

MosquitoGram

The Official Newsletter of the New Jersey Chapter of IPMS



MOUSQUITO-GRAM for SEPTEMBER 2018
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BILL SCHROETER, EDITOR

"From The Iron Works"

by Big Bill Schwarz, President

Hi all! Hope the ridiculous hot summer went by quickly for all of you. I for one am glad it's done. I am waiting for the cool so weather I can at least go outside, and at least not worry about a festering leg infection. Other than that all I've been doing is completing started builds that for one reason or another got shelved. After they are finished, I remember why I started them in the first place!!!!!!!!!!!!!! Other than that, nothing else is new on my end. There's a short build review of a car I just finished further down in the newsletter too.



Next up, I hope Mike O'Conner is doing well after his heart valve! Patrick tells me he is ok but the heat is bothering him !!!!!!!!!!! Do well Mike, Hope to see you at the meeting. On that note it's been nice to see new faces at the meeting! Keep on coming and enjoy our

wonderful hobby! There are some must see shows coming up too. Jerseyfest, which will be past by the time you read this, HVMG in October which was very good the past couple of years, and finally Maraudercon in November. I know some armor shows are coming up and I think Vin or Mike will have more on that!

I think that's it for me this month. Hope to see you all next Friday, I hope you all are well and hope you all had a great Holiday weekend.

Regards/Big Bill

From the Vice President's Desk

By Vince D'Alessio

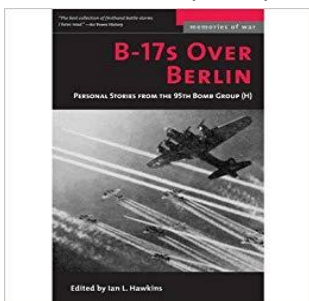


September already! End of Summer can you believe it? Hope you all enjoyed Labor Day. I'm writing about another book,

'B17s over Berlin Personal Stories from the 95th Bomber Group (H)' Edited by Ian Hawkins.

I bought this book over twenty years ago in the Borders book store in the World Trade center. It was in my book case all this time; glad I finally got to read it, it was worth the wait.

B 17s Over Berlin: this is the story of the European Bomber war, told by the combatants themselves-and the sometimes bewildered English villagers who came to love "their Yanks". The book focuses on the 95th Bomber group (H), the first unit to strike Berlin in a day light raid, and winner of three Presidential Distinguished Unit citations. It's vivid personal stories chronicle furious air combat, fiery crashes, terrifying captures, heart pounding escapes, and friendships forged for life. Caught up in this global war, the men of the legendary 95th found the courage to fly into waiting death and destruction on a scale never dreamed of before. There are over one hundred little stories about the group, like the first shuttle mission to Poltava Russia from England. They bombed the Germans in Poland that were fighting the Russians in that city. They flew on to Russia to refit and eventually fly to Italy and then back to England.



It also describes the disaster at Alconbury where a Fort blew up on the flight line igniting a full bomb load, destroying several planes and killing almost thirty men and wounding dozens. It describes in sickening detail the finding of remains in trees, and scattered for hundreds of yards! But the mission was flown that day despite the carnage. A tough read but an excellent one!

October is dues month; all members have to renew their memberships for the best model club on the east coast. I have not heard any updates on Mike O'Conner or Marc Rocca, so please keep the prayers coming for their quick recoveries.

Keep modeling and stay happy.

VINCE

From the Vice President's Desk

By Joe Smith



Martin and I both attended the Nats held in Hot and Furnace- like Phoenix last month.

All though there were not as many finished models as the year before I enjoyed myself and Pima as well! If possible, try to go to Pima in cooler weather!

Joe Smith

The Contact's View

By Mike Pavlo, VP



If anyone doubts that this is an amazing time to be a modeler, just look at the latest kit and accessory releases. This includes paints, supplies and tools. When you think about how we all started, things have certainly come a long way. Perhaps nowhere is this more evident than in our ability to research our subjects and in the exposure to new and exciting techniques. Hard copy books and periodicals abound on just about any subject or genre imaginable. And is there anyone among us who doesn't utilize the Internet to gain information?? We're all aware that mis-information exists on the 'Net, but for the most part it's an extremely valuable asset.

We all have our favorite sites that we visit regularly. Mine include Hyperscale, Modeling Madness, Britmodeller, iModeler and others. I recently saw some modeling sites listed that I hadn't had much exposure to, but turned out to be extremely interesting:

Doog's Models – Builds, reviews, techniques and funny rants

The Modeling News – As the name implies, describes new and upcoming modeling releases.

Scalespot – Builds and reviews

Static Capital – website of Chris Wauchop. Incredible builds!

Scalemates – Documents just about every kit/decal/etc ever made

Scale Model Workshop – Great videos from Paul Budzik on tools, techniques, etc.

I'm certain there still remain others that I haven't discovered yet, and that's part of the fun, isn't it? If you guys have some others that you enjoy visiting, please let us know!

Best Wishes,

Mike P.

THE JUDGES TABLE

By Jon Da Silva



I'd just like to remind everyone that this month I will be sponsoring a Sci-Fi themed night. There will be two prizes. One for flying vehicles, and one for aquatic or land vehicles. All science fiction models are welcome whether they are of your own creation or something that exists in a book, program, or film. Other than that I hope everyone had an enjoyable summer. I work in the museum industry and I am glad I won't have to deal with as many tourists on a daily basis until next May. I might actually have free time to do something else, like build a model!

