

OFFICIAL NEWSLETTER OF THE NEW JERSEY CHAPTER OF IPMS.

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"From The Iron Works"

By Big Bill Schwartz, Pres

Hi Boys. Not much going on here at all except trying to keep my leg. Time will tell ! Other than that, I am building a lot in my free-time. I'm at a halt with my pitts, till I get the stars I ordered. I finished the FW 190 I had at the meeting and am currently working on a HORNET agressor and an ME 262 T-1 which I converted from 2 original test shots from the Pegasus EZ snap series. I just did the conversion to have fun and see what it would look like. I'll have it at the meeting so you can see progress I would like to have it done for Maraudercon the 17th, but I don't rush for shows.

Next up I am Hoping Mike O'conner is doing well and Buzz as well. Hope to see y'all at the meeting. Not much else is up. Please don't forget the soldiers and bring some "New Supplies" or donate a few bucks. The club is donating as well. I want to get it to them for Thanksgiving!

Speaking of Thanksgiving, I hope you all have a wonderful one! Enjoy! Ya Never know! In closing PLEASE SUPPORT MARAUDERCON! Nice show! Nice People! Nice day out!. Also on that note Hope the Hudson Valley Boys did well. We were going but I decided not to go because of the Noreaster! Anyway, see everyone Friday!



Enjoy, Build, Get out and have fun! **Best to you all, Big Bill**

From the Vice President's Desk

By Vince D'Alessio

November already amazing the year has flown by. I thought I would be writing about the Hudson Valley model show but the bad weather that weekend put a kibosh to that little sojourn. Instead I give you all a glimpse of what it's like to be at the controls of a B-17 from the book 'B-17's Over Berlin'. Here we go, It's called a day at the office by Major General David Grant U.S.A.A.F., One look into the Pilot cabin of a B-17 will convince you that it's flight is actually an engineering operation demanding manual skills that put the driving of an automobile into the kiddy-car class. The compartment is lined-front, sides ceiling, and part of the floor with controls, switches, levers, dials, and gauges. I once counted around one hundred and thirty. The coordinated operation of all these gadgets would be difficult in a swivel chair comfort of your office. But reduce your office to a five foot cube size, engulf it in the constant roar of four 1,200 horsepower engines and increase your height to around five miles. Then get into a flying suite, gloves and flying boots, all heated by electricity - put on a helmet with earphones, cover your eyes with googlies and the rest of your face with an oxygen mask containing a microphone, strap on your parachute and it might be as well to add on sixteen pounds of body armor contained in your flak jacket.



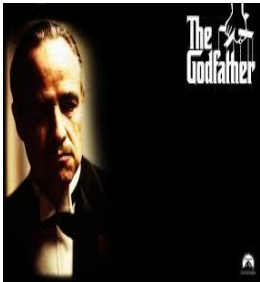
That will give you an idea of the normal conditions under which these men worked out the higher mathematical of engine revolutions, manifold and fuel pressure, aerodynamics, barometric pressure, altitude, wind drift, airspeed, ground speed, position and direction.

You may have to face occasional pain from ears, bends or intestinal gas expansion, a touch of dizziness, numbness from cold, or the subtle coma-tosity of anoxia. There will be interruptions to man machine guns against enemy fighter attacks. Due allowance must also be made for a stream of machine gun bullets and cannon shells, or the burst of flak and air to air rockets in your immediate vicinity.

As a final touch to this bizarre picture of intense concentration, add the thoughts of death, bail-out, escape, or Stalag Luft.

It was good to see Marc Rocca and Mike O'Connor at the meeting hope their physical progress continues, thank God, Hope Buzz is feeling better and we get to see him soon
Lets all say a prayer for Mike D's wife who is in need of constant care, hang in there buddy.

Vince



One thing that is special about this club is the thoughtfulness of everyone for our members and their families in time of need. Ed.

From the Vice President's Desk

By Joe Smith



JOE IS OUT HUNTING FOR HIS TURKEY!

