



# THE PATRIOT

IPMS Patriot Chapter Newsletter  
Pip Moss, Editor

Billerica, MA  
www.ipmspatriot.org



February 2008

## Meeting Info

The next Patriot Chapter meeting will take place on Friday, February 1, at 7:30 p.m. at the First Parish Unitarian Church in Billerica, MA. The church is located on Concord Road, just as it meets Route 3A (Boston Road) at the Billerica Town Common. The February meeting will be a build session with a business meeting, Show- and-Tell, and a raffle. There will also be a video on the use of Alclad II metalizers.

**Patriot Chapter needs your support. The time to pay your 2008 dues is NOW! Please mail your \$15 membership renewal to John Touloupis, 58 Lawrence St., Fitchburg, MA 01420; or plan to bring it to the February meeting.**



Tony D'Anjou built this 1941 Plymouth Club Coupe in 1/24 scale from the AMT kit. Tony added spark plug wires, fuel lines and heater hose to the engine. He painted the old girl with Model Master enamels and used chrome striping tape for the chrome moldings.

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## Minutes from the January Meeting

**C**HAPTER President Kurt Kunze called the meeting to order at 8:20. There were about 20 members present.

Kurt reminded members that 2008 membership dues have come due, and that in the absence of treasurer John Touloupis he was collecting membership renewals.

Rick Lippincott announced that he had received a number of complementary publications from Squadron/Signal and a 2008 C-130 calendar from Lockheed-Martin, and that he was sharing both with the club by donating them to the raffle table.

Kurt opened up the floor for suggestions on kits for the year-end build session. Suggestions included

- A face-off between P-51s and Me-109s.
- Biplanes
- Tiger tanks
- F-104s
- Anything Russian or Russian markings
- Volkswagen Beetles/Kubelwagens (civilian and military)

The floor will be re-opened for suggestions during the February meeting, when a vote will be taken on the final decision for the year-end topic.

This ended the business portion of the meeting, and the club moved immediately on to Show and Tell. After Show and Tell there was a brief break.

Following the break, Kurt Kunze did a fine demo presentation on applying decals. After the demonstration, there was a second break for raffle ticket sales, followed by the monthly raffle. There were three pulls for the raffle, plus an additional fourth pull for the C-130 calendar. After the raffle, the meeting broke up for the night.

—Rick Lippincott, Secretary

## Show and Tell

Tony D'Anjou ..... 1/24 1941 Plymouth Club Coupe (AMT)  
David Hamel ..... 1/48 P-47D-1 (Tamiya)  
Ora Lassila ..... 1/72 LaGG-3 (Toko)  
1/72 IVL K.1 Kurki (Omega Resin)  
Rick Lippincott ..... 1/32 Battlestar Galactica Viper (Monogram)  
1/64 Battlestar Galactica Cylon Raider (Monogram)  
Pip Moss ..... 1/48 Hawker Typhoon Ib (Hasegawa)  
Jim Qualey ..... 1/72 F-16C (Hasegawa)  
1/72 F-100D (Esci)  
1/72 P-47D (Hasegawa)

## Special Club Notices

I received the following note from long-time member Bob Hale, who asked that I pass it on to the rest of the club:

The act of kindness you showed me last meeting, by moving everybody downstairs so I could attend, left me searching for adequate words of appreciation. So I will just say **THANKYOU**, and how nice it is to have friends like you!

—Bob Hale

Another chapter member, David Hamel, asked me to inform everyone that he is trying to obtain the following book:

*The Slybird Group*, by Ken Rust & William Hess (published in 1968)

David is willing to pay a fair price for a copy of this book. If anyone has one or knows where one can be found, please call him at 978-537-9760.

## IPMS Region 1 Update

Greetings!

Here we are, the first Update for 2008, and a few things to mention. First off I hope everyone had great holidays, and Santa, Santo, Santu, or the mythological figure of your choice brought cool stuff to y'all!

Re-chartering is complete, and all 26 Region 1 chapters are good for another year. I appreciate the efforts everyone put into the process this year, and offer my thanks.

Attached you'll find the latest, greatest listing of all approved 2008 events. [see Upcoming Events, Page 9. —ed.] I expect the scheduled events for the fall to be added shortly, with another updated list going out in late spring.

