



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



March 2008

Meeting Info

The next Patriot Chapter meeting will take place on Friday, March 7, 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 March meeting will be a build session with a business meeting, Show- and-Tell, and a raffle.

LAST CALL: If you haven't yet paid your 2008 dues, you're late! Mail your \$15 membership renewal to John Touloupis, 58 Lawrence St., Fitchburg, MA 01420; or plan to bring it to the March meeting. Members unpaid as of March 15 will be removed from the list.



We're so used to seeing John Walker's great armor models, it's easy to forget that he's a fine aircraft modeler as well. John built this 1/48 scale (gasp!) Fw 190A-3 OOB from the Tamiya kit. He used Floquil Military Colors enamel for the RLM 76, Xtracrylix for the RLM 74 & 75, and Tamiya for the RLM 02. For weathering, he sprayed panel lines with thinned dark brown. See Page 4 for another shot.

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Minutes from the February Meeting

THE build session of the meeting commenced at about 7:00, with about 18 members and visitors in attendance. President Kurt Kunze called the business portion of the meeting to order at 8:10, and began with an announcement of the upcoming NoreastCon show in Schoharie, NY. The NoreastCon committee had requested that Patriot Chapter support a trophy pack. There was a motion to allocate \$35 to support this request; the motion was seconded and passed by majority vote.

Kurt reminded all members that annual dues for 2008 have come due.

Nominations for the December group build were reopened, and Kurt reviewed the list of nominations. Ju-87 Stukas were added to the list of nominations. Kurt suggested that all members be given two votes, for two subjects. The first round of voting narrowed the choices to three categories. At that time Bill Michaels moved that (unlike last year) we limit the choice to one subject. Pip Moss seconded the motion, and it passed by unanimous vote. In the second round of voting, "Mustangs and Messerschmitts" (P-51s and Me 109s) won.

Kurt then asked the members to consider volunteering for demonstrations at future meetings. Kurt reviewed the topics that had been demonstrated so far, and reminded the members that if we wish to continue having demonstrations then members will have to step up do presentations.

Bill Michaels discussed the "Cafe Press" website as a potential low-cost method that the club could use to produce merchandise with the Patriot Chapter logo. The main requirements are to have a

quality copy image of the club logo, and to select the type of merchandise that is available for purchase. Members present expressed a consensus of interest in this approach, and as a result a plan was established to make items available in this matter.

Pip raised a question regarding the category for the group build, as "Mustangs and Messerschmitts" could be interpreted to include Ford muscle cars and/or other variants of German-designed fighters. Secretary Rick Lippincott noted that the nominations were read from last month's minutes, which lists the item as "A face-off between P-51s and Me 109s." Pip moved that the vote on the group build be clarified to reflect the group build is limited to these two types of aircraft. The motion was seconded and passed by majority vote.

This concluded the business portion of the meeting. The build session resumed until there was a brief break. The break was followed by the raffle. After the raffle, the members moved downstairs to view a video presentation, provided by Dave Hamel, on Alclad metal finish applications. After the presentation, the meeting broke up for the night.

Show and Tell

David Hamel 1/48 P-47D-22 (Tamiya)
Mike O'Keefe 1/35 Sd.Kfz. 234/2 Puma (DML)
Bill Michaels 1/48 P-39 "Air-a-cutie" (Monogram)
Pip Moss 1/48 Ki-46-III "Dinah" (Tamiya)
John Walker 1/48 Fw 190A-3 (Tamiya)

IPMS Region 1 Update

Greetings and salutations everyone. Time for another update with all the news that chews! This one will cover a few topics, so sit down, strap in, and hold on!

A few updates ago, I mentioned that we seem to be losing quality vendors at our shows; well, here we go again. I received confirmation yesterday that Meteor Productions, makers of high quality decals, resin parts, and other sundry items have closed shop for good as of February 18. Many of you have ordered some of Meteor's fine offerings, and I for one will certainly miss them. Dave Klaus, Meteor's owner, has been a great supporter of IPMS and the hobby over the years. I don't know if anyone is considering buying him out, or what will happen to whatever stock is left, but hope we haven't seen the last of Dave, Meteor, or the quality stuff he's known for.