THE CONTACT'S VIEW

By Mike Pavlo, VP



In today's mail I received the September/October issue of the IPMS/USA Journal. It's typically my favorite issue of the year because it contains the coverage of the IPMS Nationals, along with clear, color photos of every winning model. I have always found it exciting to see them and highly

motivational. The Journal staff and contributors always do such a fantastic job with every issue, but the “Nats” issue is the highlight of the year. For anyone who isn’t a member of IPMS/USA, the 6 issues of the Journal magazine that members receive is worth the membership price alone in my opinion. All the other fine benefits are gravy!

Don’t forget that November 17 is the MarauderCon show in Maryland. Details can be found online. It’s a great show and not too far to travel.

I’d like to wish all our members and their families a very Happy Thanksgiving.

Best Wishes,

Mike P.

And let’s remember to support IPMS-USA as members. Go to IPMSUSA, and sign up to support the hobby! Ed.

THE JUDGES TABLE

By Jon Da Silva



The Judge is on hiatus.

THIS SPACE FOR LEASE. CALL 456-987-5799. LEAVE MESSAGE.



THIS MONTH WE HAVE A DOUBLE WHAMMY OF THE TERRE=GRAM.

For Russian night I offer my build of the KP 1/72nd Polikarpov PO-2 utility biplane, but first a little history of the aircraft.

The **Polikarpov Po-2** served as a general purpose utility biplane. The reliable, uncomplicated concept of the Po-2's design made it an ideal training aircraft, as well as doubling as a low-cost [ground attack](#), [aerial reconnaissance](#), [psychological warfare](#), ambulance and [liaison](#) aircraft during war, proving to be one of the most versatile light combat types to be built in the Soviet Union. It remained in production until 1978, a longer period of time than any other Soviet-era aircraft and is one of the [most produced aircraft](#) in the world. The PO-2 might be the most produced biplane in the world with possibly as many as 30,000 Po-2s built between 1928 and 1978. However correct figures are hard to obtain since low-rate production by small repair shops and air clubs likely continued until 1978. Believe it or not the PO-2 had the NATO reporting name of "Mule" a not undeserving name for this hard working aircraft.



The KP (aka Korpo, aka Kovozaovody Prostejov) 1/72nd scale kit of the PO-2 has been around since the mid 1970's but don't knock it, there's fine surface detail and the parts fit well. There are 40 parts on three sprues of

light gray plastic. Both the upper and lower wings are one piece making for easy assembly of this biplane. There is one clear plastic sprue containing a display stand (who packages them anymore?) and two very thin and very clear windshields. This particular kit was reissued in 2004 and contains two additional sprues for the ski landing gear and the Bakshayev wing mounted stretcher containers.

This was a pretty straight forward build. There was no cockpit side wall detail so this was created using Evergreen rod stock. Kit supplied instrument panels were used with paper overlays of the instruments. The wooden portions of the cockpit and associated structure was simulated by streaking Tamiya XF-64 Red Brown over Tamiya XF-78 Wood Deck Tan followed by a coating of Tamiya X-26 Clear Orange. Also used were the kit supplied seats, control sticks and rudder pedals. The throttle quadrants were scratch built. The pilot seat belts were made from tape. The belts were painted Tamiya XF-59 Desert Yellow with the buckles being picked out in Tamiya X-11 Chrome Silver. Metal portions of the cockpit were painted Tamiya XF-66 light gray with some black pastel and silver Rub- N-Buff used to enhance detail.

After completing the fuselage the kit practically fell together. The single piece lower wing mated perfectly to the fuselage as did the single piece horizontal stabilizer/ elevator. I primed the model using Rustoleum flat primer white. The lower surfaces were painted Polly Scale 505226 USSR Underside Blue with the upper surfaces Polly Scale 505011 White. After drying the entire model was sprayed Krylon Gloss to make decal application easier.



