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"The Iron Works" July 2018

Hi all. Like last month, short and sweet. Hope all you guys are having a decent Summer. I'm home re-habbing again, and will be getting a skin graft soon. Then we will see what happens from there!! That's all that's new with me. Hope all of you are OK as well. Not much new on my end nor the E-boards either. Mosquitocon is not doing anything at this moment, so we all have a little slack time. I for the 1st time in many years have been spending a lot of time in my shop and building! I have completed four this month alone. Read my mini-review and see pics further on down. There are a wealth of new kits out, and I have just bought a few. Mainly two pre-order Tamiya 1/48th scale F-14D Tomcats. I have also acquired one of the new Hobby Boss 1/18th scale Harriers. Just for the fun of it. I usually buy at least two of the same kits, but only one harrier!

Not much else new on my end. I still will be putting on a short visual demo with Tru-color paints, but not this month. I think that's about it for me. Feel free to read my re-visited column. All four finished kits will be on display at the meeting. Feel free to ask anything, I will be glad to share! That's it for now, Take

care and see ya'll Friday!

Big Bill



From the Vice President's Desk

By Vince D'Alessio



July is here! Hope you all had a great Fourth. We are entering the second half of 2018 and I'm still wondering what happened to the first half. This stinks! Another book review from yours truly

'Masters of the Air' by Donald M Miller

It's the fascinating story of American Bomber Boys of the 8th Air Force in World War II. Young kids in their early twenties, they brought the war to Germany's door-step. The author takes us on harrowing rides through the deadly flak and enemy fighter filled sky's over Berlin, Hanover, and Dresden, and describes the terrible cost of bombing for the German population.

This is a first in war time history- fighting at 25,000 feet in thin freezing air 40 degrees below zero. The crews battle new kinds of assaults on body and mind. Unlike ground forces if they were lucky to return to their bases in England they slept on clean warm beds, drank beer in near-by pubs, and hooked up with willing English woman. 48,000 of those lovely lasses came to America months after the war. Some were met by their husbands and lovers and some were not. Those that were not were returned to England where rationing continued until 1954.

In 1943 an American bomber crew member stood only a one in fice chance of surviving his tour of duty, twenty-five missions. More Airmen lost their lives than the U.S. Marine Corps.

Some famous flers were General James Stewart, the King of Hollywood-Clark Gable, Oscar winning Director William Wyler, and the conflict was covered by reporters like Andy Rooney and Walter Cronkite, all of whom flew combat missions with the men. The Air War was the only battle fought inside the German Home land; Allied soldiers crossed into Germany only in the final months of the war

It's also the story of tens of thousands of Airmen who spent time in prisoner of war camps where they were starved and badly mistreated. As the allies move in from the east and the west these prisoners were force marched to different camps in Central Germany; some of them died on these marches.

Inspectors General were sent to Switzerland to examine bombers that were supposedly landed in the neutral country undamaged by crew suspected of desertion. This was found to be far from true; the Inspectors found nothing of the kind. There were a few exceptions, but the vast majority of the planes landed in Switzerland and Sweden **were** badly damaged, and with crew members who needed emergency medical attention. The Swiss (lovely people that they are (hope you're not one of them Bill Schroeter)), treated our airmen badly, as the Swiss were trying very hard to keep their neutral status at the expense of our boys. The Swiss were neutral- yea right- they made weapons for the Nazi's.



This is also the story of internal friction between Ira Eaker and Carl Spaatz and the lack of and disbelief in long range fighter development and coverage to targets. also Hap Arnold, their commanding General, who suffered five heart attacks, yet continued to command against medical regulations.

This book is a great read and came to me from Art Doran; Mike Dobrzelecki also recommended it. Let's all say a prayer for Mike D's Wife Corky, who fell and broke her hip-had surgery- and we all hope is on the way to recovery. The club is sending flowers.

Hope to see you all at the July meeting.

Stay Healthy and keep modeling.

Vince.



From the Vice President's Desk

By Joe Smith



Fellow Members,

I hope you are all of you are having a great Summer! Happy Birthday America! Congrats are in order to Dan Spera, for being awarded the "Helen Kennedy Award"! Well deserved Dan!

Joe Smith



The Contact's View (Hey...where's my black Banner?)