Everyone will be seeing NoreastCon info being sent out by our hosts. I'll start the annual pleas by asking every Region 1 chapter

to consider sponsoring a category at NoreastCon this year. Even if your chapter doesn't consider sponsorships, please consider NoreastCon. It's our Regional, and our hosts work their butts off putting together an event. Please help them by sponsoring. And with mention of NoreastCon I'll also mention it's time to start putting your Region 1 Chapter of the Year and Person of the Year nominations together and sending them my way. The cutoff date for both nominations is March 15 this year. We all know people who should be nominated. Act now to make it a reality!

With that being put out there, I'll end this. As always, please share this with the officers and members of your chapters!!

Semper Fi.

—Doug Hamilton, RC-1

## Show and Tell Gallery

Jim Qualey's 1/72 F-100D, built mostly OOB, but with the addition of pitot tube and refueling probe from stainless steel tubing. Jim used Alclad II and Testors Model Master for the finish. Decals are SuperScale.



Rick Lippincott built this model of a Battlestar Galactica Viper circa 1980. The kit, of the 1977 TV series version, was designed as a toy as much as a kit: it came with no landing gear, but provided parts to fire a spring-launched missile out the nose.

Dave Schmidt's 1/100 P-51D, built OOB from the A.M. pre-painted kit. Markings are for "Old Crow," flown by Clarence "Bud" Anderson of the 357th FG.



## Show and Tell Gallery (continued)

Rick Lippincott's Battlestar Galactica. This design is from the 1978 season series, but was brought back this year for flashback scenes in the current B.G. series. Rick's model was built 30 years ago from the original boxing. It should be noted that the kit was designed for Monogram by Patriot Chapter's former member and President, the legendary Bill Koster.



Ora Lassila's 1/72 IVL K.1 Kurki. For a detailed description and more pictures, see Ora's Build Report on page 6.

David Hamel's 1/48 P-47D-1 RE. David modified the cowl flaps to backdate Tamiya's kit to D-1 configuration. Camouflage colors were mixed from Model Master enamels. Decals are from Eagle Strike. Dave used Tamiya Smoke for shadow shading. The markings are for an a/c piloted by Maj. Fred Lefebre, 353rd FG, 351st FS, around October 1943; total credits: 2.5 destroyed, 1 damaged in the air.



Jim Qualey's 1/72 F-16C. Jim used stainless steel tubing for the pitot tube and fine wire for the static dissipaters. Paints are Model Master. Decals are from SuperScale.

## Show and Tell Gallery (concluded)



Pip Moss's 1/48 Hawker Typhoon Mk.Ib. After-market items include seat, exhaust stacks and wheels, all from Ultracast. The build required a large amount of filling, smoothing and rescribing, mainly because of the poor fit of the fuselage cockpit insert module. Paint is Model Master enamels; decals are Eagle Strike (insignia) and Aeromaster (squadron markings). The model represents an a/c flown by 181 Squadron, the first to use the Typhoon in the fighter-bomber role, in mid-1943.

Jim Qualey's 1/72 P-47D, built OOB except for some scratchbuilding in the cockpit. The NMF is Alclad II; paints are Model Master. Insignia decals are from ScaleMaster.



Ora Lassila's 1/72 Lavochkin LaGG-3 type 35. Ora used Model Master enamels and Testors Dullcote. Light exhaust stains and dust were achieved using Model Master enamels. Decals came from two Finnish Air Craft sheets, one from InScale, and one from AML. The model represents an a/c piloted by Warrant Officer E. Koskinen at Nurmoila, March 1943. Ora adds, "I added lots of detail. The kit is over-engineered and requires lots of putty and sanding, but is otherwise accurate. I heat-stretched the sliding part of the canopy from plastic sheet to be able to have it open."