I've understand that our friends at IPMS Southern Maine won't be hosting Downeastcon this year. And I've heard rumors that the IPMS Stratford show won't be happening this year either. Both events have enjoyed a fairly long run, and I hope we see them again, in one form or another, in the future. It's always a shame to see quality events go by the wayside, but with the changing face of the hobby we'll probably see others step up and host great events in the future. I'd rather be optimistic that these are just short term situations, rather than permanent decisions; but we'll all have to wait and see what happens.

I'm happy to report NoreastCon is taking shape to be another great event. I know the Northeast NY guys are hard at work firming up all the plans, and I also know they're looking for sponsorships from each Region 1 chapter. We have a host on deck for 2009; it'll be announced at this year's banquet and business meeting as has happened in the past. We're looking for a host for 2010, so please discuss hosting with your chapter members. I can help with guidelines, and if you'd like to co-host with another chapter, but don't know whom to contact, I can help with that as well. As I've mentioned before, the Sturbridge site is back in the rotation, so if your chapter can't find an affordable site, or don't have any place that would work, please consider using the Sturbridge site.

It's definitely time to start thinking about our Chapter of the Year and Person of the Year awards. I've set March 15 as this year's deadline for submissions, so get all your nominations to me on or before that date. I follow what each chapter is doing from here on my perch, and I know we have quite a few chapters that should be sending me something. We have some really high quality chapters here in Region 1, and in a perfect storm, everyone would be sending in a nomination. I also know that modelers are sometimes afraid to blow their own horns about what they've been up to in the past year. But come on folks, pretend you're Al Hurt, and start blowing

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Show and Tell Gallery



Bill Michaels built this 1/48 scale P-39 Airacobra OOB and painted it using Polly Scale and Model Master acrylics. He used Detail & Scale pastels for weathering. The markings, from SuperScale, are for "Airacutie" of the 8th FG 36th FS in New Guinea, late 1942.

Pip Moss built this 1/48 scale Mitsubishi Type 100 Headquarters Reconnaissance Plane Model III Modified (Ki-46-III). The kit interior parts were replaced by a True Details resin set. Paints are Model Master enamels except for the props and spinners, which are White Ensign Colour Coat enamel. The under surface color is a home brew mix of SAC Bomber Tan and RLM 02 to approximate the same gray-green found on early Zeros. The upper surface color is RLM 80, a pretty good match for one of the Japanese dark greens. Markings are a mix of Aeromaster and Eagle Strike.



Show and Tell Gallery (concluded)

Mike O'Keefe built this 1/35 scale SdKfz. 234/2 Puma OOB and painted it with Model Master acrylics. He used an oil wash and pastels for weathering.



Another view of John Walker's Fw 190A-3.

Lavochkin LaGG-3 in 1/72

by Ora Lassila, Patriot Chapter

IN THE Spring of 1939, the Central Committee of the Communist Party of Soviet Union organized a design competition for a new fighter aircraft, with the intent to take advantage of the actual combat experience from the Spanish civil war. Three prototypes from this competition advanced to mass production: Yakovlev's I-26 (later called Yak-1), Mikoyan & Gurevich's I-61 (later called MiG-1), and Lavochkin, Gorbunov & Gudkov's I-22 (later called LaGG-1). The last one later received a more powerful engine and was re-designated as LaGG-3. Almost 7,000 aircraft of this type were produced. The last versions of the LaGG-3 are said to have been comparable in performance to the Bf 109F.



My model represents "LG-3" of LeLv 32, based at the Nurmoila air base in March 1943; designated pilot was Warrant Officer E. Koskinen, who scored a total of 11 aerial victories during the war, most of them with Curtiss Hawk 75s.



My personal interest in the type is due to the fact that in 1942 Finns captured three LaGG-3s which subsequently served with the 32nd Squadron of the Finnish Air Force (LeLv 21, Ilmavoimat). The type was used for patrol and reconnaissance duties.

