and productive to make my own.



The picture on the left is the kit shock. The one in the middle shows what I've done to it. First I take an exact measurement of the kit shock using a caliper. I lock the caliper in that position, so I can check my work when the shock is done. That's the right side picture. To be on the safe side, I also put the measurement on paper. I cut off the spring, but also measure it's length. I clean up the shock itself and drill out the upper end for some .040 aluminum wire which will be the shaft. I glue the shaft and cut it off to its proper length. (Back to the caliper). I knock out the round, top end of the shock from some flat stock, using my Squadron Punch Set.(a pricey tool, but invaluable). Now for the spring. I refer to my research pictures and count the coils. I'm using fine solder wire for the spring. I then wrap the wire around the smooth end of an appropriately sized drill bit, and in no time I've got a spring with the right amount of coils. If I need more spacing between the coils, I work a chisel point popsicle stick between them and work them gently apart. I then file the coils flat at each end, so the top and bottom of the shock will be mounted straight. I leave the spring on the drill bit so as to not bend the spring as I file.

The plumbing. I'm going to use the kit supplied oil tank. It's accurate and very nicely made. I could use an aftermarket one, but why waste the money?



The A/N Fittings, Pipe and Braid, pictured are aftermarket and come from Detail Master. The picture's pretty self explanatory as to what's going to happen here, but there is a hard way and easy way to get it together. First off, I've got to keep the wire braid from fraying when I insert it into the fittings. I do two things. I place a tiny drop of extra thick CA on the tip of the braid and twirl the braid gently between my two fingers. I mean TINY drop as the braid will get too thick at the end and probably become uncomfortably attached to my fingers. NEVER, EVER use thin CA for this. It will travel up the length of the braid, leaving you an useable length of braid. Once I've prepped the braid end, I oversize the hole in the A/N Fitting. Why? A lot of this braid is added after the models assembled, and you don't want to be putting undue pressure on the assembly, trying to install the braid. Another point to remember is that the thicker the braid, the

less pliable it is and the harder to get it to go where you want it, is. The pressure on your glue joints increase as the braid gets thicker, too. Plan your installation carefully and make sure your glue joints are STRONG. To do otherwise is like playing Russian Roulette with all your hard work. We'll that about wraps this up. Before ending this, a few thoughts on research before I go:

1) Research: A fantastic source for info on a limitless range of topics is the on-line Forum of Scale Auto Enthusiast. [www.scaleautomag.com](http://www.scaleautomag.com) Car builder's are notorious for scratch building, so if you want to know how to do something, you'll find it here. From glues, to plastic, to paint and how it all goes together-- GREAT READING !!!!

2) Mfg. Websites: It's where I find the items I need to scratch build. I find all these MFG's. on the cars sponsor decals included with the kit. I just go to the website and find all the pictures I need. In addition, they usually have the actual installation instructions, wiring diagrams, etc. available. They even tell you what goes with what. No brainer accuracy.

I hope you enjoyed reading this as much, I enjoyed writing it. It sure helped me, as it reinforced what I need to be doing as I'm building. Sometimes it takes me so long to do this stuff, that I forget what it was that I was supposed to be doing in the first place. What I've written is by NO means the only way. It's my way and what works for me.

Well, time for me to get down to the final painting and assembly of all these parts. So far. so good. Take care and regards.

**Dave**

## Quick Look

By Bill Schwarz

Fellows, My quicklook of the month is Hasegawa's RE RELEASE of the 48th scale F-4 S US Navy Phantom. It is virtually the same kit as before, but with QF4S Decals, 3 different planes from the VX-30 Bloodhounds who were the last to fly the type, retiring them in 2004! I bought several so if anyone need one I have a few extras. They don't release them on a regular schedule and now only in special markings or limited edition boxes. I'll bring one to the meeting so yall can see one!

Next up is a "BEWARE OF" Dealer that I had a bad experience with. If any of you ever find handi-bond CA products, be cautious. The bottle I got was bad. I bought it while I was on vacation and when I found out it was bad I emailed them direct. I got one response

and it wasn't favorable. Stick with Pacer and Flash and you will never go wrong, plus they have GREAT Customer service! Period!

That's it for this month, See yall at da meetin!

**BJG Bill Schwarz**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M. LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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Signature: \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_

Canada & Mexico: \$30     Other Foreign: \$32     Foreign Air Mail: \$55

Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_ )

If recommended by an IPMS member,  
list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA** P.O. Box: 2475  
North Canton, OH 44720-0475

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

## Modeling in Southern California

by Kevin Kilkenny

My first trek to the IPMS/USA Nationals started a few years ago with a trip to Phoenix. I figured I could talk the wife into the trip as I also have relatives there and could make the trip a sort of two for one deal. Right after the Phoenix trip it was decided that in these days of the threat of terrorism hanging over the heads of people traveling out of the country we decided that there is enough places in the USA to see without ever getting bored. What better way to see the country than to let the IPMS/USA decide our vacation spot. So began our yearly migration following the Nationals circuit. My wife, son and myself take a few days before and/or after the Nats to do some sightseeing; and to date we have yet to be disappointed.