It's hard to believe that this year is already at the halfway point, but it is. I have started several kits, haven't finished anything in over a year. I plan on changing that. For the guys going to the Nats in Phoenix in a few weeks I wish you a really great time. For modelers, there is no experience quite like the IPMS Nationals. This year's show promises to be another good one, and I know the Phoenix crew does a great job. I last attended in 2016 and am already looking forward to Chattanooga next year.

I hope you guys are all enjoying your summer so far, and that Buzz and Marc R. are improving health wise. I won't be able to attend the July meeting, so I hope to see you all in August. Until then, have fun and stay cool!

Best Wishes,

Mike

Mike is absolutely right! I've only been to five Nationals, but they are the best! And you can only enter models if you are a member. 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

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

If anyone in the club has knowledge as to the whereabouts of Mike Paavlo's Banner, please e-mail

Fuggeddabouttit.com\Editor.

THE JUDGES TABLE

By Jon Da Silva



Hope the holiday was a good one for you all. NPS (National Parks Service employees were allowed to stay on Ellis Island to watch the fireworks from Exchange Place in Jersey City. It was a most memorable experience!



I don't have much to say as far as model building goes.

Please remember that this month, July, will be **Victory at Sea** sponsored by Art Doran. August is an open month (Sponsorship opportunity. Get your name in the Newsletter! Ed.) followed by September, which will be **Sci-Fi**, sponsored by me; then **Between the Wars** in October, and **Russian Night** in November.

Looking forward to seeing you all!

Jon

Editors Note: October's category 'Between the Wars', does NOT designate between WHICH wars!



Now on to another TERRE-GRAM!

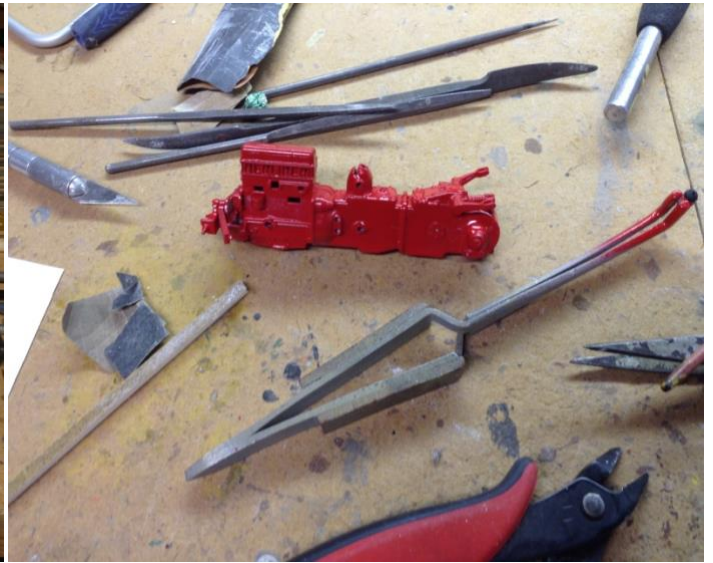
Heller 1/24th scale Ferguson "Petit-Gris" TE-20 or FF-30 farm tractor

After building my 1/72 scale vacuform Lohner "L" flying boat I wanted a project that would be relatively simple but yet pose a challenge. Looking through the stash I came across a recent purchase, the Heller 1/24th scale Ferguson "Petit-Gris" farm tractor (kit# 81401). I've always had an interest in farm tractors and having never built a model of a tractor decided to give it a shot.

First a little history of the Ferguson.

Harry Ferguson was born 1884 in Ireland. He had an early interest in automobiles and airplanes and later, in 1909, became the first Irishman to fly. How's that for a piece of trivia! Founded a company in 1910 selling cars and tractors and in 1916 invented the "Ferguson System", a three point linkage to attach ploughs to tractors. This system was patented in 1936 and remains the standard for attaching farming implements to tractors. The TE-20, nicknamed "Little Gray Fergie", due to its overall gray paint scheme, or as the French called it "Petit-Gris" was launched in 1946 and built in Coventry England. More than 500,000 units were built, both gasoline and Diesel powered, until 1956 when production ended.