There are several kits of the LaGG-3 in 1/72nd scale. I am aware of three: Emhar, Eastern Express, and Toko. After acquiring all three, I chose the Toko kit (I believe now issued by Roden), it is quite accurate and reasonably well detailed. It is, in my opinion, "over-engineered" as it is intended to be possible to produce every version of LaGG-3 from the same kit, and the parts do not all fit that well. Consequently, lots of putty was required to get a decent outcome. I added some detail in the cockpit; also, I had to add antenna masts. I decided to open up the canopy, and ended up heat-stretching the sliding part. The kit comes with two slightly different canopies (which was good, because I cracked the first one when trying to separate the windshield from the rest of the part).

All Finnish Air Force LaGGs were painted in the standard Finnish olive green and black splinter camouflage, with light blue undersides. I airbrushed my model with Model Master enamels. Fuselage emblems and tail numbers came from the InScale decal sheet AC013 "LaGG-3 and I-15bis in Finnish Air Force service", wing emblems from the AML decal sheet "Best of Finnish Hawks over Karelian Sky". The green tail number (on the right side of the fuselage) was a nightmare since the InScale sheet had some alignment issues with the white backing color. Testors' Dullcote was used to finish the model.



There are plenty of good reference sources for the LaGG-3. I found the following two especially useful when building this model:

- IPMS Finland: Mallari, Issue No. 47 [an invaluable reference]
- Fighting Lavochkin (Abanshin); Eagles of the East 1; Aviation International 1993 [good cockpit information]



What quality or qualities do you especially value in a model kit?

A detailed construction manual like the ones provided with Lego sets. (The Dane who invented those blocks—latericula—knew his Latin. Lego: active first person indicative—"I choose")

—Thomas Brady

It has been most difficult to come up with a short, concise answer to this question. There are too many variables including too many time- and purpose- type aspects. (Your question is not what attracts me to a kit, but "what I most value.")

I guess one attribute is that the kit does not have big negative surprises. For instance, the Canadian Jewel vacuform kit of the gull winged WW2 CC&F Gregor fighter that, after much expense of resource and life hours, came with the wing center section cast in mirror image. Hence, just not buildable. Or the long awaited Wings Vac of the Vought Corsair float plane that comes with reversed fuselage combing. Like how many weeks' work will it take to redo an entire fuselage added onto an already time-consuming method of modeling? Return will not equate the investment in life hours alone, let alone the original outlay!

Second, maybe that I get my money's worth. I expect a 1955 Aurora kit to have heavily cast, unrealistic, wannabe detail and parts that fit much better than the wood parts in other kits of the day. But when I pay today's price for a model made using the most modern computer-aided machinery, etc., I want to end up with a model that meets all the current demands of contest judges. I want to have the kit save me a lot of time otherwise spent scratchbuilding.

Third, I highly value box art. I often want the box art to represent the illusion of the human world in which the real item exists. I am, after all, building a little illusion that others will immediately see as the real thing. I am not modeling a model of a model. I want the box art to help me live in the real thing's time and place for a while. I want it to help me travel back mentally to the side of George Patton as he charges through Casablanca dust in a tracked scout car. Box art can place me in the cockpit behind a Flying Tiger as he peels off to save the starving children of China. Good box art does this.

That's maybe asking a lot for 25 bucks. It was much easier when it cost only 69c and I put ships in bottles after emptying them. LOL

—Bart Cusick

Accuracy and the availability of aftermarket decals and details matter most to me. Detail is important, too, but not as much as the first two qualities—I usually get photo-etch and/or resin sets to add extra detail.

—Al Denton

My choice of kits has more to do with nostalgia (models of planes I have flown myself), regardless of fit and ease of construction. I have struggled with poor kits for this reason. My second reason to buy a kit is because it is aesthetically attractive to me. I try to avoid complicated color schemes because my expertise in painting leaves a lot to be desired.

—Bob Hale

Detail and accuracy are the qualities I look for in a model kit.