All the best,
Jon

Next up is Big Bill's build of a Pontiac Firebird Pro Stock Car. –Ed.

"QUICK BUILD REVIEW"

"MODEL KING/REVELL PONTIAC PRO STOCK/TOP SPORTSMAN

DRAG CAR KIT BY BIG BILL SCHWARZ

Hi All. This is just a bit on building this Monster! It's the 90's vintage Pontiac Firebird Pro Stock Car kit, Re-popped By Model King a few years back. I had been wanting to build a newer Top Sportsman car so I picked this kit. I got it from our friend Dean, at **Deans Hobby Stop**. The kit is molded in white and has a lot of parts. I knew from the get go I was going to build it body on, but you can clearly see the interior. I opted for a basic engine because all you can see is the twin 4-barrel carbs through the Comp Resin Snorkel. That was the only mod I made to the whole body, other than filling the entire noseclip to make it a one piece completely take-off version.

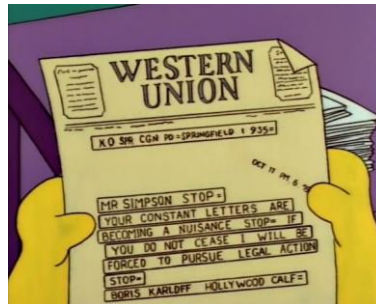


I put D'zus fastner decals where they would be used. In a word, the building of this kit just plain SUCKED! I spent a lot of time removing mold seam lines, and making the chassis and roll- cage presentable through the glass. All the windows were marred but look just ok under a coat of future. Once the chassis and body were done, it was off to the paint shop. The chassis and roll cage were sprayed with Tamiya aluminum and gunmetal, and the rest picked out in colors and shades to make it visually interesting. It had no shifter, so I scratch built one from sprue and strip stock. I used a set of NASCAR belts from the spares box and- oh yes! The other aftermarket part I forgot, a roll cage window guard from Photocut.



I decorated it with decals and some dry brushing. It looks good. As far as paint, the body was painted Dupli-color silver, then Tamiya TS-52 candy lime green. It was then clear-coated with Tamiya spray clear gloss. SLIXX DECALS AND LETTERING were used exclusively, then a few more coats of clear, a light rub out and some silicone wax. The result is acceptable. The wheels are Alclad chrome with Slixx tire stencils. The end result is a very good looking, NOT GREAT but acceptable NHRA Top Sportsman Firebird. It was a laborious task building, and sucked but I am happy with the result. It's good enough for me. Enjoy it at the meeting!

Big Bill Schwarz



Now we have our TERRE-GRAM FOR SEPTEMBER.

BUILDING LIKE A KID AGAIN!

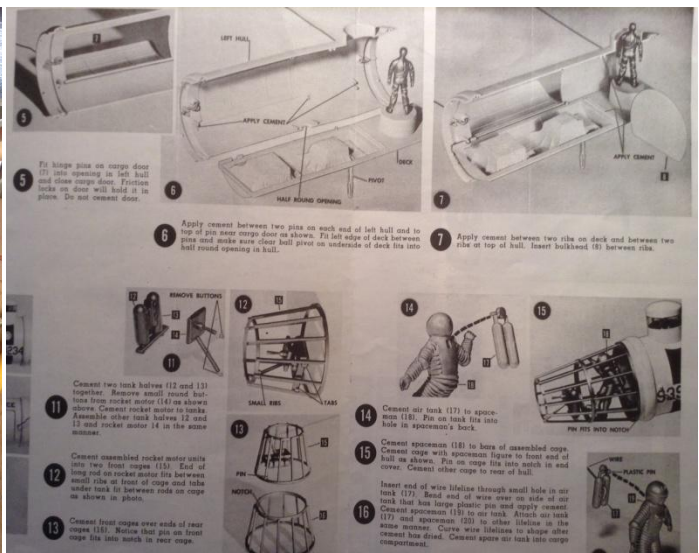
Since September is Science Fiction night I decided to build the old **Monogram Space Taxi, circa 1959**. I first built this model as a seven year old kid back in 1960 and seeing it again brought back great memories. These memories caused me to decide to build this kit as I would have back then, out of the box, with perhaps just a little bit more patience and skill. All paint was from a rattle can, kit decals were used and Testors tube glue held it all together. It

would not however be flown into space with a bottle rocket, nor destroyed with a firecracker.



I started building on a rainy Saturday morning, which was perfect since this was when most of my childhood modeling was done. The only thing missing were my old friends. Imagine that, a bunch of kids sitting around on a rainy Saturday building models! Boy, have things changed, and I don't think for the better.

The model was just two cabin halves with a grid like cage on the front and back and it went together in a few hours. By the way the fit of the parts was just extraordinary, with no flash at all and the way the parts were engineered precluded incorrect assembly. There was hardly any sanding needed along the join lines. The instructions were classic Monogram, with pictures of the actual model parts being assembled.



There was a floor in the cargo compartment with molded in cargo boxes. This was painted white with some Rub-N-Buff silver used to highlight the cargo netting. The cargo door had some structure molded in it and I started thinking how to carry this detail through to the rest of the compartment and then it hit me....I was suffering from AMS! ...the dreaded

ADVANCED MODELERS SYNDROME! The whole objective was to build like a kid and ENJOY the build rather than sweat



the details! With that my AMS attack subsided for the moment.