Coventry built TE-20's were imported in France from 1946 and were successful enough to justify a joint venture between Ferguson and Hotchkiss in 1953. TE-20's would be assembled in the Saint-Denis factory, mostly from imported British parts. The share of French-built parts steadily increased until reaching 100% in 1957 when the TE-20 became the FF-30. The FF-30 was a TE-20 with minor differences in battery location and red painted engine and chassis and continued in production until 1958. Some 50,000 FF-30's were produced in the Saint Denis factory. Ok, there's your history lesson, now let's get to the kit.



The Ferguson kit comes in a very large box that is out of all proportion to the plastic contained in it. This is a new tool product from Heller, maybe they think a large box will sell well. The kit contains 126 parts on four sprues, molded in light gray plastic. The parts are extremely well molded with no flash noted. It also has four very rubber like and realistic tires. A small clear sprue contains the lens for the head lights. A small decal sheet containing the instrument panel and a Ferguson logo is also included.

I chose to build the FF-30 version as I liked the red and gray paint scheme rather than the overall gray of the TE-20. I also decided to add the "Ferguson System" linkage system. Having never build a tractor model I really paid attention to the instruction sheet. The instruction sheet was pictorial, similar to the style Airfix uses, but containing no text. Assembly was straight forward at first but then I started to realize that the instruction sheet did not show exact location of some parts or even worse the wrong location! To find our were some parts were to be located I had to go forward a few steps to see their location. The one saving grace was that the illustrations in the sheets were very detailed but you really had to work at times to get a part located. Having said that I must say that the fit of the parts was extraordinarily good (except for one part, which will be discussed shortly) and clever engineering covered up almost all seam lines.



I built this kit mostly out of the box, except that I added an ignition harness, battery and starter motor cables, headlight cables and the fuel line. The wiring was made from thin copper wire painted black and the fuel line from nickel plated wire left in its natural finish. I used Tamiya XF-85 Rubber Black for the wiring which gives a very good representation of the real thing. I also picked out the distributor cap, battery and starter motor in Tamiya X-1 Gloss Black. The battery was further detailed with Tamiya XF-3 Yellow for the battery caps with Tamiya X-11 Chrome Silver for the posts. I finished the exhaust system off with Tamiya XF-16 Aluminium, the applied Rub-N-Buff silver mixed in with black pastel. The fuel filter frame was red with the glass bowl painted Tamiya X-11 Chrome Silver over coated with Tamita X-24 Clear Yellow to simulate the fuel contained within the filter bowl.

For the main colors, red and gray I went directly to the source, my local Tractor Supply store where I purchased authentic Ferguson red and gray paint in rattle cans. As a side note, if you ever are near a Tractor Supply store take a few minutes and visit it as there many neat and unusual things to see. You might find it useful as well as they have authentic paints used on many different brands of trucks and construction equipment.

A nice feature of this kit were the exceptionally realistic tires. They did not have that glossy hard sheen that you normally see but rather looked like real rubber. Also the clear plastic lens for the headlights were very detailed, you had to be careful to correctly align the lens pattern.

The only major problem I had with this kit was that the hinge areas for the hood ("bonnet" for the Brits) did not align. The instructions are clear that the hood is completed and then snapped into place during final assembly so it can be opened or closed. Well it doesn't work like that, but no matter as I intended to display the model with the hood open, a little file work took care of the problem.



I weathered this kit with Rub-N-Buff silver and a mixture of gray and black pastels. I used light brown pastel to bring out the tread detail on the tires.

This was a fun ten day build. The only problems were with the instruction sheet and the poor fit of the hood. I would highly recommend this kit, especially if you want something different yet not too involved to build. Thanks for reading, hope to see you all at the July meeting. Now beat the heat, get down to your bench and start building!

Once again the esteemed Mr. Terre shows us how it is DONE! Ed.

On to a quick piece by DAN SPERA.

