



THE OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS

AUGUST, 2018

Vol.xxvii, Iss. VIII

### "From The Iron Works"

Hi all. Hope this finds you all having a great summer! For me it's just too hot and Muggy, plus I'm still nursing my leg back to health. Nothing new on the NJIPMS front so I will make this short. I'm still finishing up my old projects, which is a good thing. I'll have a few more at the meeting. I am currently finishing up a TA-152 C in late war field applied colors. It was a nice and great fitting kit even if the actual plane never went into production. I'm also finishing up an FW-190 A-8 R-2 which I started like 6 years ago!! Good thing I put the xtracolor paints I used in the box! Yes they were still good and a perfect match! I'm also finishing up a 25th scale Pro Sportsman Firebird, the Revell 99 pro stock kit. Gotta love those Tamiya spray paints! Speaking of Tamiya I just got two of the new F-14D kits in 48th scale. Other than the open exhaust Nozzles all I can say is WOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOW ! Hope the guys are enjoying the Nats too. I'm going next year leg or not. Well, That's about it for now. Enjoy life and have fun. There's more to it than building models!

Regards, Big Bill



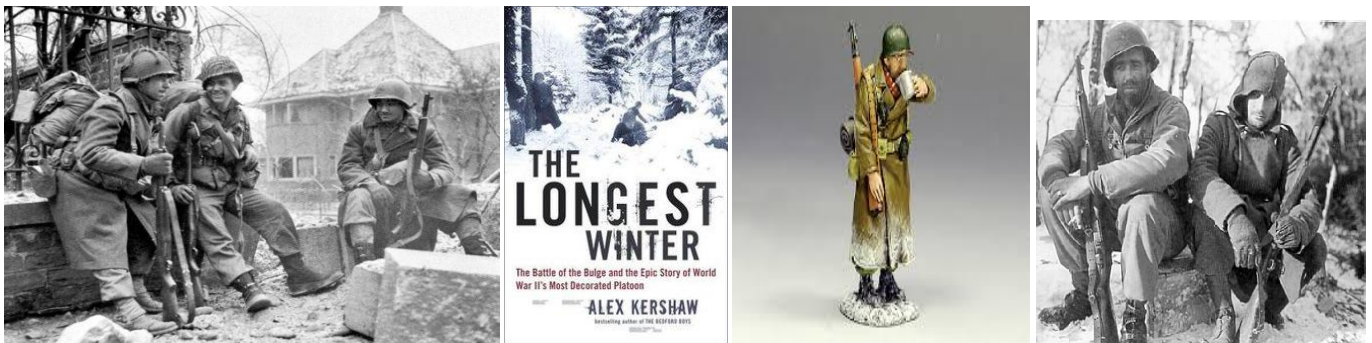
# From the Vice President's Desk

By Vince D'Alessio



The August meeting is here! Wow again... what can I say the year is flying by... its 151 days from Christmas as I write this .

This review of "The Longest Winter" is a story of who actually held up the Peiper advance on December 16, 1944; allowing the American commanders to reinforce the weak spots in their defense of the Ardennes and also allowing the engineer companies time to identify which bridges were the Germans going to cross to get to Antwerp and then blow them up. Getting them time that was needed for the American army to plan its offense.



Eighteen men in an intelligence platoon commanded by Lyle Bouch a twenty-year-old old Lieutenant, the youngest in the Army. They were huddled in their foxholes trying in vain to keep warm. Suddenly the early morning silence was broken by an artillery barrage. The Battle of the Bulge had started. This Platoon of the 99th division, newly formed in the USA after the D Day invasion, was facing the main thrust of the entire German blitzkrieg. They were outnumbered 50 to 1!! Lucky they had the high ground on the Schnee Eiffle in the town of Lanzerath. A suicide mission was in effect : eighteen men against Kampfgruppe Peiper spearheaded by the Elite 9th Regiment 3rd Fallschirmjager (Paratroopers) Division.

The Paratroops made three frontal attacks against the platoon over a twelve-hour period losing hundreds of men. They were mowed down in each attempt. The only thing that stopped the slaughter was when the US platoon ran out of ammunition! They had to surrender. Pieper's advance was stopped dead for over twelve hours.