The taxi cabin was painted Krylon gloss white. After drying the black "airlock seals" on the front and rear were masked off and painted Krylon gloss black. The front and rear cages were painted Krylon gloss silver. The "thruster assemblies" contained within the cages were brush painted red and yellow using Tamiya paints.

Now came the real fun, painting the "Spacemen" (please note, the term "Astronaut" was not in use when this kit was first made!). This proved to be the biggest challenge in the whole build as the mold lines ran through every fold in their spacesuits and had to be removed. I realize that there might be an impending AMS attack coming but the mold lines had to go and a few hours of careful filing and sanding took care of them. The separate "air tanks" were then glued to the back of the figures. The spacemen were then painted Krylon satin silver. I decided that the helmets needed to be painted different colors (my decision, not the instructions!) and this was easily done by using various shades of Tamiya clear paints. The helmet view ports were painted using Tamiya clear blue. By the way the helmets were painted using a toothpick with the paint being "flowed" into position. After completing the spacemen I noticed that there was an extra set of "air tanks" supplied with kit yet the instructions did not talk about them. Well everybody knows that a Space Taxi has an emergency set of air tanks in the cargo compartment and that emergency equipment is always painted red. This was quickly done and the tanks secured in the cargo compartment.

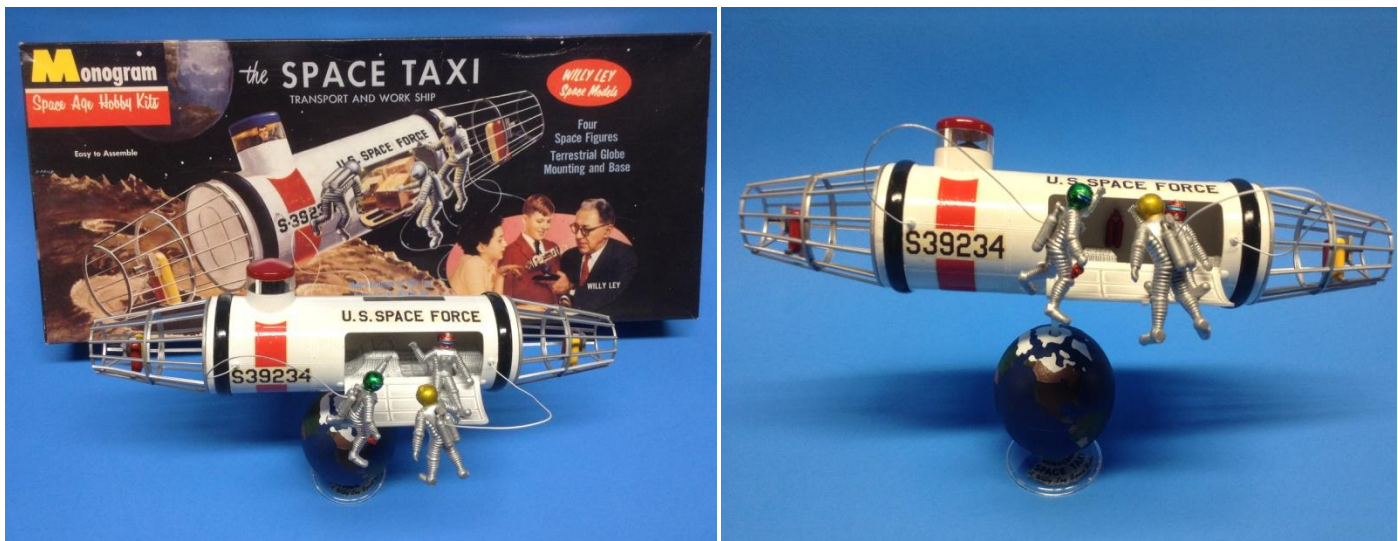


The Space Taxi also had a pilot figure, or would he be called a "taxi driver"? But this was the U.S. Space Force and that organization must have pilots not taxi drivers! He was painted a Tamiya dark blue with a little dark grey pastel used to

bring out the uniform details...oops...AMS is lurking about! His hair was brush painted black and the face flesh, again using Tamiya paints and he was glued into the pilots compartment (my term!). The compartment windows were masked and the frames painted gloss white. The cockpit roof was painted Krylon gloss red and once dry both the window and roof secured into place with a little white glue.

At this point the model was ready for decals. Since this was a reissued kit the decals were "only" twenty five years old, but were very thick and looked in good condition. I did allow a little AMS to come into play as I used Micro Set and Micro Sol for the decal work. The decals had "yellowed" a little and here is where is found something interesting that will be stored in the AMS portion of my brain. When positioning the decal over the area wetted with Micro Set I noticed a brown residue given off by the decal. It appeared that the Micro Sol was removing some of the "yellowing" of the decal. This residue was blotted away, greatly improving the decals appearance. The decals went on without a hitch and once dry the entire model was given a coat of Krylon clear gloss. With that the model was completed but there was still more...the Space Taxi has a base! And it's the Earth! The kit contains a miniature globe depicting the Earth! Now how the devil do you paint this? Well, those kit instruction from long ago really helped out. Here's what they had to say: "paint water areas of earth blue and land areas various colors as normally used on maps and globes". And that's exactly what I did, let's see North and South Pole just had to be white for all that ice and snow....Africa and South America has a lot of jungle so they have to be green...Australia must be brown as it has a lot of desert, I think you get the picture! What did help was that the globe had all the major land masses outlined and these were painted using a tooth pick to flow the paint into its proper location.