—David Hamel

Given my primary interest in aircraft flown by the Finnish air force, I am drawn to rare subjects. Often there is only one kit of a particular subject, and so it does not really matter how good the kit is. Accuracy matters, but I can live without detail, for example. Besides, building stuff, adding detail, even fixing inaccuracies is fun (and for me the biggest appeal in this hobby). As for the other qualities, price matters of course, but sometimes when there is only one kit, even price has to be secondary. Also, I used to use almost exclusively aftermarket decals, but I have been happy to notice that there are more and more kits that come with Finnish Air Force markings in the box.

Lately, I have started to get interested in between-the-wars French military aircraft. Again, kit selection is pretty scarce.

—Ora Lassila

ACCURACY, ACCURACY, ACCURACY. For example, two things that frustrate me to no end about C-130 kits (especially in 1/72 scale and larger):

1. Every 1/72 scale Herk from the beginning of time through the relatively recent C-130J kit shows a fuselage configuration that went out of production in 1976. The original Testors 1/48 scale kit has the same problem. It was particularly annoying that the kit came with markings for an airplane built in 1985, but had the pre-76 fuselage.

2. Every Herk kit in every scale shows a horribly innacurage nose wheel bay. I can forgive it in 1/144 and smaller, but it's terribly annoying in 1/72 and 1/48. Next time you're at an air show, go up to a C-130 and stick your head in the NLG bay. After the security guards stop beating on you, compare what you saw to any Herk kit and you'll see what I mean.

—Rick Lippincott

As for me now in modeling, I expect accuracy above all. I don't want to spend time researching any more; if the model companies are going to spend the money in making molds then they need to make sure the referenced real-life tank etc. is not a one-of-a-kind or version. Then I would like to find the fit good: with today's advances in mold making, I'm sure the dreaded mold marks etc. can be kept to a minimum. Color and markings for decals etc. should be accurate; the added touches of photo-etch, metal barrels and separate-cast track links are nice as well. If this is going to add extra cost, then so be it. I would have paid for aftermarket add-ons anyway.

—Robert Maxwell

The most important quality I look for in a kit is accuracy. Nothing drives me crazier than a kit that has a misshapen tail fin or nose profile, or if the weapons that come with it were not used on that particular aircraft.

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Question of the Month (continued)

The subject matter is very important to me as well, as I tend to build only a certain scale and nationality. I also like to build kits that have a lot of aftermarket sets available, as I enjoy incorporating extra detailing, such as cockpits, wheelbays, etc.

John McCormick

Subject is probably of paramount importance: I won't build a model of a subject I don't like. I probably would turn down a hot rod kit, even if it was free—I just don't care for the subject. (I will build cars; I just have no interest in hot rods.) Also, to me, subject and decals/markings go hand-in-hand. I really look at them together to determine how much I like a subject. For example, I like F4F Wildcats a lot more than F6F Hellcats, primarily because I like the early war blue/grey schemes better than the late war gloss sea blue schemes. If the color and markings were reversed, I'd have multiple Hellcats and no Wildcats in the stash. [*hmm, what about those neat three-color Hellcats from 1943?* —ed.]

Ease of fit and quality engineering are important to me, too. "Life is too short to build a bad kit" is my motto. I won't waste my precious hobby time on a kit that isn't enjoyable to build. I've even tossed a few partially built ones because they became a chore instead of fun. A quality kit will sometimes make me more interested in a subject. For example, I never seriously considered buying a 1/700 scale USS Arizona until I read about the new Dragon Premium Edition kit.

There are a few things I don't care about. At the top of the list is the availability of aftermarket parts. I'm also not an accuracy nut—I'm not one to compare a model against plans. If a model is 1 mm too long or short, I generally don't care, as long as it "looks right."

I do care about cost, but that is a relative factor. If a subject is a "6" on the "like" scale, but a top-notch new release, cost will be a big factor in the decision. Conversely, if a subject is a "10" on the "like" scale, cost is much less of a factor. I've always loved Landing Craft, so when Trumpeter came out with their 1/35 scale LCM(3), I bought and built it, even though it was expensive in my eyes at \$65.