This year the trip was to Anaheim, California – land of sun and fun. We actually started the trip the Sunday before landing in John Wayne Airport and traveled south to the Mission Viejo – Laguna Beach area to revisit friends and some fabulous locations.

The days passed quickly and now it was Wednesday and time for our drive up The 5 (why are all hi-ways in Calif. called "The?") to Anaheim – the original home of Mickey Mouse and pals. We quickly found the hotel, The Marriott, which was only 2 (BIG) blocks away from Disney, and checked in. I couldn't wait. After dropping the bags off We made our way back to the lobby and followed the corridors to where the ballrooms were. I knew I found the right spot when I found a few lines of modelers checking in. This is where I encountered the first of a number of "glitches" in the IPMS Orange County's plans. When I made it to the check-in desk I found out the the database of the pre-registered people "hadn't arrived yet." What? Thankfully I had brought a receipt of my online buy and the guy behind the counter entered my name into a computer and just wrote down my "number"on my receipt. He said to check back later and they would have my ID tag. I was then handed my goody bag which included the customary decal sheet, a lanyard, the group's pin (which I found out later not everyone got one) and some photocopied adverts.

The three of us made our way to the contest room to find only a few models had arrived. Not unexpected as it was only early afternoon on Wednesday. ever since I can remember, my son has always been fascinated by aircraft and rockets. So we of course looked over them first.



As was to be expected the few that were there were tremendous. My son was happy for the moment and he and his Mom went off to change and search for the pool. This gave me the opportunity to hit the Vendor Room. As some know I have a tiny window of what I build (space, scifi, and x-planes) so my search for kits can be quick. I did find an

Anigrand YF-11, made famous again by the movie The Aviator. When I went to pay I ran into glitch #2. This vendor at least was complaining that there was no Wi-Fi set up to process credit cards transactions. I had to leave my cc info and kit and come back later, while the ran to the Starbucks in the lobby to reach the Wi-Fi. I walked around a little more and then came back and happily retrieved my kit.

Day 2 began with a very early breakfast (yes, we were still on NYC time) and then using my still tentative seminar sheet (as I had printed it off the website before I left) went looking for the seminar rooms. I was able to catch two in a row – Panel Line Scribing and then Scratch Building Tips and Techniques. Both of which were very informative. I wanted to see the Gundam talk, but my Mission Viejo buddy arrived and I showed him around the convention. He had the same familiar story – he built models as a kid but got out of it. I think I got the fire lit again as all he talked about was getting a kit to try out. Good, maybe one more modeler out there! I finished the days seminars with Real Space Modeling. As a member of the Yahoo! Real Space Modelers group we use this time as a reunion to see old and new friends and to talk about what everyone is building. It is led by Nationals Space and Sci-Fi judge Mike Mackowski (R) (who also operates [www.spaceinminiature.com](http://www.spaceinminiature.com) ).



This year we had a little change of pace and didn't hear spacecraft related topics. Instead we heard a talk on NASA's other aircraft (besides the 104s) and a history of the helicopters used for the Apollo missions. Since it was the last talk of the day in that room, we were allowed to carry over past the end time. We continued the conversation further as most all of us went out to dinner together.

Friday's activities began with saying goodbye to the family as they got on a trolley for Disney and I retreated back into the contest room to take some photos; I've been a volunteer photographer for the Nationals website for a few years now. You can see some

of my and others images at [www.ipmsusa.org](http://www.ipmsusa.org) and look for the Convention Gallery. Soon it was time to go see the seminar about molding and casting parts. I didn't recognize the presenters name, Ray Juncal (left in image), but he is one of the artists for the Stan Winston Studio (Terminators, Jurassic Parks and the new King Kong movie).



*(Editor's Note - On the ride side of the picture is our own Gary Kingzett)*

He was a real down to earth guy and was loaded with information on how to get the most of your molding and casting sessions. He even continued the conversation outside in the hallway after his time was up. What a nice guy. Ray's basic advise was "Just do it. You'll figure out how to get it right with practice." This is also where I met up with Gary Kingzett (right in image) the only other NJIPMS member I came across.

I decided to miss a seminar on building the real Mars Rover and part 2 of the Gundam seminar to meet up with the family at Disney. But did return in time to hear Ken Schwartz's Diorama Buildings: Making, Assembly, and Detailing. He decided to have a real demonstration and invited everyone to crowd around the table. Not getting in the first 2 rows which made seeing difficult. Being on my feet all afternoon I decided not to stand and stretch to watch that one.