# IVL Kurki in 1/72

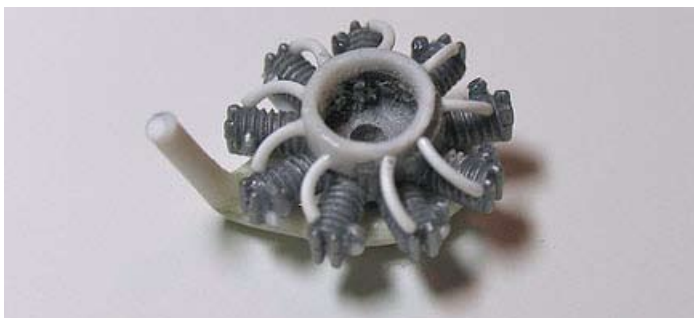
by Ora Lassila, Patriot Chapter

RECENTLY completed a model of a very obscure aircraft, the IVL K.1 Kurki (“Crane”), the first Finnish aircraft designed for industrial production. The prototype of the aircraft first flew in 1926. Although the Kurki (nicknamed “Järvinen’s Box” after its designer, Asser Järvinen) represented an advanced concept for its time—a four-seater with tandem seating and dual controls—its performance proved inadequate, and eventually the government decided not to fund further development.

The prototype still remains, un-restored, at a storage facility at the old Vesivehmaa airfield in Finland. I had an opportunity to visit the facility in 2006 and study the aircraft. Building the model without the photos I took would have been difficult.



On a more recent trip to Finland, I found the Omega Models 1/72 scale kit of the Kurki. It is a limited-run resin kit with a hefty price tag: 35 Euros, about \$50. The kit matches available plans well. All major parts (fuselage, wings, tail surfaces) are usable; I also used the wheels, propeller and cockpit seats. Everything else had to be scratch-built, the most difficult part being the engine. I built a new Siemens-Halske Sh 12, starting from an engine cannibalized from Frog’s “Southern Cross” Fokker F.VII (ostensibly a Wright Whirlwind). The engine block had to be turned into the correct shape (by attaching the engine to my Dremel tool), and an exhaust collector ring as well as an intake manifold were added by building them from plastic rod.



Landing gear struts and the tail skid were built from plastic rod, wing struts from strips of plastic. Some rigging was done using stretched sprue. Windshields were cut from a clear sheet, and the passenger compartment door from .010 inch plastic sheet. The kit has round holes in the forward part of the cockpit. These are too large, and based on looking at the real aircraft, they were not windows.

The kit’s decals are very good—a bit on the thick side—but on the other hand I did not need to paint white circles underneath. I airbrushed the model overall with my own mixture of “silver dope:” Model Master Flat White, Model Master Medium Gray FS 35237, and Testors Silver. For interiors, based on examining the remains of the original aircraft, Model Master Rust seemed to be close to the color of the original varnish. Testors Dullcote was used as the final finish.

The Kurki ended up being more of a scratch-building project than I had originally anticipated, but I am quite happy with the result. Apparently there is also another resin kit of the Kurki (from Dujin). Scale Aviation Modeller Volume 12 Issue 3 (p. 227) has a naïve, uninformed review—almost a textbook example of how not to review a kit.

Good sources of reference material (apart from visiting the Vesivehmaa storage hangar) are

- Suomen Ilmailuhistoriallinen Lehti 4/2002 (nice set of plans)
- Suomen Ilmavoimat 1918-1927 (Keskinen et al), 2005
- Valtion Lentokonetehtaan Historia—Osa 1: Pioneerivuodet 1921-1932 (Raunio), 2005



## Question of the Month

### What old kit(s) (let's say 1988 or older) are you especially fond of, and why?

This question took a while to gel in my head. The biggies for me were the old Monogram car kits from the late 60s and 70s. I had many of the old Tom Daniel kits, but I loved the old Mongoose and Snake funny car kits.

Other memories: I fondly remember buying my first Tamiya Pz. IV at a tag sale when I was about 13 or 14. It was so much more refined than anything else I owned at the time, I was afraid to work on it.