I decided to open up one of the Bakshayev stretcher containers to show their operation and to give a little interest to an otherwise plain looking aircraft. This was easily accomplished as the door markings were finely engraved on the containers and my JLC saw made short work of it. By the way the JLC saw has become my "go to" saw, I hardly touch my Xacto saws anymore. If you don't have one I very strongly suggest you get one. They are available from UMM USA whose web address is UMM-USA.com. I just checked (as of 10/31/18) and the deluxe set consisting of the saw handle, three blades, a blade spacer and storage box is now on sale for \$19.95 with a normal list price of \$29.95. That's a good deal!

The interior structure of the container was made from thin copper wire bent to shape. The interior was painted Tamiya XF-80 Royal Light Gray with black pastel weathering. The floor of the container is real wood. I have plenty of scrap wood deck material from the 1/72 Matchbox/Revell Flower Class Corvette I'm working on (he's working on a ship?) and I used some here. Just gave it a coat of Tamiya X-26 Clear Orange to bring out the wood grain and besides it adds a little color to the model.

With the lower wing and tail assembly mated to the fuselage I decided to complete the landing gear. This was a little different as I had not done a ski landing gear in a very long time. The landing gear struts and crossbar aligned perfectly with the cutouts in the fuselage and went together without a problem. I did note that the axles protruding from the crossbar were too thick so these were cut off, the crossbar drilled and thin copper wire inserted to serve as the axel. The ski's were one piece with two small "V" shaped struts that attached the ski to the axel. These were very thin but did not fit well into the tops of the ski's but careful sanding resulted in a good fit.

Before the top wing went on I marked out the wing walkways using black pastel applied with a stiff brush over the white upper surfaces. I also attached the Bakshayev containers at this time. I used a dab of white glue to aid in positioning and tacked them into place. The instruction sheet was very good in giving the exact location for the containers and was a great help.

At this point I decided to decal the model. I used the kit decals and they worked just fine with a little help from Micro Set and Micro Sol. When the decals were dry the entire model was given a coat of Krylon Flat.

Before the top wing was attached I weathered the aircraft using green, gray and black pastels. I like using pastels as they are very forgiving if you make a mistake. I was particularly happy with the streaked green effect on the upper surfaces.

The top wing was then attached and what a joy this was! The struts aligned perfectly with the the mating holes in the wings and the task completed in less than fifteen minutes.



With the top wing in place I decided to rig the aircraft. This was done using stretched sprue. I decided to darken the otherwise light gray rigging to give a little interest to the model. The sprue was darkened by pulling it

through a wide tipped Sharpie black pen. I know some people might object to this little bit of "artistry" but an old friend and club member Andrei Korbanics would agree with me. I used to tell him we were not modelers by rather "Illusionists" and we were creating the illusion of a miniature aircraft. Really miss that guy...anyway.

Rigging this model was just plain fun, it was very simple to do, the kit even supplied the various external bell cranks and control horns. Rigging was attached using superglue.

