



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



June 2009

Meeting Info

The next Patriot Chapter meeting will take place on Friday, June 5, 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 June meeting will be a build session with a business meeting, Show- and-Tell, and a raffle.



Two views of the shocking pink 1/25 scale 2005 Corvette built by junior modeler Grace Lassila. Grace air-brushed the body herself using Model Master acrylics. The decals were homemade on Dad's computer.

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Minutes from the May Meeting

Well, actually not. We had a meeting, but we don't have minutes this time around. There was, in any event, very little if anything in the way of business agenda. I do remember that we spent some time discussing the small attendance and what earthshaking announcements we could run in the newsletter to fool the no-shows. I don't remember any of the specific ideas, so everyone's blood pressure (hopefully) is safe. We had a small Show and Tell and raffle before the meeting ended. It was a pleasant evening.

On another note, since I've got the floor and plenty of blank space, I'd like to get something off my chest. I have been feeling increasingly frustrated by the reluctance of a significant number of members to having any of their models included in the September exhibition at the National Heritage Museum. I see this exhibit as an unprecedented opportunity (and one which will probably not come again) to have the handiwork of our members seen and appreciated by people outside the modeling community.

If you haven't ever been there, the NHM is a beautiful, modern building with many attractive facilities. The staff is enthusiastic about having us and has given us an entire room (at least 400 square feet with good lighting). There's the potential for a really stunning display.

I know that some members don't want to lend their models because they don't want to commit themselves to any time man-

ning the exhibit. There is NO such commitment stated or implied. If members are worried about the safety of their models, I can only say that there will be people on duty at all times (even if it's only Robert Butler and myself). I doubt that there's as much probability of damage as there would be at a club show/contest, where there are bigger crowds at close quarters, and models are handled in the judging.

That's not to say that there won't be any risk at all, or that we don't want/need members to help man the event. The more people who are willing to share their time and their love of our hobby, the more we'll be able to help the general public understand what it is we do and why. First and foremost, however, we can't have an exhibition if there's nothing to show. Please don't let your inability or disinclination to be there in person keep you from allowing your work to be seen. Please help us make this a representative, inclusive exhibition!

—Pip Moss, Editor

Show and Tell

Tony D'Anjou 1/35 Dodge ¾-Ton Ambulance (Peerless)
Grace Lassila..... 1/25 2005 Corvette (Revell)
Pip Moss..... 1/48 P-400 Airacobra (Eduard)
John Walker..... 1/35 Cruiser Tank A34 Comet (Bronco)

IPMS Region 1 Update

Hi everyone.

I'm back from a much needed vacation in Florida. We had a good time searching for some real estate, visiting with family, and a Mouse! We spent a week at a Disney resort visiting the parks, laying by the pool, and generally relaxing. My trip caused me to miss Noreastcon for the first time in many years, and contrary to popular belief, I did think of everyone while I was poolside. (It was a brief thought, but a thought nonetheless!) I apologize for my absence and would like to thank Doc Wiseman for filling in for me.

From all accounts Noreastcon was another well-run event. I offer my congratulations to Event Chair Bob Collignon and the rest of the BuffCon Boyz on a fine effort. Bob passed along some of the statistics for this year's show, and they look like this: over 400 models on the tables, 50 vendor tables, and only two categories with no models. The banquet had 80 people, with a majority wearing Hawaiian shirts! The quality of the models on the tables were very high, and Bob reports they had 100% sponsorship!

The major Regional awards went to IPMS Niagara Frontier for Chapter of the Year. The 2008 Person of the Year was awarded posthumously to Niagara Frontier Past President Mike Miodanski, with his widow Katie accepting the award. The Noreastcon Cup was held for another year by IPMS Northeast New York.

The one down side I heard of was a lack of support from chapters in the eastern end of the region. I believe this was due to the event being in the extreme western end of our region. I hope this trend doesn't continue, as this event is for the benefit of all

chapters in the region. It behooves all of us to support this event, even if it's only with a sponsorship.

As was announced at the show, the 2010 edition of Noreastcon will be held on Long Island and will be hosted by IPMS Long Island. Show Chair Bob DeMaio has been working very hard with his staff to put together an event a little different from what we've seen in the past. It's being held in an Air Museum and will have local non-attached hotels for lodging. The banquet will be held at a restaurant that features a WWII airfield theme. I applaud Bob and his crew for thinking outside the box in wanting to host, and finding a way that will be affordable. Long Island is notorious for very high prices, which would have been a deal breaker, but these guys found a way to make it happen. This will be a very cool event, and I'm looking forward to it. And yes, I'll be there!