Now for the final job....remember those "Spacemen" I earlier wrote about? Well they have to be positioned around the Space Taxi using steel wire. The wire supplied with the kit was much to thick and could not be easily bent. This was substituted with .020" stainless steel aircraft safety wire that was painted white. Super glue was used to attach the wire to the spacemen and the Space Taxi. I kind of like the way I positioned them, looks like they're having a good time floating around in space!



This build took about twenty hours spread over a week or so and it was just plain fun! Didn't have to worry if I thinned the paint correctly, didn't worry if the airbrush would decide to work or not, didn't worry about accuracy, didn't sweat

about correct finish....I just built a model and enjoyed every moment! I'm beginning to think that the super-detailed kits we have today are more work to build and not an enjoyable pastime. Perhaps there are more builds like this in my future. You might want to consider a build like I've done for your next project.

Well, thanks for reading, hope to see you all at the September meeting. Now get down to your bench and build



something or at least look at your stash and consider building one of them.

Mike Terre.

Thanks to Mike for a great article which makes a great point. I know I have a bad case of "FINISH-ITIS", the seeming inability to finish kits that are anywhere from 50% to even 80% done! But I get caught up in so many details that I become overwhelmed.

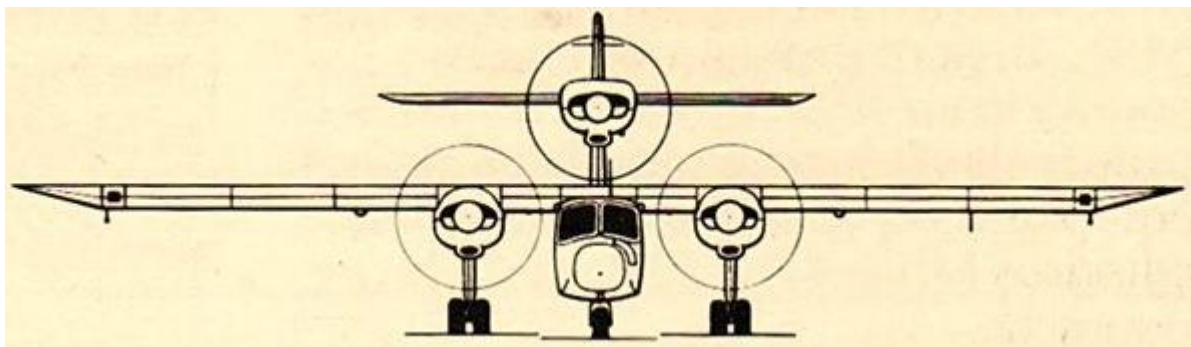
So as soon as I get re-situated in a new and smaller place, I'll follow Mike's advice: build a fun kit as simply as I can, but pay attention to the basic skills needed. If that doesn't work, I'll start a Support Group for others coming down with AMS!

I also can't help but notice the US SPACE FORCE decal on the Space Taxi. Could it be that our current POTUS built this kit when young, and has been dreaming about such a thing till his recent announcement! Just wonderin'!?!?

Now it is a pleasure to welcome a hope-to-someday build article from Fred Horky. I am pleased to have gotten to know Fred through my friendship with Ralph Forehand. Both are great guys and have interesting life stories including military service, for Ralph as a pioneer of computer tech, and Fred as a combat flyer.

PS. For those of you not in regular touch with Fred, his research is exhaustive, accurate, and quite often filled with personal remembrances! Editor.

The Britten-Norman "Trislander"



.....another of the model projects I was going to build "someday"

.....a *CONFESSION* by Fred Horky

The odd-looking model below, found hiding in a back corner of my model case, just reminded me of that failure. It's the Airfix kit of a small commuter airliner, the Britten-Norman BN-2 "Islander"; but in a military version named the "Defender".



The small size of the Islander/Defender is evident by comparison to the same-scale A-1E and SH-3 helicopter, and at left the wingtip of the little BAC 167 "Strikemaster" in Sultan of Oman markings. Think of the latter as a "Jet Provost trainer on steroids", in the fashion of the Cessna A-37. (Like the SH-3, it's an Airfix kit.)

My model wears the kit's optional markings of the Philippine Navy, also seen on the kit box below. It's complete with external fuel tanks and the rocket pods hanging under the wings. And yes, external ordnance does seem rather Walter Mitty-ish when hanging on the wings of a "landing-gear-down-and-welded", teeny-weeny airliner!



But the Philippine Navy “Defenders” have (they’re still active) the very important missions of coastal patrol, fishery protection, and counter-insurgency operations. The Philippine archipelago consists of well over seven THOUSAND islands, of which only 2,000 are inhabited, leaving lots of places for illegal activities to hide. Beyond that, the country has been in a semi-permanent condition of rebellion for decades: Wikipedia lists at least TEN different groups, mostly Islamic, in various levels of insurgency with the national government.

The BN-2, designed to fit a niche in the “small commuter airliner” market, first flew in 1965. Over its fifty-odd year history, well over a thousand have been built with many variations and modifications, including turboprop conversions ...and even this one on an extended trial with ducted fans.



Production of the type with twin piston engines driving conventional props began in England and has continued as a multinational project: the airframes are now built in Romania and completed in Belgium and England. Per Wikipedia (https://en.wikipedia.org/wiki/Britten-Norman_BN-2_Islander), some 750 BN-2's continue in service today all over the world, flying with many small carriers. They have also served in over thirty military air arms of smaller countries, including the Philippine Navy. As noted, the Philippine markings were one of two decal options in the 1977 Airfix issue, the other was for several aircraft flown by Aurigny Air Services. (See below for more on that carrier.)