I have a special fondness for the Monogram P-61 and the Do-355. They were so unusual, compared to the bulk of the kits on the market at the time, and they built up into special display pieces for me. 20 years later, I bought additional kits (still unbuilt), just based on the memory of that success. I still have the Shep Paine diorama sheets included with the original kits. —Alan Beeber

Do you mean built-up or sitting in a closet? :-)

—Kevin Campagna

Old Kits? Do you mean older than I seem to have become? Yeah, I have been nuts about them since about 1950. My family lived in a large, square, cement, multistoried apartment complex called The City Block in Mannheim, West Germany. Army engineer Dad had started building a (then) huge stick-and-tissue Cleveland brand P-47. Just at the point where he was skinning its many, many hour, laboriously razor blade-cut balsa parts, he was sent off somewhere to reconstruct some other bomb-leveled town. I was left with the model stashed above his clothes closet and the understanding (?) not to touch it. Somewhere in my first grade mind I decided that just one test flight wouldn't hurt anything. I'm not sure what floor we lived on. But as you have already guessed, the Thunderbolt parts sure looked small from way up there.

Dad never did build another real airplane model. And I never did find another Cleveland kit of an Army plane with a big round engine (sigh). But I did build a few Monogram Speedee-bilt P-47s over the years. And even almost managed to finish the big Guilow's P-47 around 1985.

Before the robberies, my collection was up to some 4200 kits and models of all sizes and descriptions. There were just too many to pick out just one as my favorite. But then, there was that O-Line (?) kit of the Knight Twister...and the 1960+/- Monogram P-40 with real tiger shark teeth...and much more recently the Trumpeter Saratoga. —Bart Cusick

Guess that might be the Monogram P-51 Mustang, and that would probably be why I'm still building them today. Even though it's old, it is still a very good and easy build that looks up-to-date. With aftermarket decals and resin parts, it can compete with the best of them. —Tony D'Anjou

NONE! I'm not fond of any old kits. —David Hamel

Rather than list one or a dozen pieces of ancient styrene, let me instead confess that I'm a sucker for "restoring" an old dog rather than building a new, better kit. Why? It makes no sense, given the finite hours remaining in THIS life, but I continue to putty and sand and re-paint. Why build a Tamiya Me 262 when I can make Monogram's? — "Looks like an Me 262 to me."

So whether they be 1/72 Revell WW-I birds from the 1960s, or a 1/48 Otaki Bf 109G, they get built or re-built. I guess my rationale may run along the lines of "It's a painting exercise," or "I've so many decals, this way I can use some up," or "This kit cost me only \$1, and the decals were kludged together from spares, so this must be the cheapest build on anyone's shelf." —Of course, I don't factor in the hundreds of dollars in books or hours of research expended to reach this point! —George Morrison

I don't tend to build many kits over and over, but I've got a soft spot for the Nichimo Ki-43 "Oscar" in 1/48 scale. When I first discovered it, sometime in the late 80s, I was also just discovering the wealth of interesting Japanese WW2 subjects and markings. I really enjoyed building it the first time. The level of detail was impressive for a kit of its vintage, as was the fit and engineering. By the time I got around to building another one a few years ago, I was aware that it qualified as an old kit and wondered if I'd enjoy it as much as the first time. It was still a fun, satisfying project; I'd recommend it to anyone. —Pip Moss

I like the 1/48 Monogram P-51D. I've built (and re-built) several over the years and it builds up as a very nice looking Mustang, once you fix a few of the obvious shortcomings.

—Jim Qualey

In spite of the new WW1, kits I still have fondness for the older Aurora versions of them, especially the Albatros and the Camel, not to mention the Neuport. —Robert Maxwell

I am particularly fond of many of the old Airfix, Frog and Revell 1/72 kits of the 1960s, because those were essentially the only ones we could (afford to) buy in Finland when I was a kid. My Dad built me the Airfix Ar 196 and Vertol 107; they hung in my room for many years. I built many of the Revell WW1 kits myself (Fokker E.III, Albatros D.V, deHavilland D.H.2, etc.). As a "nostalgia trip," I am currently building the Revell 1/72 Morane-Saulnier type N, which I now—to my horror—find to be quite inaccurate (and naturally feel compelled to fix the inaccuracies).

I am still looking for many of the 1960s Heller car models I also had as a kid. I recently bought (on eBay) the Renault Alpine A210 in 1/24 scale. Great kit, fantastically detailed, rubber tires, chrome, etc. These tend to go for astronomical amounts of money (\$100 and beyond), but for some reason I got mine for a mere \$26.