Recently, I was asked to provide a nomination from Region 1 for the 2008 IPMS Web Masters of the Year. As most of you know, I check all Region 1 websites from time to time to keep abreast of what's going on. Based on my surfing, I chose to nominate Bob Magina of IPMS Bay Colony

<http://www.ipmsbaycolony.com/mambo/index.php>

for his continued efforts in maintaining this chapter's web site. Bob maintains this site in a very professional manner with good content, a members forum, and all the goings on at Bay Colony. Bravo Zulu Bob, and good luck vying for the National honors!

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Show and Tell Gallery

John Walker's 1/35 scale Cruiser Tank A34 Comet, built OOB with the addition of a mantlet cover made from masking tape. John used a mix of Tamiya paints and weathered the model with an oil wash, MMP powders, and pastels. The markings are for 3 RTR, 29th Armoured Brigade, 11th Armoured Division.



Pip Moss's 1/48 scale P-40, built OOB with the addition of a resin seat from Ultracast. The cockpit and strut color of these early Airacobras apparently was Bronze Green, replicated using Model Master 34092 darkened with black and given a semi-gloss finish. Export colors, produced by DuPont, were close to Tan 30219, Green 30496, and Aircraft Gray 36473, all of which are available in the Model Master line. The upper camouflage colors were faded with lightened versions, and the whole plane was dirtied up with dark washes and pastels. Markings, from the kit's excellent decals, supplemented with roundels from a Two Bobs sheet, are for the 67th FS, 347th FG, based at Henderson Field, Guadalcanal in early 1942.

Tony D'Anjou's 1/35 scale Dodge ambulance, built OOB, painted with Model Master enamels, and weathered with a little dust and dirt.



Adventures in Plastic Surgery: SAAB 17A

by Ora Lassila,
Patriot Chapter



The SAAB 17 was originally designed as a light bomber and reconnaissance aircraft. Its design was started in 1937, and the first prototype flew in 1940. It was the first “own” design of the new company named Svenska Aeroplan Aktiebolag (= Swedish Aircraft, Inc., SAAB for short). Over 300 aircraft served in the Royal Swedish Air Force, and later the Imperial Ethiopian Air Force acquired 47 aircraft. In the 1950s several Swedish aircraft were transitioned to target-towing duty. The Swedish military “outsourced” this function to a private company Svenska Flygtjänst (Swedish Flight Service); two of those target tugs (of the 17A variant) were eventually sold to Finland where they served in 1959–1961. Characteristic of the SAAB 17 are its large streamlined landing gear doors, which also functioned as dive brakes!



Marivox has produced a decent 1/72 scale kit of the SAAB 17, accurate with respect to shape and dimensions, at least according to the plans in [Andersson 1997, Keskinen 1972, Karlström 1986]. The kit is “over-engineered” in the sense that it allows one to build any version of the SAAB 17 (three engine/cowling choices, land-

ing gear choices of wheels, skis or floats, equipment for bomber or target tug). Parts fit well, except that I had to use fair amount of putty to fill the seam between the fuselage and the wings. Surface detail on all major parts is very subtle (engraved lines, etc.).

Cockpit details are good enough given the style of canopy and how much is visible through it. The canopy itself is fairly thin and after a dip in Future floor wax turned out to be very good; it also fits very well. I masked and painted it in stages: first the latitudinal frames, then the longitudinal ones, airbrushing several coats at each stage. This turned out to be easier than cutting little rectangles from masking tape.

The under-fuselage target towing equipment was not usable so I scratch-built those items (the actual winch cable “outlet” as well as the guard rail in front of the tail-wheel). The wind-driven winch equipment on the right hand side of the canopy was usable, except that the rotor itself was a bit too crude; I had to thin the blades somewhat. Note that images in [Laukkanen 2008] show the rotor to actually be a bit crude in the real aircraft.

Other details that had to be added or replaced were tail-wheel doors, certain struts in the main landing gear, a whip antenna in the tail, and the antenna wire between the tail and the mast on top of the canopy (I used monofilament fishing line). I also added navigation lights on top of the rear fuselage and in front of the tail-wheel using small drops of superglue; the wingtip navigation lights were fine and merely needed some paint.

The Finnish Air Force color scheme is a good match with Model Master Insignia Yellow. The flat enamel variety of this paint covers very poorly, and many, many coats were needed. I had to mix my own version of the brownish-reddish color that was used for the chevron in the tail (a symbol for target tugs) and the front fuselage anti-glare panel—note that [Keskinen 1996] gives the FS 595 numbers for this and the yellow.