The Monogram 1/48 P-38L

By Dan Spera

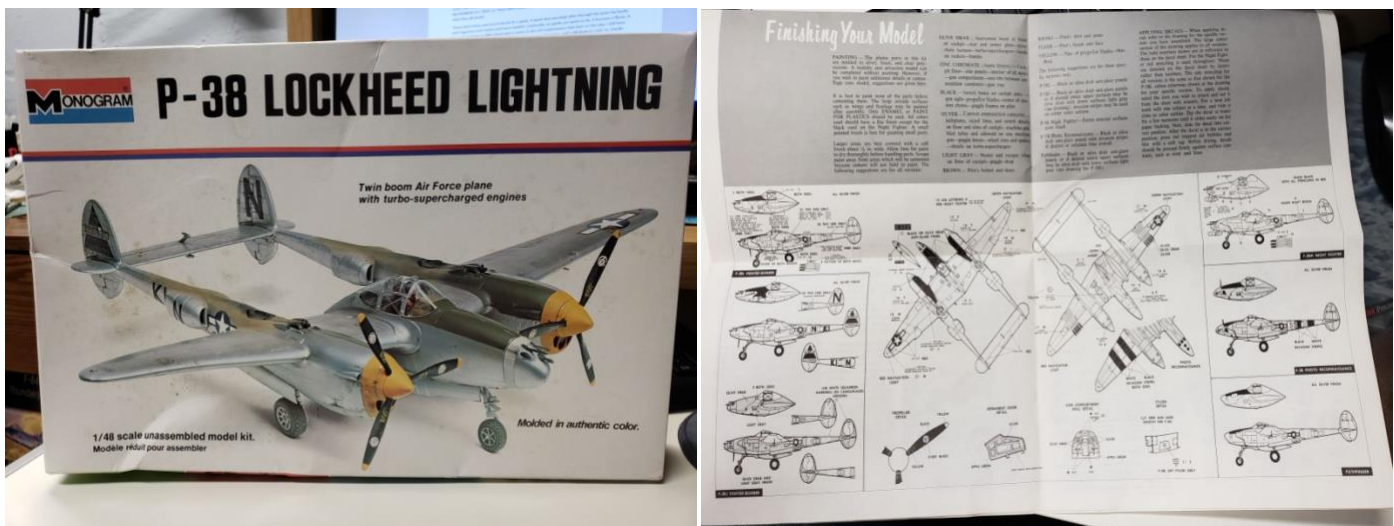
There are many models that I remember fondly and with great nostalgia: the Hawk T-33 that I built with my sister one rainy day down the Shore when I was a child. The Monogram B-17 that I got for Christmas in 1975, and, later, the Monogram B-24, B-25, B-26 and then later still their Century Series jets. Boy, I loved Monogram models. Still do. This is the story of another classic Monogram model, how it came into my possession, and the lasting effect it had on me and my eventual career choice.

My father, like many fathers, knew everything. I don't think there was a question I could ask that he didn't have an answer to right off the top of his head. A bon-a-fide scientist, he knew about math, nature and space. He was a son of a truck driver, knew how to change the engine of a '49 Merc in the driveway with a come-along and a sturdy tree branch. One of the many things my father knew about was airplanes. An aircraft mechanic in the Navy during the Korean War, he had a lifelong interest in airplanes and could tell an F4U from a P-51 from a P-47 from a DC-3 (I mean an R4D, sorry Dad). And he knew how they worked. And could explain it. To a kid. I'm quite sure I was the only kid in Spring Garden School that knew the difference between axial and centrifugal flow jet engines, which I'm also sure speaks volumes about my lack of popularity, but I digress.

So, it would come as no surprise one day when I asked him what a T-38 was. I had to be in first or second grade and was watching “I Dream of Jeannie” after school. In this particular episode, General Peterson wanted Major Nelson to go somewhere and told him he had a T-38 waiting for him outside. “What’s a T-38?”, I wondered. “I’ll ask dad when he gets home from work, he’ll know”. At dinner that night, I said, “Hey Dad, what’s a T-38?” He immediately answered, “Oh, that’s a twin boom, twin engine fighter from WWII called a Lightning. I’ll show you later”. See, I knew he’d know.

After dinner, we went to Garden State Plaza in Paramus. My mother needed to buy something. Back then it was an outdoor mall and I remember it being cold. At some point, we went to Woolworth’s and ended up in the toy department by the models. My father walked right up and pointed to the Monogram 1/48 P-38L and said, “That’s a P-38”. I said somewhat disappointedly, “I asked you what a T-38 was, not a P-38. Do they have one of those?” He said, “A T-38 is an Air Force trainer and I don’t see one here, do you want this or not?” Want it or not? All concern about the T-38 vanished from my mind. T-38, shmee-38, I was getting a toy!