The real survival story starts after the surrender. The Germans argued amongst themselves about killing everyone in the platoon, but decided against it. The American POW'S were forced marched to board trains for a prisoner of war camp that was days away. The camp they were in starved them and denied medical treatment for wounds suffered in the battle, and there were man. How they survived this is a testament to their named Greatest Generation. This Platoon became World War II's most decorated Platoon. The list of Awards:

4 Distinguished Service Crosses, 5 Silver Stars, 10 Bronze Stars , 6 Presidential Unit Citations and 10 Purple Hearts.



A strange side note to this story is that Patton's son in law was a prisoner in this camp and Patton, against all regulations, sent a detachment of tanks and men to free the camp but it turned out to be a disaster; getting his son in law wounded and the loss of approximately three hundred men killed, wounded or captured. Only George Patton could get away with sending men behind enemy lines for a selfish reason and get away with it.

A great read. A story of very brave men from military to civilian lives; they were special humans. They even visited the German Paratroopers reunions; get this!... as invited guests of honor!

Wow! After slaughtering them in battl?....., give it to the Germans,.....amazing... they love a good slaughter.

Mike O'Conner and Marc Rocca are both receiving medical attention, so let's all say some prayers for our brothers in plastic. God bless them and all our members under the weather.

Hope to see you all in August- keep modeling.

**And Vince.....keep reading and writing! Ed.**

# From the Vice President's Desk

By Joe Smith



Joe Smith sends his best and hopes everyone is having a great summer!

# The Contact's View

By Mike Pavlo, VP



Every one of our newsletters is enjoyable, and often there is a piece that really resonates with me. Dan Spera's article last month really got me pondering. I thought of all the kits I've bought, built and have been given to me over the last fifty plus years and I realized that each one represents a touchstone for a moment in time, a memory of a place and circumstance. Our models, whether built or un-built, carry with them the emotions associated with our lives at that time. I'm certain that each of us can tell a story similar to the one Dan told, coupled with the joys we've all experienced in the acquisition and building of our beloved models. How very fortunate are we that we have the ability to ignite those emotions all over again every time we open a new kit; or revisit an old favorite. Thank you Dan for reminding us of how much this hobby of ours means to us, and how it weaves through all the times of our lives.

Best Wishes,

Mike P.

*If this keeps up, we'll need to start calling this a modeling **literary** newsletter!!* Ed. 😊 Well said, both.

# THE JUDGES TABLE

By Jon Da Silva



Judging from the models on the table in July, things are always active. Hope all of our members at the Nationals are taking lots of pictures.

Thanks to Martin Quinn for these photos from the July meeting.







**AND NOW.....This month's (with extreme gratitude)**

## **TERRE-GRAM!**

### **1/72nd Eduard Voisin III**



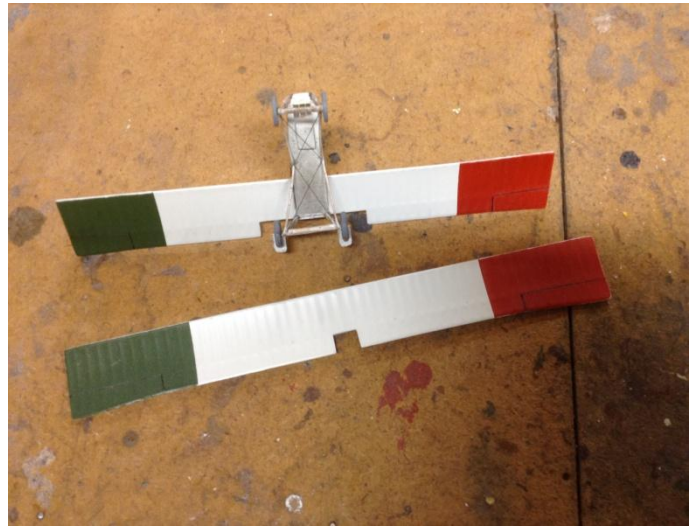
First a little history on the Voisin III. This aircraft was a French WWI scout bomber and ground attack aircraft. It's notable that it was the first aircraft to shoot down another aircraft in aerial flight. Developed from the earlier Voisin I, incorporating a light steel structure, making it much more durable than its wood frame contemporaries. It did, however, have wood framing for portions of the cockpit. The Voisin was powered by an unusual 9-cylinder 150 HP, water cooled radial engine made by Canton & Unne.