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Aircraft Build Report (continued)

For masking large areas (like when painting the anti-glare panel and the tail chevron), I placed the model in a zip-loc bag, cut the bag to expose some parts of the plane, and taped the edges with masking tape. This technique worked well and saved lots of time (and masking tape).

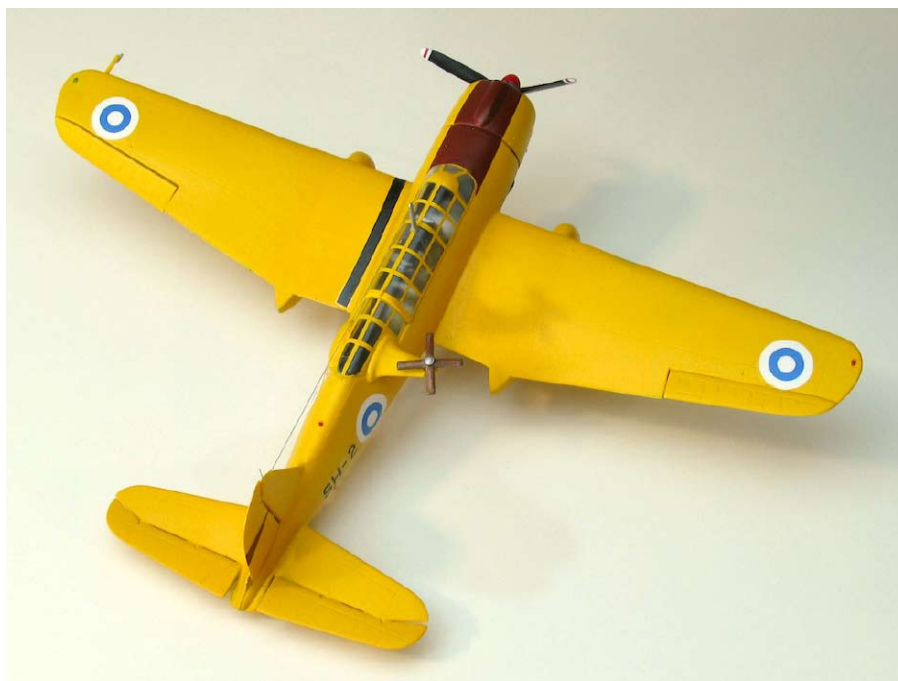


I used the decals from the kit's huge decal sheet which provides numerous Swedish (military and civilian) markings, as well as Danish, Finnish, Austrian and Ethiopian markings. Decals are very accurate although a bit on the thick side. The decal sheet gives a tail number for the Finnish "SH-1", but since I wanted to build "SH-2" I took the "2" from an old Tally-Ho sheet of Finnish Air Force markings. The black anti-slip material on the wing came from the Eagle Strike P-39 decal sheet. Also, the red stripes on the white tips of the propeller blades came from some old scrap decal sheet. Future floor wax and Testors Glosscoat were used for the final finish.

Note that Jyrki Laukkanen's new book on the IL-28 in Finnish Air Force service [Laukkanen 2008] also describes earlier target tugs used in Finland, and contains some absolutely terrific pictures of the SAAB 17s, some even in color.

Some References

- Svenskt militärflyg - Propellerepoken (Andersson); Allt om Hobby 1992
- SAAB Aircraft since 1937 (Andersson); Putnam 1997
- SAAB Aircraft (James); Archive Photographs Series; Chalford Publishing 1997
- Svenska Flygvapnets Bomb-, Attack- och Torpedflygplan 1926-1986 (Karlström); Flygplansritningar 3; Allt om Hobby 1986
- Flygplan och helikoptrar i svensk offentlig tjänst (Karlström); Flygplansritningar 7; Allt om Hobby 1994
- Suomen Ilmavoimien lentokoneet 1939-72 (Keskinen et al); 1972
- Suomen Ilmavoimien maalaukset ja merkinnät (Keskinen et al); Apali 1996
- Iljushin Il-28 in Finnish Air Force (Laukkanen); Suomen Ilmavoimien lentokoneet 4; Apali 2008
- Aeroplane Monthly July 1996, December 1997
- Air Enthusiast #33, #119
- Flying Review November 1967



What is the finest kit you've ever built, and what made it so?