Fading memories tell me that my Philippine-marked model was completed over forty years ago, when I was on Air Force advisory duty in South America. During that period England's *Flight International* magazine was reporting that Brittan-Norman was developing a new THREE-engine Islander, which stirred my interest of a possible conversion. This “Islander-on-Steroids” design, soon named the Trislander, was an almost grotesquely stretched version with power augmented by a third Lycoming piston enginemounted high up in the rudder.



Think of it as a sort of a *poor-man's DC-10*.

https://en.wikipedia.org/wiki/Britten-Norman_Trislander

For the modelerthe Trislander options would seem endless, starting with many colorful commuter airlines.

The U.S. registration and "VAL" logo reveals this Trislander as one of two (plus Islanders and Cessna Caravans) that Vieques Air Link uses on commuter flights connecting Puerto Rico with the nearby islands of Vieques, Culebra, and the Virgin Islands.

Below, per Airliners.net; Mountain High Aviation operates the only Trislander flying in the continental U.S. on a busy package delivery service in the Seattle area. <https://www.airliners.net/photo/Untitled/Britten-Norman-BN-2A-Mk3-3-Trislander/841976>



Below, an idea for the modeler who can't seem to keep his tricycle-gear models from becoming "tail sitters"! Simply model this sensor pod out of solid lead, before adding it to THIS long, "Pinocchio" nose!



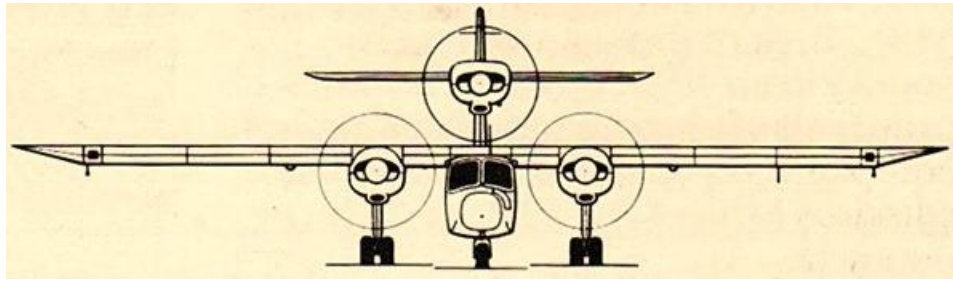
It's a Trislander specially adapted to the needs of a Western Australian geophysical exploration and mapping company named Explore-Geo. The curious can click here to learn more of what they do
<http://exploregео.com.au/index.php/8-exploregeo.html>

There are other wild-and-wacky-looking test and research TrislandersI wouldn't have a clue what the one above does, but you check it out at <http://www.ffwdm.com/about/bio.htm>

Of many Trislanders all around the world, several are somewhat warlike. Sort of. Like this one, in Botswana. Sources vary, but it is evidently one of a mix of ten Islander/Defender and Trislander aircraft in the Air Wing of that African country's Defense Force.
https://en.wikipedia.org/wiki/Botswana_Defence_Force



Now, about building a MODEL of the Trislander. A three-view drawing from Flight International enlarged to 1/72nd with a copy machine suggested that a Trislander would be an easy conversion to model. All that was needed was TWO more kits; one to donate its fuselage to make the 'stretched' fuselage, by carefully cutting in two the fuselages of both kits, and assembling the longest pieces to the required length. The nose would be easy to extend further. That would certainly make plenty of space for the weight that would be needed to to balance a big new "scratch-built" rudder and nacelle in back, plus a third engine and prop from the donor kit.



As mentioned, I was overseas at the time, and Squadron mail order really WAS my “Hobby Shop in the APO Mail bag”in fact, my ONLY Hobby Shop option. So I paid close attention to the monthly Squadron sales fliers, noting not long after I finished that first “Defender” kit, they had drastically cut the Airfix Islander/Defender kit price. I quickly ordered two, fully expecting to “eventually” kit bash them into “that funny lookin’ little furriner with a third engine high up in the TAIL!”

But after the kits were in hand (or rather, in stash) decades then went by, my good intentions further paving the highway to hell. I never did build my Trislander model! Then came the move to North Carolina, and those two kits were among many sacrificed to the Big Stash Elimination. (Or, at least I think they were. Actually, I’m not sure now what happened to them.)

But in any event, I’m not going to buy two more, and start “intending” to “someday” build a Trislander, all over again.

A large percentage of the pictures you’ll find of Trislanders will have one or another of the yellow schemes that Aurigny Air Services had applied to their airplanes over their long career.

For many years, the Trislander made up most of Aurigny Air Services’ fleet, that airline being the designated official (or “flag”) inter-island air carrier of the Bailiwick* of Guernsey. That island is one of England’s Channel Islands that are all just offshorefrom France.



As often happens, as the Trislanders aged there was considerable discussion about how long they would continue flying between the islands. In 2010, this article (<https://www.bbc.co.uk/news/world-europe->

[guernsey-10856598](#)) said it would be island-hopping for up to twenty-four more yearsbut a few short years later, they were gone!

All this further perked my interest, because in the last year my wife and I had established extensive email correspondence with a cousin, Michael, that she had learned was living on Guernsey but previously unknown to her! (They share a common great-grandfather.)