I've always had an aversion to photo etch (PE) and resin detail parts; they seemed a little "fiddly" to use a British expression. Yes, I have used them in the past for small, detailed areas, especially on the vacuform models I like to build. But if there is an Aero Club white metal part available I'll use that first.

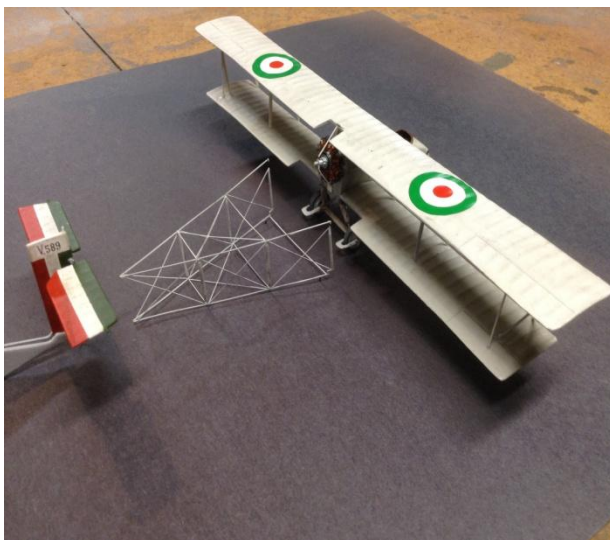
That being said I chose to build the Eduard Voisin III because it HAD a lot of photo etch and resin parts and I wanted to challenge myself to overcome this aversion.

It should be noted that the major components of the kit, wings, fuselage and flight controls were injected.

The first step in building was to cut all the parts from the sprue, clean them up. This was a difficult job, as the sprue gates were thick and the plastic very brittle. This was especially troublesome with the struts. The main components, wings and flight controls were very well molded however with a nice airfoil shape and very thin trailing edges.



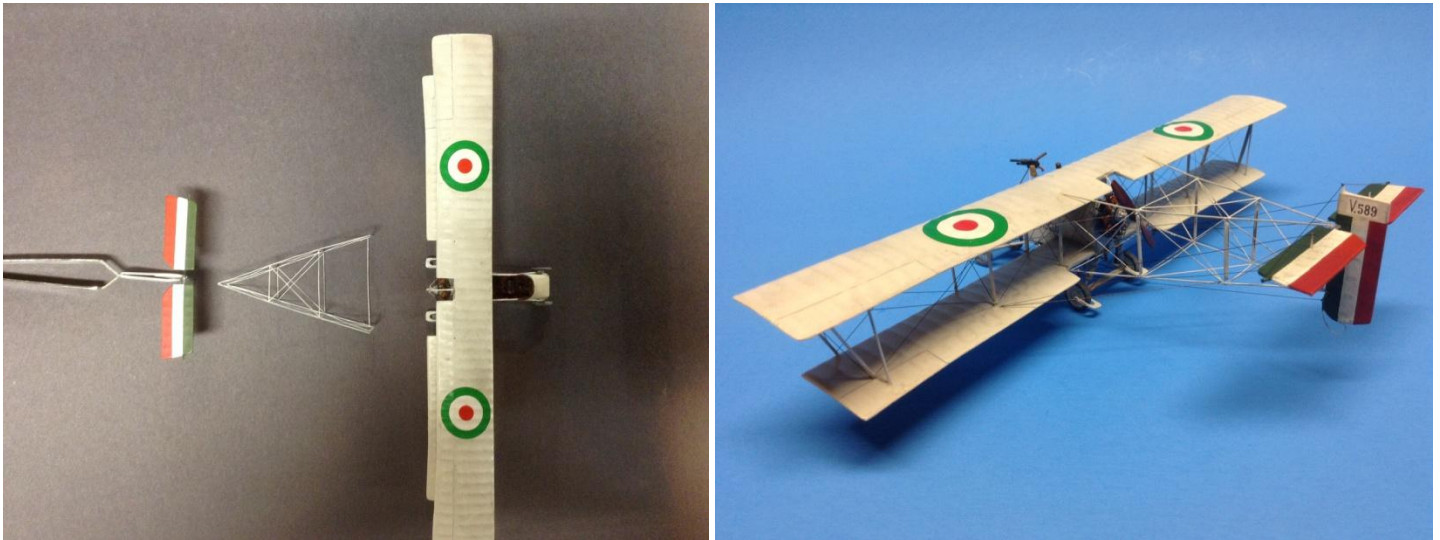
Assembly started with the fuselage. This was your typical two piece fuselage but it contained a lot of PE parts, notably the crew seats and associated seat belts, instrument panel, control stick and rudder pedals. A nice touch was that the cockpit sidewalls had structure molded in. This structure was wood and was painted Tamiya XF-78 Wood Deck Tan streaked with Tamiya XF-9 Hull Red and over coated with Tamiya X-26 Clear Orange for a wood effect. Once this was done, the fuselage halves were glued together. The crew seats were PE and here was my first challenge- in that the seat backs were curved and I had to match the curve of the seat base. I found that the end of one of my paint brushes matched the exact dimension of the seat base and I just bent the seat back around the brush and the curve was done. A little super glue attached the seat back to its base and it was done! Since the seats were wood, I painted them as I did the cockpit structure. Next up was the PE instrument panel which also contained the rudder pedals. This structure had only one bend which was easily accomplished using my Mission PE bending tool. The instrument panel had a film backing which was painted Tamiya XF-2 White and, once dry, glued to the PE portion using white glue. The last PE part was the control column which had multiple bends making my Mission blender useless. I overcame this problem by holding the center most bend in a pair of jewelers tweezers and starting the bends with a small aluminum block, working from the center out. It was difficult as you had to plan out the bends so as not to interfere with previously made bends but I got it after a few minutes work.