Well, I only have about a half dozen or so kits under my belt since I've gotten back into the hobby, so for me it's a narrow field. All the kits I've built have room for improvement in one area or another but I'd have to go with the 1/48 scale Revell a.k.a. Hasegawa Hs. 129B-2 kit. The detail is definitely good enough for a straight OOB build. But what makes this kit special is the fit and engineering. This is one of those kits that a modeler (more experienced than I) could build up without using a drop of filler and leave it completely unpainted and it would still look perfect and awesome. The contoured engine nacelles, fuselage halves and wing roots all fit perfectly (before I messed them up), the cockpit has plenty of nice detail, and the kit was a joy to build. The decals were garbage (Revell) and I should never have used them, but, oh well ... I'm still happy with the way it came out!

The finest looking-in-the-box kit in my stash has to be the Hasegawa 1/48 F-14A. There's nothing like (what seems to be) 10 pounds of plastic waiting to be assembled, calling your name... "Timmmmmm ... build me!"

—**Tim Browning**

I understand that "finest" is a relative term, but looking at my shelf of finished models, it is really hard to say that any one of the kits involved is worthy of even mention in this type of comparison. Sure, one of them is "finer" than all the others there, but overall they were all pretty bad or mediocre at best. Expanding to kits I have under construction at the moment, the situation is a bit better, and I have to choose Fine Molds' 1/72 Messerschmitt Bf 109G-2 (or G-6, I have both), truly a fine execution of the subject that has been covered so many times. We have come a long, long way from the old Airfix Bf 109G-6, which used to be pretty much the only game in town, but surely only very slightly resembled its real counterpart.

—**Ora Lassila**

The finest kit I have built to date is the Tamiya 1/35 scale Radio Controlled Tiger I. This is a complicated model, with all the RC gear squeezed into the hull of what was a pretty nice 1/35 scale Tiger kit to begin with. The engineering on the kit is superb—everything fit just perfectly, and it all worked as designed. A real plus is that all of this was done with minimal changes to the original static version of the kit. I've got the new 1/35 RC Sherman in the stash- I'm looking forward to starting that one soon.

Second place would go to the 1/48 Tamiya Swordfish. Engineering and fit was typical Tamiya quality, and the optional photo-etched rigging set made it very easy to rig. It is the easiest biplane I have ever assembled, and I have done a lot of biplanes!

—**Bill Michaels**

It's a little risky to make this kind of a judgment call on a model that one hasn't yet finished, but I'm blown away by the Tamiya 1/48 P-47M that's currently $\frac{3}{4}$ assembled on my workbench. I've never encountered a kit so well engineered, and the cockpit is so well

detailed that I wasn't even tempted to add anything to it beyond the obligatory Ultracast seat. (Tamiya has a seatbelt on the decal sheet, but I have a hard time making them look right.) Unlike a typical Hasegawa kit, the modular inserts for the machine guns and dorsal rear fuselage actually fit, and the wing-fuselage connection, with its integral spars and wheel bays without a seam through the middle, is downright ingenious. The kit contains three different props, two different engines, and four different rear fuselage options (three with fin fillets and one without), so any M or bubble-top B can be built from this one kit. It has so far been a completely enjoyable project, and I look forward to completing it.

—**Pip Moss**

Identifying the finest kit I've ever built is a tough call. The question segues into the questions of how well I built it, and whether it lent itself to being the kind of canvas on which I could add my own personal touch. Based on that criteria, I would have to say that the Heller Hawker Tempest V that I built in the mid-1980s was the best for my purpose at that time. Based on Arthur L. Bentley's MAP Plans, the model was spot on. I was able to cut away engine and fuselage panels and thin the plastic down to about .007, thin enough to be transparent. Using modest hand tools, I was able to scratchbuild the Napier Sabre V engine, radiator, forward coolant tank, oil and fuel tanks, cannon and ammunition trays, etc., and all the frames and stringers in the port wing, fuselage and empennage, lightening holes and all. The model took first place at the British IPMS Nationals in November, 1987, and won several other first place awards in Europe and Israel. At the IPMS Nats in Sacramento in 1986, it took a second place. Go figure. Aside from raised panel lines, it was everything I could want in a model. Everything lined up, it sat right, and the detail was smooth and subtle. Nowadays, that kit would be chock full of resin or photo etch, and I'd be forever wondering whether everything would fit correctly.