So I emailed Michael to ask him for any experiences he might share about the island's funny-looking, long skinny yellow airplane with a third engine on the rudder! Now in retirement, he has lived on Guernsey for much of his life, a notable exception being when early in WWII he and most other Channel Island children were hastily evacuated to England. That was JUST before the Germans arrived to occupy the islandsthe only part of England directly under the heels of Nazi occupiers for the entire war. He touches on that experience late in his comments.

Michael responded

"Yes, I know the Britten-Norman 'Trislander' well, and have flown in them on a number of occasions over the years. I think that the whole population of the Channel Islands is - or was - very aware of their existence as their loud and penetrating engine noise was so frequently heard overhead. (Michael's comment underscores the reasoning for the ultra-quiet "ducted fan" experiment mentioned earlier. FH)

Our local airline, Aurigny Air Services, came into being in 1968 to provide services between Guernsey and Alderney (about 20 miles apart) when the previous airline withdrew, and initially operated a two-engined version, the 'Islander', also linking with Jersey, and Dinard in France. Later they introduced the three-engined 'Trislander' which was, I understand, a lengthened version of the 'Islander', with sixteen seats I think, in pairs, in a very narrow fuselage open right up to the front so that one could look over the pilot's shoulder to the controls and see what he was up to!

There was only one pilot and I remember wondering whether I could climb over and 'help' if the pilot were to be taken ill! (Michael is not the only person to have this daydream: when pressed, military pilots will admit to thinking the same thing.....FH) They flew at about 2000 feet, inter-island, so there wouldn't have been much time.



(Great visibility, though!)

Passengers were weighed before boarding, and individually allocated seats once they had worked out the appropriate weight distribution. It was all pretty tight inside.

I flew on them several times on business trips to Jersey (and once to Alderney) and I well remember on one of my early flights when the pilot, who would turn round in his seat to greet the passengers, happened to be an old school friend of mine (ex-RAF). He turned round, as usual, and said, 'Good morning, ladies and gentlemen. Welcome on board. Oh, hello Mike.' I saw him quite recently.

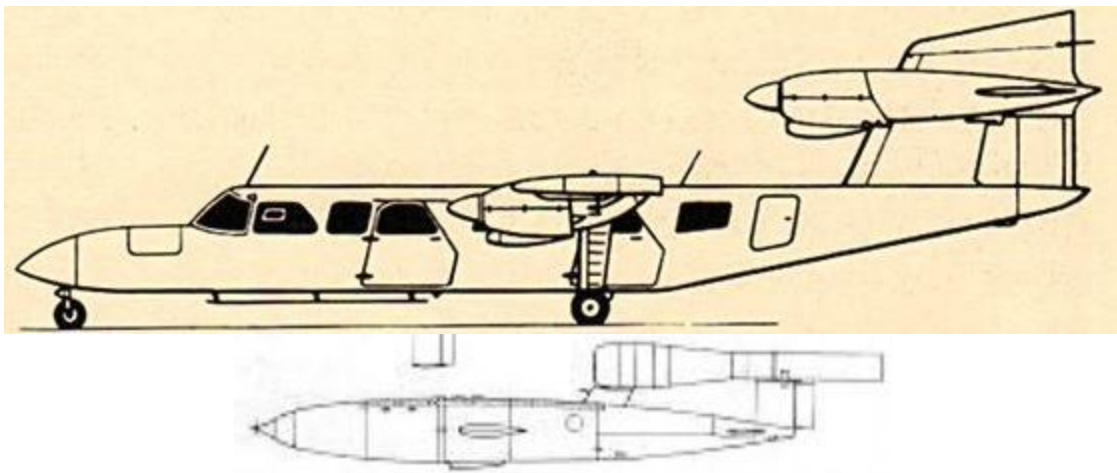
The Trislanders have been retired from service now and replaced by Dornier 228s, which do not seem to have comparable capacity for passengers and their baggage!

The Trislanders were all painted in a distinctive yellow, but G-JOEY was given a red nose(also, eyebrows, and a mouth ...FH). The airplane had, as you mentioned, become something of a mascot - very popular with children. She became a promotional 'gimmick' and a number of children's books were produced about Joey's adventures. (No, I haven't read them!) Joey is now retired and will soon be on display at an island tourist attraction.

By the way, Aurigny Air Services takes its name from the French for Alderney - Aurigny.

I hope this may be of some help to you, but if you think I can provide any additional information, please let me know.

As an aside, from our garden I used to be able to see Trislander flights on their way to Alderney, away to the west. At a casual glance, with the sun setting, the silhouette would remind me



Sketches of Trislander and "Buzz Bomb" are to approximately the same scale....

....of the German V1 'Buzz-bombs' which came into service towards the end of the war. I never actually ever saw one, as they had been launched at night when aimed at the north of England where we had been evacuated to near Manchester. But I well remember the stuttering sound of their motors - and then the deathly silence as they cut out and one waited for the explosion.

Best wishes,

Michael

Notes about the retirement of Aurigny Air Services' Trislanders:

Aurigny announced on 17 April 2014 that it would retire its five remaining Trislanders and replace them with three second-hand Dornier Do 228s, noting that "the cost of keeping them [Trislanders] in the air is now prohibitively expensive. The program to replace the Trislanders was expected to cost £3 million, with the airline asking the States of Guernsey for a loan in order to fund its Dornier acquisition.