The face of the instrument panel was wood and detailed as stated above, with all the associated structure painted Tamiya XF-66 Light Gray.

However this did not complete the fuselage. There was a large PE part that covered the entire bottom of the fuselage, which contained the locating holes for the landing gear struts, exhaust ports and bomb rack. Knowing that many model paints do not adhere well to smooth metal I primed this piece with automotive white primer before attaching it the fuselage bottom with superglue. With this completed I masked the open cockpit and sprayed the fuselage Tamiya AS-20 Insignia White.



To complete the fuselage I next attached the landing gear struts which proved to be of little problem. The struts aligned perfectly with the locating holes in the PE fuselage bottom. The front wheels used PE parts for the spoked portions and these went together without a problem. As a WWI aircraft builder you just can't beat the look of spoked wheels! The spokes were painted Tamiya AS-20 Insignia White with the tires being painted Tamita XF-66 Light Gray. It was interesting that the rear wheels had fenders! These fenders were PE parts and required only two bends and my Mission bender took care of them. I also decided to rig the landing gear at this time as all areas were very accessible. The bomb was also attached, again because the area was easy to access. The bomb was a resin component with two PE tail fins and a PE rack which was easily assembled.

With the fuselage done I next went to the carbane struts (those are the struts that run from the fuselage to the top wing) which also served as attach points for the radiators. These struts were PE and required one central bend, however they had to be positioned correctly on the rear of the fuselage; if not the entire wing alignment would be off. The instructions were very poor on showing the exact attach points but after careful measurement of the associated wing strut attach points the correct locations were found. The radiators were resin parts and beautiful detailed. These were painted Tamiya XF-6 Copper with black pastel and Rub-N-Buff Old Gold to bring out the detail. They were then secured to the carbane struts with superglue.

Check out Fine-Scale's latest special offer for Great War enthusiasts...which is a saddening thought about the passing of time.