—Ora Lassila

(continued on Page 8)

## Question of the Month (continued)

I have one older kit that I have a certain affinity for, and that's the 1/32 Revell F-4E Phantom II with SEA camo (what a shock!). I built it about 30 years ago, and it's positively awful! Brush painted, seams showing, silvered decals. It's an absolute mess. However, it was one of my favorite kits for years, and I did a lot of additional work to it (repositioning flaps and slats, opening access panels, minor converting) that was the genesis for work that I do now. It currently hangs from my son's ceiling with about 1/8 inch of dust on it, and it's a major reason why I love building Phantoms to this very day.

—**John McCormick**

Lots of kits come to mind. I'll limit my response to old kits that I'm especially fond of that I would still happily build today. (As opposed to old kits I remember fondly, but would want to build any more.)

First on my list would be the 1969 1/56 scale Revell Racing Yacht America. This was, and still is, a great kit of the famous schooner. The original version included "optional parts to sail in water." The model could be built as a great free-running pond sailor that also looked good on display. At the time, that model was the fastest in my fleet, and much beloved. Later versions of the kit did away with the sailing parts and provided those awful vac-molded sails. However, if you toss the sails, the rest of the parts will still yield a fine model.

Also high on my list is the 1970s-era Matchbox 1/72 scale Flower Class Corvette (currently available in a Revell/Germany box). This is a big model that makes a terrific subject for conversion to radio control; many RC boaters (including me) have built one at one time or another.

I am also fond of some of the old 1960s Pyro kits, many of which went on to Lindberg when Pyro folded. The Steam Paddle US Revenue Cutter Harriet Lane is a favorite, especially as I served on the USCG Cutter Harriet Lane in the 1980s. Another classic is the 1/82 scale Diesel Tug Boat. I've built this kit twice as a little RC model, and plan to build it again.

I still have a fondness for the old Monogram 1/48 scale aircraft kits. As a kid, I built the Monogram SBD; and ever since, the Dauntless has been on my favorite aircraft subjects of all time.

There are a lot of old kits that get honorable mentions: the Pyro 1:1 scale pistol kits; the big 1/96 scale Revell USS Constitution; the Monogram 1/48 scale P-39, Avenger, and Devastator; the Revell 1/72 Sopwith Triplane; the old Monogram 1/72 HU-16 Albatros; the 1960s era Guillows 18 inch span balsa WW1 kits (long OOP), and the Sterling Models 27-inch span balsa P-26 Peashooter.

—**Bill Michaels**

In spite of the new WW1 kits, I still have fondness for the older Aurora versions of them, especially the Albatros and the Camel, not to mention the Neuport.

—**Robert Maxwell**

The short answer for these will be "because I have fond memories of having built them," but I'd have to list the following:

**Monogram 1/72 B-36 and B-52:** just so friggin' huge that they were awesome. **Revell 1/96 Apollo Saturn V:** built it when I

was about 14, which was right during the Apollo missions. Every time we'd launch a moon shot, I'd bring the model out to the living room and use it (plus the 1/96 lunar landing setup) to simulate the mission status. You could walk into our living room at any point during the mission and know exactly what was going on in space.

**Hasegawa 1/32 F-5E:** That turned out to be one of the best models I ever built. All of the AMT "Star Trek" models.

Most of the above I've still got; although they're all very beat up, I still have hopes of repairing them. And one longer story:

**Revell 1/32 Me-262.** I remember when I first set eyes on the kit, circa 1971 in the neighborhood W.T. Grant store (similar to a K-Mart) that had a hobby section. I saw the box and was awestruck. Jets? In WW II? Flown by Germans? Is this real? Does everybody know about this? How do I learn more about this airplane? I rushed home to Google it, and was halfway home when I remembered that the internet hadn't been invented yet. Woe is me! So I shelled out the five or six bucks to buy the kit, knowing that the instruction sheet would have info on the airplane (kit instruction sheets were my primary source of data on military hardware in those days). I bought it, built it in about a day, and it spent many years hanging from nylon thread and wires in my bedroom, flying in formation with all the other model aircraft I'd built. Years passed, and it just got banged around too many times, and repaired too many times—it was finally time to junk it. I salvaged as many parts as I could, put them in the spares box, and discarded the rest.