Aurigny's flagship Trislander aircraft nicknamed "Joey", after its registration G-JOEY, gained great affection over time and a campaign was established to have "Joey" put on display in Guernsey rather than being sold. This aircraft has made its last flight on 28 June 2015 and in November of that year it was announced that it would be preserved on the island. In March 2016 Oatlands Village, a local tourist attraction, was revealed to be "Joey"'s possible new home, subject to permission for construction of a suitable building to house the Trislander." (from Wikipedia - <https://en.wikipedia.org/wiki/Aurigny>)

So, if I were to suddenlybe re-inspired to build a Islander-to-Trislander conversion, there is little doubt as to what the markings would be: G-JOEY, or "Joey"!



"Joey" made its last flight on 28 June 2015, and in November of that year it was announced that it would be preserved on the island.

About the Channel Islands (or "Îles de la Manche" in French): they are a most interesting and quirky place, with a very unusual history, political structure, culture, unusual political administration and relationship with the rest of the United Kingdom. A subject well worth investigation by anyone with an interest in historyboth old and recent! The islands' WWII experience was particularly different. They were not liberated until AFTER the war, by which time the local population and their occupiers, cut off from supply from BOTH sides, almost starved. https://en.wikipedia.org/wiki/Channel_Islands

About the Airfix Islander kit: Internet sources record the original Airfix BN-2 Islander as kit #271 in 1972; reissued as 24041-7 1973 and 1976; and retooled with external tanks and ordnance as the BN Defender in 1977. Further reading....

<https://www.scalemates.com/kits/144748-airfix-02041-7-b-n-islander>

<http://www.modelingmadness.com/scott/civil/islanderpreview.htm>

http://www.ipmsdeutschland.de/FirstLook/Airfix/Airfix_Britten_Norman_Islander/Airfix_Britten_Norman_Islander.html

Along the way with my researchon the Islander/Trislander, I found this 1/35th scale PAPER model that looks most interesting! With today's modeling cottage industry (resin kits, etc.) there are probably others I didn't find.

The advertisement features a yellow paper model of a Britten-Norman BN-2A Mk III Trislander aircraft. The model is shown from a three-quarter front view, highlighting its high-wing configuration and three engines. The fuselage is marked with "AURIGNY" and the tail with "G-JOEY". The background is a clean white surface with a soft shadow. The advertisement includes the following text and graphics:

- MURPH'S MODELS** logo in the top left.
- The slogan "Designing the undesignable since 2010" in the top center.
- The **ecardmodels.com** logo in the top right.
- The aircraft name: **BRITTEN-NORMAN BN-2A Mk III Trislander**.
- A red banner at the bottom left containing the text "scale 1:35" and "difficulty" with a small icon.
- The text "Ecardmodels Paper Model" and "Electronic Download" in the bottom center.
- The website "www.ecardmodels.com" and "© 2011 ecardmodels.com All rights reserved" at the very bottom.

* In the Channel Islands, "Bailiwick" is the thirteenth century name still in use to identify the islands, because the inhabitants have also managed to retain (for eight hundred years!) the term "Bailiff" to designate the highest local political officer! [https://en.wikipedia.org/wiki/Bailiff_\(Channel_Islands\)](https://en.wikipedia.org/wiki/Bailiff_(Channel_Islands)) The islands have a unique status as "Crown Dependencies", not being independent counties, or legally part of the rest of the United Kingdom. <https://www.quora.com/What-is-constitutional-status-of-Channel-Islands-Isle-of-Man>.

I told you Fred is a factoid fanatic! I had never even heard of this aircraft, so it is really interesting to see the varied uses to which it was put.

Now here are pictures from the August Meeting.



John Bucholz did a great dio-rama here.



It attracted a lot of interest.

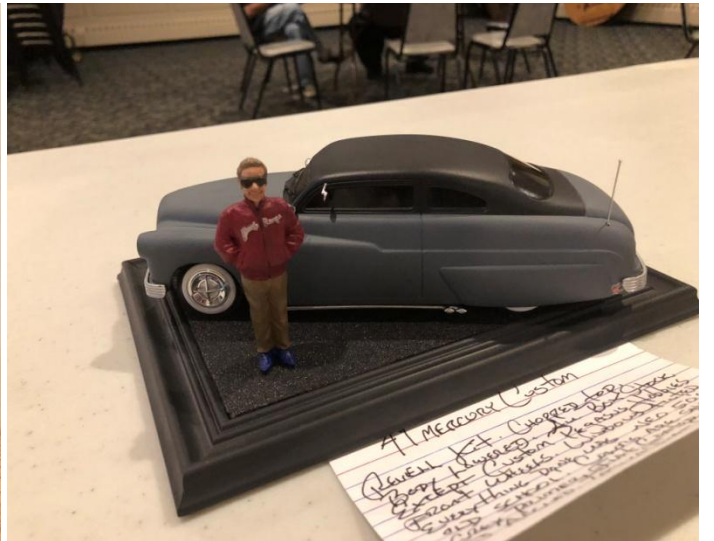


Gerry Rinaldi's Roman Slave Market showcased his ability to model figures very well. (It's too bad I gave up my license as a Counselor when I retired, I could help this young fellow overcome his attachment to skimpily dressed, or not even skimpily!, dressed female models!) LOL.



I forget who built this 1/72 Tony, but the paint job is decals!

A nice FW-180/TA Proto-type.



More examples of the really fine work done by our members.



This is the only model I finished so far this year,
With another six in the process somewhere! Groan.

Another great dio-rama.....oh no-that's real members!