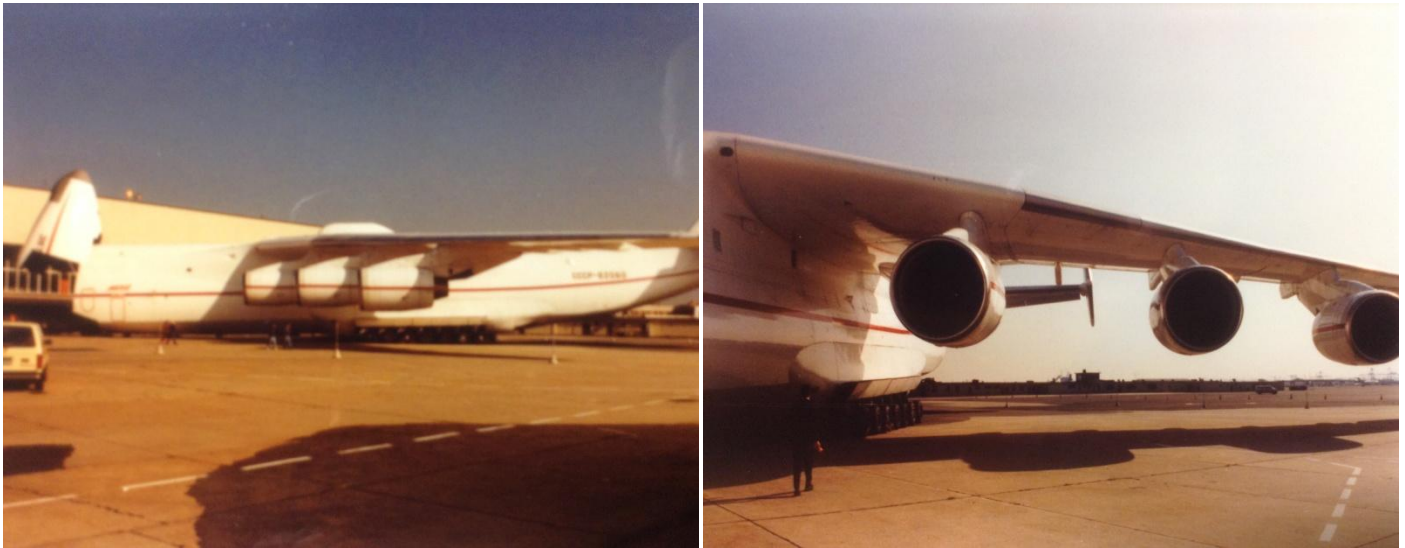
The last major item to be built was the engine. I was going to replace the engine with an AeroClub white metal one but after giving the kit supplied engine a second look I decided to use it. The engine was comprised of seven parts, the basic engine, the valve lifters and three exhaust pipes and an air filter box. The fit was not that great but with a little work it came out fine. The engine was painted Tamiya XF-69 NATO Black with the crankcase painted Tamiya XF-53 Neutral Gray. A little black pastel and silver Rub-N-Buff brought out the detail. The exhausts were painted Tamiya XF-16 Flat Aluminum heavily weathered with a mixture of dark brown and black pastels. The propeller was painted Tamiya XF-73 Dark Green with the propeller boss painted Tamiya XF-1 Flat black. The completed engine was then attached to the fuselage.

For the finishing touch I added a LS300 MV Lens to the lower left wing to simulate the landing light. The red and green navigation lights were painted Tamiya X-25 Clear Green and Tamiya X-27 Clear Red over Tamiya X-11 Chrome silver. The white tail light just had a drop of clear gloss applied over the base white.

This was a very enjoyable three week build and goes to show that with a little work and imagination even very old kits can come out nice. Thanks for reading, hope to see you all at this month's "Russian Night". Now get down to your bench and do something productive like completing that project that been laying there for months. Remember the holidays are coming up soon and you won't have any building time at all!



Next Mike tells a really cool story....with a Russian theme. Ed.



As many of you know I'm a retired Federal Aviation Administration Inspector. One of our duties was "Accident Stand-By". This required us to respond to any accident or incident that happened after the office was closed. We would be contacted by the Eastern Region Command Center of any occurrences. This duty lasted for one week and we pulled it about once every five months.

Back in November 1991 I had the "Duty" and received a call from the Command Center around 5pm on a Saturday. It concerned an Aeroflot airliner that had diverted into Newark Airport with an engine problem. The pilot did not declare an emergency and had landed safely although the fire trucks had come out as a precaution. I asked the Command Center for details and he said that the pilot had shut down "number six engine due to low oil pressure". I asked him to confirm that it was number six engine thinking he had made a mistake. No, he was sure, that's what he was told by Newark tower. I asked him to patch me through to the tower so I could speak to the controllers and find out what was going on. The Senior Controller said that there was an Aeroflot aircraft on the North Ramp and "it's really big". I asked him to confirm the number of engines it had and he confirmed that it was six. I knew then and there that an Antonov AN-225 had landed at Newark.



One of the great things about being "on duty" was that the FAA gave its Inspectors great freedom in investigating any occurrence they thought necessary. Well I exercised this freedom and went to Newark to see this unique aircraft.