A few years back, I managed to get another copy of the kit for cheap money. That's my project for this year, and I'm even going to try to fold in my "original" kit parts. I've learned a lot more about the airplane and hope to correct some of the more glaring inaccuracies, then paint and mark it as a Czech Avia S-92. (What? An Me-262 clone? Built after the war was over? Flown by Czechs, into the 1950s? Is this real? Does everybody know about this?)

—**Rick Lippincott**

This is kind of a tough one, but after thinking about it, I think it's the Revell 1/32 Corsair and I'll tell you why. Around 1976 there was a small hobby shop in Clinton trying to make it in a small plaza. I wandered in one day to look around as I had been away from model building for about fifteen years. I saw an issue of Scale Modeler with a beautiful picture of a Corsair model (I don't remember the kit or scale) and I thought to myself, "Wow! that's cool. I bet I could do that." So I looked around a little more and found the Revell kit and bought it AND the Scale Modeler. Well, I read the mag cover to cover, went out and bought some Testors military flats and my first cheap old Badger airbrush—you know, the external mix with the nozzle above the paint bottle—and the rest is history. I always think of that day every time I look at the Corsair. The three-tone scheme came out pretty good for a first-time camo paint, and, oh yea, I also picked up a set of MicroScale decals with Pappy Boyington's markings to put on it. Actually, maybe it was the fact that "Baa Baa Black Sheep" was running on TV at the time—may have had a hand in it too! Anyway, I followed that up with the Revell 1/32 P40-E.

—**Dave Schmidt**



## Upcoming Events

- March 29, 2008 ..... **RepLicon**, IPMS Long Island, Freeport Recreation Center, 130 East Merrick Road, Freeport, NY.  
[www.longislandscalemodel.tripod.com](http://www.longislandscalemodel.tripod.com)
- March 30 ..... **Valleycon**, IPMS Wings & Wheels, Knights of Columbus, 460 Granby Road, Chicopee, MA. Contact Al LaFleche  
 ajlafleche@comcast.net or 413-733-9247. [www.wvmodelclub.org](http://www.wvmodelclub.org)
- April 5 ..... **Mosquitocon**, IPMS New Jersey, Wayne, NY. [www.njipms.org](http://www.njipms.org) or call David Schwartz, 973-628-1377
- April 12 ..... **Can-Amcon**, IPMS Champlain Valley, Best Western Inn at Smithfield, 446 Rt. 3 & I-87, Plattsburg, NY. Email  
 frankandsandyb@westelcom.com
- April 13 ..... **Buffcon**, IPMS Niagara Frontier, Knights of Columbus, 2735 Union Rd., Cheektowaga (Buffalo), NY. [www.ipmsniagarafrontier.com/](http://www.ipmsniagarafrontier.com/)
- April 19–20 ..... **20th Annual Model Car Exhibition**, Masscar Model Club, Holiday Inn, 700 Myles Standish Blvd, Taunton, MA. email marcus\_stuart@yahoo.com.
- April 25–26 ..... **NorestCon**, IPMS Northeast New York, Holiday Inn Express, 160 Holiday Way, Schoharie, NY. [www.aloder.freeyellow.com/nec08/index.html](http://www.aloder.freeyellow.com/nec08/index.html)
- August 6–9 ..... **IPMS National Convention**, Virginia Beach, VA. [www.ipmsusa2008.org](http://www.ipmsusa2008.org)
- October 19 ..... **GraniteCom**, IPMS Granite State, Nashua, NH. [www.dougdierenze.com/gsmc/index.htm](http://www.dougdierenze.com/gsmc/index.htm)
- October 25 ..... **HVHMG 2008**, IPMS Mid Hudson, Elks Lodge, Overrocker Road, Poughkeepsie, NY.  
 Email docf225@msn.com

## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name \_\_\_\_\_  
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Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

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Type of Membership  Adult, 1 Year: \$25  Adult, 2 Years: \$49  Adult, 3 Years: \$73

Junior (Under 18 Years) \$12  Family, 1 Year: \$30 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_

Canada & Mexico: \$30  Other / Foreign: \$32 (Surface)  Other / Foreign: \$55 (Air)

Payment Method:  Check  Money Order  Credit Card (MC/ VISA only)

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