Next up was the engine which contained both resin and PE components. There were nine resin cylinders, each containing a PE valve head assembly that attached to a resin crankcase. The valve lifters were a one piece PE "spider". The resin cylinders were very well molded, however you had to be careful when cutting them from their molding blocks. These cylinders were painted Tamiya XF-6 Copper as the real engine used copper jacketed cylinders; remember this was a water cooled engine! The PE valve head assemblies had two very small bends and this was accomplished with jeweler's tweezers and a tiny aluminum block. They were painted Tamiya XF-69 NATO Black and secured to the cylinders using superglue. The resin crankcase was painted XF-16 Aluminium and with that the cylinder assemblies were attached. To complete the engine the PE valve lifter was attached. This was a very delicate PE part that demanded careful handling. I really sweated attaching this part as each pair of lifters had to align perfectly with each cylinder but "as if by magic" it dropped into place. By the way the lifter assembly was painted Tamiya XF-69 NATO Black. With that the engine was attached to the rear of the fuselage.

It was a little strange to have a completed fuselage with landing gear and engine but no wings! However

construction was fairly simple after this. All wings were painted Tamiya AS-20 Insignia White. I like using this color as it is really a very pale gray and not a brilliant white, kind of like using scale black which is really a very dark gray. Since this aircraft was in an Italian color scheme portions of the bottom of both the upper and lower wings were painted Tamiya XF-5 Green and XF-7 Red. The rudder and elevators were also painted in these colors at this time. The Italian roundels and fuselage markings were also applied at this time, the Eduard decals worked beautifully by the way.

The bottom wings were then attached to the fuselage, and now this thing started to look like an airplane. Thanks to careful measurement and placement of the carbane struts, the top wing was attached without a problem. As usual I worked from the center of the aircraft to the outside, as this makes correct wing alignment easier to do.

I must say that Eduard did a very nice job with the struts. These were injected but after cleaning off the large sprue gate areas they were consistently of the correct length and made attachment of the top wing an easy job. Although I will take credit overcoming the poor instruction data on carbane strut location without which the wing job would have been a disaster. Actually, between you and me, I think I just got lucky!

Another unusual thing about this build was that the rudder and elevator had to be completed as an assembly before attachment to the tail booms. (more on the tail booms in a minute) This was an easy job with a beautiful fit between the ruder and elevators. I also attached the PE flight control cable horns at this time. A neat little PE component was the tail bumper that attached to the bottom of the rudder.

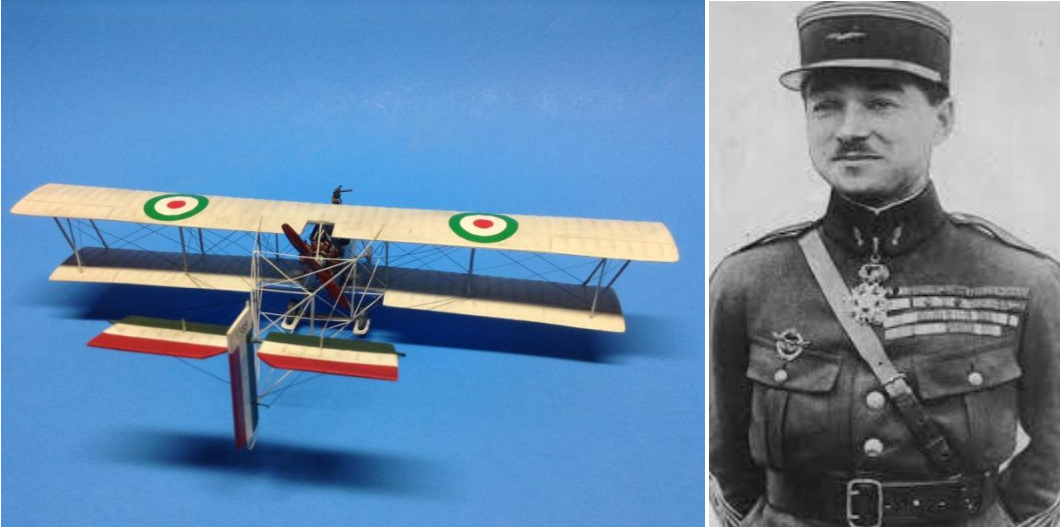
Next up was the tail boom assembly. The was a large PE part that would require two bends, with the top being a separate part. Although this looked easy there was no way I could make my Mission bender work. I completed the bends by placing the tail boom on a flat piece of aluminium and then holding the part down with a very thin steel strip crossing over the bend markers. Using the orange folding tool from the Mission bender the bends were made without a problem! The PE top for the tail booms was then attached and it aligned perfectly! (Sometimes the modeling gods like you!). One thing I don't like about PE is that the parts look two dimensional especially with the struts. To overcome this I flowed layers of white glue onto the vertical struts of the tail booms. By building up layers I overcame the "flatness" of the PE and gave the struts their correct airfoil shape. I sprayed the completed tail boom assembly Tamiya AS-20 Insignia White and set it aside to dry.