—Bill Michaels

To address your list sequentially: In the 21st Century, I expect well-engineered kits, so fit would be an "of course," it seems. I always enjoy it when the finished beast is accurate in its details, but many manufacturers try to get multiple versions from one set of molds, so we shouldn't expect that the "Farley Fruitbat Mk.I" easily transforms into the Mark IV. Maybe this is where the aftermarket resin folks can help—a specialized product for the rarer version. I often choose a subject because of its paint scheme(s), though not invariably—but it makes a good excuse to buy another of the same kit! If the kit exists, the decal makers may get inspired—and MAY even make accurate markings as well. But as to "nostalgia?" We're living in the Golden Age NOW; kits are more accurate and oddball subjects more prolific than ever. No one really wants to build another Aurora Zero, do they? And as to prices—OUCH! I'd love a new Tamiya Storch, and it's a magnificent job of kit engineering, but I

haven't been able to close my eyes to the price (yet). I suffer from remembering the forty-four-cent 1/72 Revell WW1 kits—and now Roden wants \$10, but that's the nature of inflation. But who ever would have expected a Junkers G.38 (Revell-Germany 1/144)?

—George Morrison

I think if the engineering is good then the other qualities like fit and ease of assembly are there. Although we all like a kit that goes together well, I don't mind if I have to put a little effort into it if the kit is accurate in shape and detail. Nothing ticks me off more than to spend a lot of money on a kit and find out that they couldn't get the obvious things like the cockpit or landing gear correct. I want my kit to look like the subject it is portraying as much as technology allows.

Here is how I value a kit, priority wise: Accuracy, shape and detail, engineering, and then price. The other things don't come into play here because I build what I like, the way I like, with whatever I choose to add for extras at the time.

—Dave Schmidt

I look for fineness of detail and fidelity to the original, and I'm willing to pay extra for it. With computer-assisted design and mold-cutting, that should be the standard. I can't count the number of resin upgrades I've purchased because the original cockpits look like Gummi Bears, the radial engines look like melting ice cubes, and the like. I want to see the engineering of the original aircraft replicated in the model; and when I finish a cockpit, I want to be able to climb in and fly away in it. Unfortunately for my bank account, the Czechs have got my number, and quite a bit of my money, but on the whole, that's what this hobby is all about for me.

—Art Silen

I'd say that the aspects of a model kit that catch my interest initially are subject, scale, and kit manufacturer. The subjects I like are aircraft, military vehicles, and some ships. With respect to manufacturers I like Hasegawa, Tamiya, Monogram/Revell, Accurate Miniatures, Eduard, and the rest of the usual suspects. I'm not too interested in the short-run kits, maybe because the inherent quality that I value above most anything else is a kit that fits well. I really don't like filling and sanding. Good detail in the cockpit is probably next on the list. (Monogram set a standard for that in 1/48 that Tamiya and Hasegawa still haven't caught up with.)

The treatment of the surface details is also rather important to me. I prefer recessed panel lines (as do most of us), but am actually almost as happy with the delicate raised panel lines that were the norm for Monogram kits up to sometime in the 90s. I absolutely despise the recessed rivets that Trumpeter kits feature, along with some of the current Hobbycraft and older Academy and DML kits and the Hasegawa 1/48 F-104s). I think they're atrocities because they bear no resemblance to a real aircraft surface. Plus, in the case of many WW2 and earlier aircraft, raised rivets are actually MORE accurate!

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Question of the Month (concluded)

Accuracy is important, but how can we really judge it? Usually our impressions are based on something someone else has written, and who can tell how correct that person is? So, I guess I go more for general similarity to the real object. For example, I believed Bill Koster when he told me that the Monogram Mosquito's vertical fin is too tall and that the cowling on the Monogram A-1H Skyraider is too small in diameter. But I don't really care when I look at them on my shelf. When contours are so far wrong that they're obvious even to the naked eye, however, I do start to devalue the kit. Still, it seems every single kit that comes out these days comes with a list of details someone says are wrong, so it has to be pretty egregious for me to get turned off anymore (like the cowlings on the Academy B-17's and Hobbycraft F8Fs).

Another feature I always used to like is alternative versions of an aircraft in the same kit. You don't see much of that anymore.