I would really like to get some better light set-up for our meetings. It's so hard to get good pictures of what is on the tables.

Finally, here are a few pictures from JerseyFest, which was held this weekend (Sept. 8-9).



Don't know what it is, but it looks gear!

I KNOW what this is, and it looks great too!

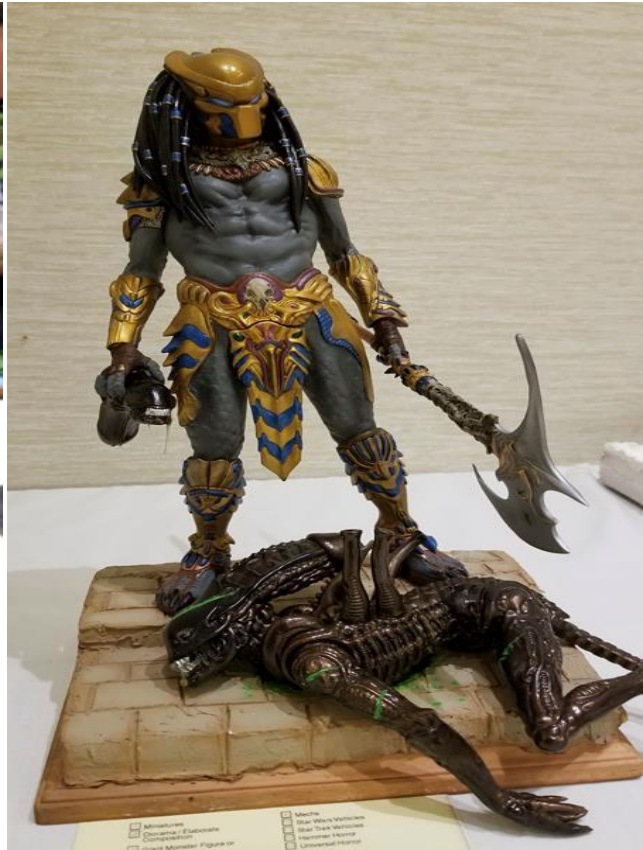


WOW!



More Wow!

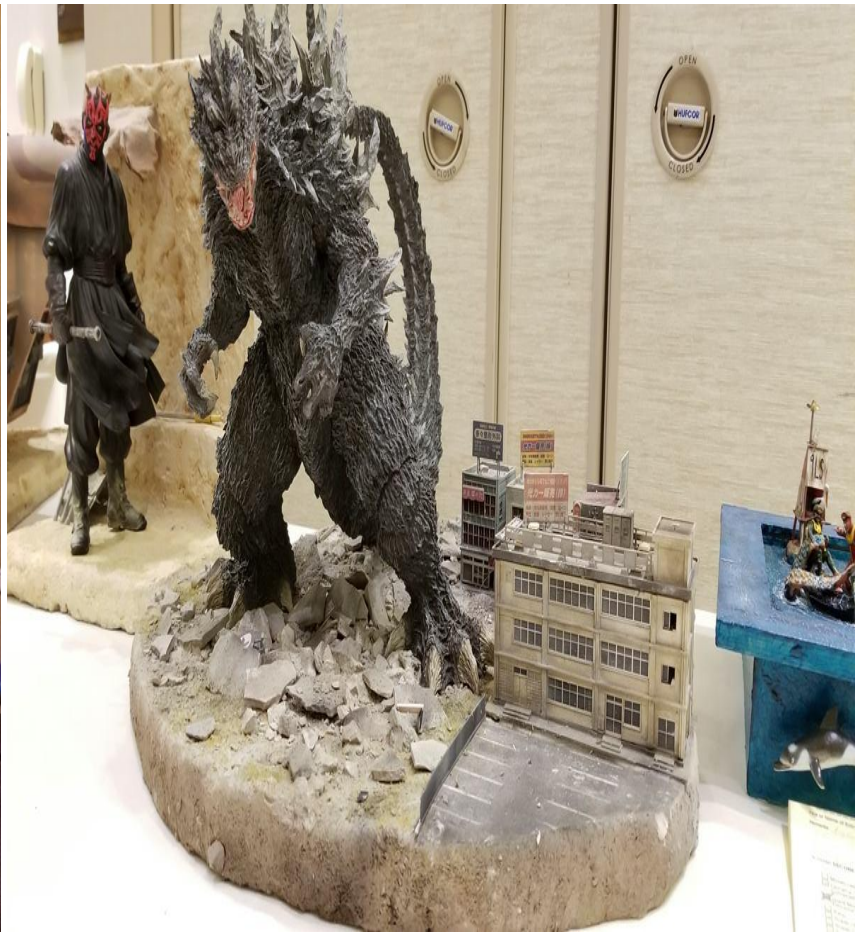
As you can see, these kits are amazing! I have no idea where the idea even comes from! I guess I'm not warped enough....yet!



I always loved "Nosferatu", such a creepy classic film.



The Ghost of Bob Ross!!



There go the property values!

That's it I'm beat. Did this in one sitting on a rainy Sunday. My eyes are blurred, if I have to copy and paste anything else I'llshoot forgot the IPMS membership bit. So....

JOIN IPMS.....join the crowd!

The link to the membership form is right here:

http://www.ipmsusa.org/member_services/membership_application.pdf

Herein endeth the longest newsletter I have executed to date! Enjoy, and hope to see as many of you as possible at the meeting on Friday, September 14th. Many thanks to all the contributors.

Bill Schroeter, Editor