Now I was ready for final assembly, with the fuselage/wing, tail boom and tail groups completed. First I attached the tail boom to the wing and fuselage. I was really dreading this because there might be serious

alignment problems but this was not to be! The tail booms aligned perfectly with the location marks on the wings. The tail group was then secured to the tail boom again without a problem and in perfect alignment with the rest of the model. I must remember to sacrifice a goat to the modeling gods!

After this I lightly weathered the model with a mixture of gray and black pastels. The flight controls were highlighted using a Faber-Castell Pitt SX artists pen.



I rigged the Voisin using stretched sprue. The Eduard instructions contained some of the best rigging diagrams I've ever seen with a model and were of great help in completing a difficult rig job.

The final act in this build was the observers machine gun. The machine gun mount was made up of two PE parts that required no bending. These were painted Tamiya AS-20 Insignia White and secured to the cockpit. The machine gun was a mixture three resin parts and two PE parts. I thought this a bit much but since I had no Aero Club Hotchkiss machine gun I had to build it. I was pleasantly surprised that it was not as difficult as it looked, after an hour or so of work I had a very respectable machine gun. This was painted Tamiya XF-69 NATO Black with the wooden butt stock the usual streaked wood as described above. The gun was then given a little Rub-N-Buff Silver to bring out the details.

And so it was done! This was a very enjoyable five week build that helped me improve my skills with PE and resin parts. I still think that a lot of the PE accessories on the market are "fiddely" (love that term!) but they have their place.

Don't think I'll be at the August club meeting, the Delaware beaches are just too nice and I'm not getting any younger....gotta' make hay while the sun shines! BUT I'm still gonna' make time to get to my bench and you better do the same!

Thanks for reading.

Mike Terre

**Once again, Mr. Terre does the hobby proud!**

**Or does he.....?!?!**



!!!!!!!!!!

Mon Dieu! Ici nous Retrave dans le Channel Anglais!

Our aircraft looked so perfect as built by Monsieur Terre! How did we end up ici!?!?!?

IPMS NEWS

. Join IPMS today! Show your support for the hobby, get a GREAT JOURNAL, and noooooow...Micro-Mark discounts! For Members only. The link to the membership form is right here:

[http://www.ipmsusa.org/member\\_services/membership\\_application.pdf](http://www.ipmsusa.org/member_services/membership_application.pdf)

Be a part of THE team that is dedicated to one thing.....Building models. (Cue Applause?) Ed. Keep looking



down there's a bit more to come.

Jerry Rinaldi showed great patience in my losing his entry for last month's Newsletter, and sent us this most objective look at aircraft development...or NOT!



**F-35 Lightning**



**A-10 Warthog**

✗ PRETTY	Appearance?	PRETTY BADASS ✓
✗ ~\$130M	Price Tag?	~\$12M ✓
✗ ~\$35K/hr	Operation Cost	~\$18K/hr ✓
✗ LOL	Designed for CAS?	YES ✓
✗ NO	"Titanium Bathtub"?	YES ✓
✗ 4-BARREL, 180 25MM ROUNDS	Gun?	7-BARREL, 1350 30MM ROUNDS ✓
✗ YES	Can use stealth?	WHY HIDE? ✓
✗ YES	Cockpit has fancy touchscreen?	LOL WHAT? ✓
✗ ?	Do tanks fear it?	(TANK COULD NOT BE REACHED FOR COMMENT.) ✓

Thanks to Jerry Rinaldi for this incisive piece. LOL. We certainly seem to spend lots more than we need to on guns and weapons of destruction. Just sayin'. This is the end....of the Newsletter!