How quickly the time flew. It's the last day! I once again said "bye" to the Disney bound family (this time they were headed to the California Adventure section), and made my way to see John Kerr's talk on Natural Metal finishes. Being from Adelaide, Australia he is still able to get the Floquil Metal Finishes so his talk centered around those. He also gave out a nice handout on the subject. Once that ended I ran over and caught the end of the IPMS Business Meeting where the gent from Virginia Beach talked about the 2008 Nationals. I also stayed to see how the 2009 bidding was done. Presenters from Columbus, Ohio and St. Louis made their pitch. Then as a surprise to me as '09 is a midwest year, Portland OR, and Sacramento, Ca. also made pitches. Right after the presentations were over all non E-Board members were asked to leave as deliberations

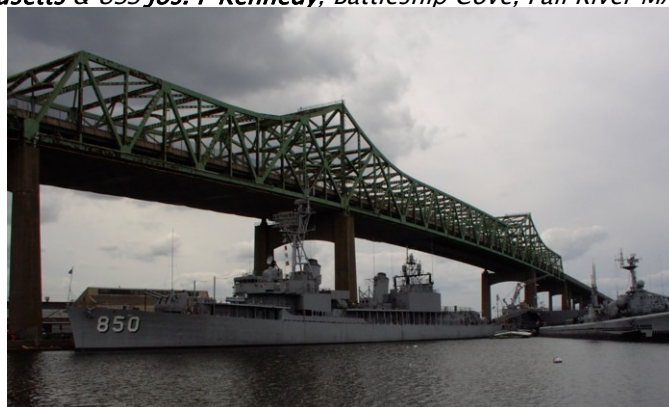
started. At this point I moved to the next room to catch what was left of part 3 of the Gundam talk. After 5 minutes of listening I was kicking myself for missing the first two parts! This guy was loaded with excellent tips and tricks that would work as easily on a piece of armor with tracks as it did with armor with two robotic legs. What excellent work he did. Luckily for me as I went up to ask him about his website and saw he was selling copies of the entire 3 part lecture on disk for only \$5. Well worth the price. I can't wait to look at parts 1 and 2. From there I moved over again to check out Jeff Herne's talk about his new project magazine – Model X! He was telling about how to write and photograph models for the magazine. I may try to give him a story to see if he can use (yes, I subscribed). With that it was a few more times around the contest room and another few laps around the Vendors room and it was all over for 2007. Oh yes, Columbus won out for 2009!

Besides the Anigrand kit, I also scored a door prize of an Avionics 2 seat detailing set in 1:48 scale. I also picked up a Muroc Models X-36, and their AD-1. Normally these kits are only available by visiting or calling the Edwards Air Force Base gift shop. But I discovered this vendor two years ago and I always check each year to see if they take a table. I also scored two of my grail kits in the old MAK ZbV 3000 universe – Fledermaus and Nutrocker models. Despite some glitches (no, I never did get my ID badge) I thought it went very well. I can't wait for Virginia Beach and Columbus!

Kev K



*USS Massachusetts & USS Jos. P. Kennedy, Battleship Cove, Fall River MA. August 2007*





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*IPMS Washington, DC & IPMS Baltimore Chapters*

*are proud to present the 1st Annual*

# ***MarauderCon***

**Saturday, September, 15, 2007 - 9:00AM - 4:00PM**

**Harry Ruhl National Guard Armory**

**1035 York Rd.**

**Towson, MD 21204 - 2517**



## ***Event Highlights:***

- Contest** 60+ categories
- Vendors**
- Raffle** (Drawings throughout the day)
- Guest Speakers**
- Technique Demonstrations**
- Make 'n' Take** (A free event for young modelers to build and take home a kit)

## ***Special Awards:***

- The Best Lockheed / Martin Subject**
- The Best Marauder Subject**
- The Best Speed Record Breaker**
- The Best Aircraft Subject**
- The Best Military Vehicle Subject**
- The Best Automotive Subject**
- The Best Ship Subject**
- The Best Figure Subject**
- The Best Space & Sci-Fi Subject**
- The Best Junior Subject**
- The Best in Show**



# Excelsior!!!!



**IPMS Stratford, Igor Sikorsky Chapter  
16th Annual Model Festival  
Sunday, October 7, 2007  
Knights of Columbus Hall  
625 Bridgeport Avenue, Milford, CT**

**9AM to 5 PM**

*Vendors, Refreshments, Raffle, Contest and New Contest Categories*

**Theme: Further, Faster, Higher  
Firsts, Milestones and Record Breakers**

Registration and Admission:

\$6.00 Adult Registration-1st 6 models, \$1.00/additional entry

\$4.00 Junior Registration

\$5.00 General Admission, Children 12 and under free with adult paid admission

For information contact:

**Ray Prokoski**

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**or Andy Petrahai**

[ipmsstratford@yahoo.com](mailto:ipmsstratford@yahoo.com)

visit our website at [www.ipmsstratford.org](http://www.ipmsstratford.org)

This month's meeting will be on

**Friday September 14<sup>th</sup>**



This month's contest:

**Russian Night**

**MosquitoGram**

The Monthly Newsletter of NJ/IPMS

MJ Quinn, Editor

98 North Watchung Drive

Hawthorne, New Jersey 07506