At that time Butler Aviation was the general aviation provider at Newark and they controlled the North Ramp where the AN-225 was parked. Driving up to the aircraft I could see a group of guys under the number six engine and its cowling was open. Getting out of the car I walked over to them and identified myself and this is where the fun started. The looked hard at me and my ID and then without a word walked back into the aircraft and closed the foward crew door. Well I wasn't expecting this and I really didn't know what to do. I could see that the engine was leaking oil so at least I confirmed the problem with the aircraft. I then started to walk towards the crew door but as I got near it opened up and this GIANT of a guy came out. He had to be at least six foot ten inches tall and was wearing a full length black leather coat. The guy had close cropped blond hair and looked like he could play for the NFL. I could see a couple of his buddies looking out from the side of the crew door. OH BOY, what the hell had I gotten myself into. He walked up to me and in heavily accented English asked me if I was with "the American government". I said I was and showed him my ID. I told him they were not in any trouble but I had to find out what was wrong with his aircraft and write a report. While we were talking some of his compatriots were back looking at the number six engine. One of them came walking back and said something in Russian to the big guy. I asked what he had said and my guy told me, in slow and heavily accented English, that a gasket had blown on an oil supply line lowering the oil pressure. The pilot had shut down the engine as a precaution. This made perfect sense to me and I thanked him for his help. I told the big guy that everything was ok and I'd trouble him no more; and this is where a most amazing thing happened, he asked if I would like to see his aircraft. I immediately said yes and I got the tour of a lifetime. It turned out that the big guy was the pilot and had been in the Russian Air Force. I told him that I was a USAF veteran and this seemed to help break the ice. I spent about four amazing hours with them, they even opened up the nose and extended the cargo ramp. I had my camera with me and they allowed me to take as many pictures as I wanted, some of which are in this article. They even took a picture of me by the

forward crew door.

It turned out that the AN-225 was delivering five disassembled Yak-18 sport aircraft to an American importer in Florida and was enroute to Miami when the engine problem happened.

After the tour was over I thanked my new found friends for their time. As I was getting back into the G-car the big guy told me to "wait" (he sounded like "Lurch" from the Adams Family) and went back inside the AN-225. He came back with two small commemorative pennants and gave them to me.

There are strict rules in the FAA about accepting gifts from the people we deal with but in this case I decided that refusing them wouldn't be a good idea. Those pennants are one of my most cherished aviation mementos.



Thanks for reading!

Mike Terre

And Thanks to Mike for a great build and an ultra-cool story! Ed.

THIS IS SPACE RESERVED FOR NON-PROFIT ANNOUNCEMENTS.



Here are the models on display last month for Civilian Night



Mike Terre's Vacu-form Fairchild 71



Jerry Rinaldi's Latest Golf partner



Big Bill's FW-190-A8R2



Vince's Panzer IV, detailed in last month's edition.



Jerry Hughson's P-26 Peashooter



Mike O'Connor's P-51 Racer



Mike also showed this P-39 Racer



Pat O'Connor's HUGE F8FC Crusader




BV 155C Prototype by Dr. Simon V.



Marc Rocca's Recovery Fun

Table Security provided by GUNDUM!

Finally, and fittingly, Jerry Rinaldi leaves us with a good thought this Veteran's Day week.

Nov 11 is coming soon: Today I saw a man selling poppies stop a lady and asked if he could re position her poppy. While doing so he told that lady she should wear the poppy on their left side; the red represents the blood of all those who gave their lives, the black represents the mourning of those who didn't have their loved ones return home, and the green leaf represents the grass and crops growing and future prosperity after the war destroyed so much. The leaf should be positioned at 11 o'clock to represent the eleventh hour of the eleventh day of the eleventh month, the time that World War One formally ended. He was worried that younger generations wouldn't understand this and his generation wouldn't be around for much longer to teach them. (copy and paste to share just like I did)  we must remember those from our current wars too!"

I copied this from someone else. Please do the same to pass this knowledge on to those who don't know the meaning.

Lest we forget...

Well said. See every one on Friday.