Contrast that kit with the Hasegawa Bf 109G-10 that I built with kit-bashed parts taken from the Heller Bf 109K, and the Aires upgrade kit. The Hasegawa plastic was hard to work, cracking and splintering along the firewall panels, the VDM propeller blades were too long, the landing gear struts were spindly, the horizontal tail had exaggerated ribbing, and the fuselage had serious contour problems. The Aires detail was nice, but I had major problems with fit. All in all, except for the engine detail (which I had to upgrade from a DB 605A to a DB 605D by scratchbuilding a larger supercharger compressor), it was a far less satisfying modeling experience.

Nowadays expectations are much higher, and my 1984-1987 effort would hardly make the cut, let alone win honors. Nevertheless, it was that kit that I used as my foundation, and even viewed from a quarter century away, it still ranks at the top of my list.

—**Art Silen**

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Question of the Month (continued)

In my humble opinion, the finest plastic model kit I ever built was a Hasegawa kit of the German WWII, IX/C submarine. Reasons: different parts came in different colors (e.g., the hull below the water line was the proper red and was a separate piece), all parts throughout the model were very precise and well molded and detailed, etc. It also had an optional, small, working motor, drive shaft and propeller which could be included to actually make the sub a working, miniature, floating, self-propelled watercraft. A small battery compartment with wires to the motor was provided for insertion into the lower hull (which, I believe, worked the motor using a single AAA battery). It was amazing. —Fred Surowiec

I will say the Monogram P-47D razorback. It's not the best model I ever built (we had that question before), but I'll say the finest kit for the following reasons. For its time it was the best P-47 kit around, and the first well-detailed, good-fitting kit I had built. I scratchbuilt the bomb and fuel tank sway braces, vacuformed a new fuel tank, used decals from one of the IPMS conventions from the late 80s, and did a little detail work in the already nice cockpit. It's also the first model I entered in competition (it took second place). It may not have the detail and engineering of a Tamiya P-47 kit, but it is still a very fine kit as far as I'm concerned.

—Dave Schmidt

Region 1 Update (continued)

As I mentioned in my last update, the process for selecting my successor is in the opening stages. I've heard from one or two fellows who have shown some interest, and want to repeat that if anyone is interested they should contact Dick Montgomery and let his intentions be known. Of course anyone can be nominate another person, but please check with that person before submitting his name. The process set up for replacing an RC has been made transparent and open so as to eliminate the perception of favoritism and the dreaded "Old Boy" network. The job of RC is very rewarding, and I've enjoyed my time as RC-1. If you're interested and have any questions, please feel free to contact either Dick or myself, and we'll answer them. And submit your nominations to Dick for consideration. All candidates will go through the vetting process which will determine the next RC.

As part of the election process this year, there's an amendment to the C&BL that is up for vote. It concerns foreign nationals and their IPMS membership status. The polls are open on the IPMS

web site, and I encourage every IPMS member to vote! It's quick and easy, and most importantly, painless. Also, please remember to vote in the official election, which will go on line shortly. Here's your chance to have a voice in the Society and how it operates. As a way to get to know the candidates better, there's a special section on the IPMS Forum that allows a member to ask questions directly to the candidates. This is the first time this has been offered, and so far it's well received. There are guidelines involved, which are also in this section of the forum. Check it out, and don't miss your opportunity to really get involved with the election process. And like I said when talking about the pending amendment, VOTE!

With all that said, I'll close this with the usual, please pass this along to the officers and members of your chapter! Until next time.

Semper Fi.

—Doug Hamilton, RC-1

Upcoming Events

- August 19–22.....**IPMS Nationals**, Columbus, OH. <http://www.ipmsusa2009.org>
- September 20.....**RoCon**, IPMS Rochester, Radisson Inn, 175 Jefferson Road, Rochester, NY. <http://www.ipmsrochester.org>
- September 26.....**AMPS East**, IPMS Northeast Military Modelers Association, Danbury, CT. docf225@msn.com
- October 4.....**IPMS Stratford Annual Show**, Knights of Columbus, Bridgeport Avenue, Milford, CT. <http://www.ipmsstratford.org>
- October 16–17.....**JerseyCon (Region 2 Regional)**, NJIPMS, Runnemede, NJ. <http://www.njipms.org>
- October 18.....**GraniteCom**, IPMS Granite State, Nashua, NH. <http://home.comcast.net/~vf17/>
- October 18.....**Syrcon**, IPMS Syracuse, Syracuse, NY. www.ipmssyracuse.org
- October 24.....**HVHMG 2009**, IPMS Mid Hudson, Elks Lodge, Overrocker Road, Poughkeepsie, NY.
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