Over the next couple of nights my dad built it at the kitchen table while I watched. He didn’t use any paint, but he did decal it; at least all the big ones. When it was done it was glorious; all machine guns and bombs and rockets ready to do battle with anyone foolish enough to mess with the United States. And it flew many a victorious sortie in the little known but hard-fought Battle of Cedar Street defeating both the Germans and the Japanese, sometimes both at the same time. It began accumulating battle damage from the first mission: the landing gear, canopy and propeller blades all went and still it soldiered on. I can neither confirm nor deny that it eventually met its fate in a blaze of firecracker glory that following Summer, a victim of Nazi saboteurs, no doubt. What great memories and what a great model. I’ve probably built four or five of them in the intervening years and still have at least three in the stash.



So how did this plastic model airplane contribute to my eventual career in aircraft maintenance? Well, let’s start by taking a look at the kit. Originally issued in 1964, this kit was an early example of Monogram’s philosophy of packing as much detail as possible into an easy to build, affordable kit. It offered four different versions, including my favorite, the P-38M Night Lightning, with five marking options. One feature was the open gun bay which I found endlessly fascinating with its glimpse of the inner workings of the airplane. But the thing that really got me were the instructions and decals.

The kit decals, then as now, contained a pretty complete set of maintenance stencils. Long after it was built, I would pore over the instructions which not only told you where to put all of those stencils, but what each one said. And the things they said were amazing, cryptic, serious things, not fully understood by a seven-year-old boy, but captivating nonetheless: OIL COOLER DRAIN, OXYGEN INSIDE HERE, NO STEP, CAUTION DISCONNECT ELECTRICAL WIRING BEFORE REMOVING WING and, my favorite, INSTRUMENT JCT. BOX L.H. There were many more. They said such cool things and I wanted to know what they all meant.



Those instructions and stencil decals lit a spark. A spark that was kept alive through the years by books and magazines and movies and more models. Eventually, as sparks are wont to do, it became a flame. A flame that led me to A&P school and a career in aircraft maintenance that lasts to this day. I still have that instruction sheet. And I know what all of those stencils mean, and I still think its cool. So, thanks General Peterson and Major Nelson. Thanks Monogram Models of Morton Grove, Illinois. And, oh yeah, thanks Dad, for all of it.

What a GREAT Father's- Day- Month piece from Dan. Please forgive the addition of the completed P38L on the right. It is not the kit Dan is talking about, but it is the aircraft. Ed.

Big Bill has been reminiscing in his Shoppe!

" Revisiting the Past! Model-wise"

By Big Bill

Hi all. Just a few words on building and revisiting old kits. Too often today we forget about classic gems in favor of state of the art masterpieces! I for one love the new kits but also the old ones. I finished four this month alone with a fifth not very far behind! AMT Fiat Toppo Limnt drag car; a very rare 1983 vintage Omni Funny car in 32nd scale and snap-tite to boot! An original 1992 AMT BatMobile from Batman Returns, and a Moebius/Aurora 350th scale Seaview sub. All of these kits are treasures and easy builds. I added some shop parts to the Fiat but the other ones are basically out of the box with additional decals.



The funny stands with other 32nd scale snap-tites which were full of detail and look non snap-tite when done. These snaps are extra fun. In the past, I won at major contests in auto categories with snap kits! Try one! You might like it!!!!~!

One last kit I want you to see is the 1991 original boxing of the F-117a stealth. I have two more of these kits; actually no filler except one small spot on the whole kit! The cockpit as well as wheels, landing gear and wheel wells are outstanding! It still has original price from Jimmys' store of a whopping \$7.95. It was a bargain then and now.! The reason why I'm building it is because I finally got a set of Two-Bobs decals for the Grey Dragon Mod-Eagle grey scheme!!!! When you see the fit you will be amazed!



Well, I think that's about it for me. Enjoy the pics now and see them at the meeting!

Regards, Big Bill

The Editor would like to express his gratitude to the E-Board for their contributions to the Newsletter. Please send me anything you want related to scale modeling.

I think Gerry Rinaldi sent me something for this Edition....but I cannot find it! Probably the carpet monster ate it!



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Sorry Gerry.

Have a great meeting! Sad am I not to be there.