I like aircraft that carried a good variety of color schemes, but I don't care much at all about the markings options that come with a kit since kit decals aren't usually that good (or downright unusable, as in the case of Monogram decals of the 80s and 90s). I also like the idea of building models that are in color schemes that aren't automatically the same as on kits built by thousands (hundreds?) of other people.

Price? Well, of course. I have many lifetimes worth of unbuilt kits in the basement, so I very rarely buy more than one example of any new kit at or near retail anymore. I do like to get some of the new release kits that are new molds and presumably better than what was available previously. I'm looking forward to the Hasegawa 1/72 B-24D, for example. But for \$70 I guess I won't be buying very many of those. I start feeling interested when the asking price is down to 60% of retail. At 50% and below my interest really starts to pick up on the stuff I like.

The only kit I feel any nostalgia for is the old Monogram PA-56 Airpower kit with the 1950s vintage USAF aircraft. I really wish Revell would re-release that one. I wonder if the molds even exist anymore.

—Jim Qualey

First off, I want to thank all of you who sent such interesting and well thought out responses to this month's question. I hope everyone will have taken the time to read them! If you've made it this far, I guess you have. With the benefit of all the other responders' thoughts, here's my two cents worth.

I think the question can be broken down into three areas: how a kit appeals to me enough to buy it, what it's like to build, and how it looks after it's finished. Scale, subject, reputation (via reviews) and price, in that order, are generally what determine whether or not I buy a kit. I'm almost certain NOT to buy a 1/32 aircraft kit, for example (although I may need to rethink that with the number of good new kits in that scale). If I strongly want a model of a particular subject, but all the reviews say it's a pain to build, I may buy it anyway, but more often I won't. In choosing between two kits of the same subject, I'm willing to spend more money for the kit that's been more favorably reviewed, but only within reason and if it's a subject I really want.

In the building phase, to paraphrase Bart (above), I value a kit that's interesting to assemble, but that doesn't have any unpleasant surprises. I've never encountered a kit that didn't require some effort to hide the seams, but I don't value struggling with major gaps at wing-fuselage joints or uneven dihedral due to poor engineering. Speaking of engineering, I especially like when a kit has some complex assembly that actually works. For example, the ICM MiG-3's wing root fairing pieces look as if they'll never fit together, but they do.

Finally, after the kit is completed, I value detail and accuracy—at least in appearance. By that I mean a model with a pleasing amount of detail (even if a few panels are misplaced) that looks right (even if the wing chord is a few scale inches off). I really don't care if wheel well detail is missing or inaccurate: once the model is finished, it will hardly ever be seen anyway (unless it's in a contest, in which case the stakes change somewhat). As long as the model has no glaring shape issues, that's good enough for me. My eyes will be drawn rather to the paint job, the markings, and the small details.

—Pip Moss

IPMS Region 1 Update (continued)

those trumpets! Same thing for Person of the Year: I know there are many who deserve this honor, and they're just waiting for you to nominate them. Don't disappoint your friends—act now!

During a recent discussion I had with Dick Montgomery, DLC, it was noted that there are a number of chapters that list members of other chapters on their fact sheet. In order to keep an accurate record of which IPMS member claims the chapter they see as "home," I've been asked to pass the following along. A member may belong to more than one chapter, but may only list on as home. In other words, a member should only be listed on one, their home chapter's, fact sheet. I'll be cross-referencing the fact sheets of all Region 1 chapters in the next few weeks, and will be contacting each chapter that has these issues in order to get them straightened out for the correct information. When I find issues, I'll be sending a corrected fact sheet with the effected members highlighted for

removal or confirmation of home chapter status

One other thing relating to the fact sheets, event approval, or related issues is that all fact sheet corrections, additions, or whatever MUST be sent to the RC (that would be me) before sending anything to DLC Dick. He will not act on any request that does not come through the RC. 'Nuff said.

With all that out of the way, it's nearly time for racin'! The Daytona 500 is tomorrow, and I placed a few bets on it while in Vegas last month. I know it's crazy to bet on car racing, but when in Vegas... We had a great trip, saw our kids, met our son's future in-laws, and actually won money at a casino. Life is good!

Semper Fi

—Doug Hamilton, RC-1