



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



August 2009

Meeting Info

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



Here's another pleasing WWI fighter build from Bill Michaels. It's a Sopwith Triplane in 1/72 scale from a recent re-release of Revell's 1965 moldings. Bill built it OOB, painted it with Polly Scale acrylics, and rigged it with invisible mending thread. The kit markings are for RNAS "Black Flight."

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Minutes from the July Meeting

CHAPTER President Kurt Kunze called the meeting to order at 8:40 PM. Seventeen members and guests were present.

Kurt mentioned that the post of IPMS Region 1 Coordinator is opening up, and asked if any of the club members were interested in seeking the position. Although no one stepped forward at the meeting, Kurt said he would put anyone seeking the position in touch with Doug Hamilton (the current regional coordinator).

Pip Moss announced that he'll be soliciting modeling tips for the newsletter's next Question of the Month.

Robert Butler gave a brief update on the planned exhibit in Lexington in September, and also provided some updates on new developments in Badger airbrushes.

Mike Hirsch passed along a suggestion for helping to keep paints stirred up. He brought in a jar full of steel BBs, and recommended putting a couple in a paint jar as a mixing aid.

Rick Lippincott announced that Squadron publications are expanding, in part due to changes in the publication process. Previously, books in the "In Action" series had come in either 50 or 58 pages, but the new books will be in page numbers divisible by eight. The new books will run in sizes at least up to 64 pages.

After the business portion was concluded, Kurt transitioned the meeting into Show and Tell. Following Show and Tell there was a brief break, which was in turn followed by the raffle. After the raffle, the meeting broke up for the night.

—Rick Lippincott, Secretary

Show and Tell

Tony D'Anjou Lego "Propeller Power" (Lego)
Rick Lippincott 1/96 Apollo Saturn V (Revell)
1/96 Apollo Soyuz ASTP (Rebell)
Bill Michaels 1/48 Ju 87B Stuka (Revell/Ger.)
1/72 Sopwith Triplane (Revell)
Pip Moss 1/48 F4U-1 (Tamiya)
John Walker 1/35 10.5 cm auf GWB-2 (Tamiya/scratch)

Special Notice

I am cleaning out the stash and will have a box of older kits for sale at clearance prices at the August meeting—primarily 1/72 WW2 stuff and 1/35 armor. Nothing over \$5.

—Bill Michaels

IPMS Region 1 Update

Hi and howdy everyone!

Next on deck are the IPMS Nationals, this year to be held in Columbus Ohio. It should be a great event, and I'm looking forward to being there. I hope to see a lot of Region 1 types wandering around, and if you get out there, please stop me to say "hey!" My counterpart from Region 12, Tim Darrah, will be heading up the model room photography this year. This is a daunting task considering the number of models that usually hit the tables, and Tim has put out a call for volunteers to assist. If you'd like to help Tim take pictures, contact him at ipmsusar12rc@earthlink.net. I know he'd appreciate the help.

The IPMS elections continue. Please get your vote in. Ballots can be cast either on the web site, or via paper ballot that was contained in the last Journal issue. I can't stress how important it is for all IPMS members to vote. I won't use this space to campaign for any specific candidates, but will use it to urge everyone to vote.

At this writing we have three very worthy candidates to fill my RC-1 slot when I step up into the DLC position at the first of

the new year. We'll get the selection process cranked up right after Columbus Day, identify the next RC, and start getting him trained to take over so as to ensure a smooth transition. All three gentlemen are high quality individuals, and any of the three would make a dynamite RC I would be pleased to work with. There's still time if anyone else would like to be considered, so get your name in soon. I'll announce all candidates after the nomination process closes and we enter into the next phase, which would be the payoff and bribery section of the process. As I mentioned in my last update, Dick can't be bought, but I can! (Just kidding—neither of us can be bought, rented maybe, but never bought!) ;-))

I'll keep this short and end with a reminder that the Region 2 Regional is coming in October. <http://www.njipms.org>. Hotel rooms are going fast, and I don't have to worry about that because I have mine in the bag! Enjoy the rest of your weekends, and we'll continue this as more new info becomes available!

Semper Fi

—Doug Hamilton, RC-1

Show and Tell Gallery

Bill Michaels' 1/48 scale Ju 87B-2 Stuka from the Revell/Germany rebox of the Hasegawa kit, built OOB and painted with Polly Scale acrylics. The markings are for a plane piloted by Lt. Hubert Pözl of 6/StG 2 Immelman, Libya 1942.



John Walker's 1/35 scale 10.5 cm LeFH 18/3 auf Geschützwagen B-2. For more pictures and description, see Page 5.

Tony D'Anjou's "Propeller Power," a Lego kit that he completed during the July meeting.



Show and Tell Gallery (continued)



Rick Lippincott's 1/96 scale Apollo Saturn V, built OOB with the addition of some small bits of aluminum foil on the lunar module. Weathering was provided by 40 years of sunlight. Rick adds, "This kit was a Christmas present in 1968, when I was 13 years old. I built it in time for Apollo 11, July 1969. I'm currently restoring it. With luck, I'll have it done in time for the 50th anniversary of Apollo 11."

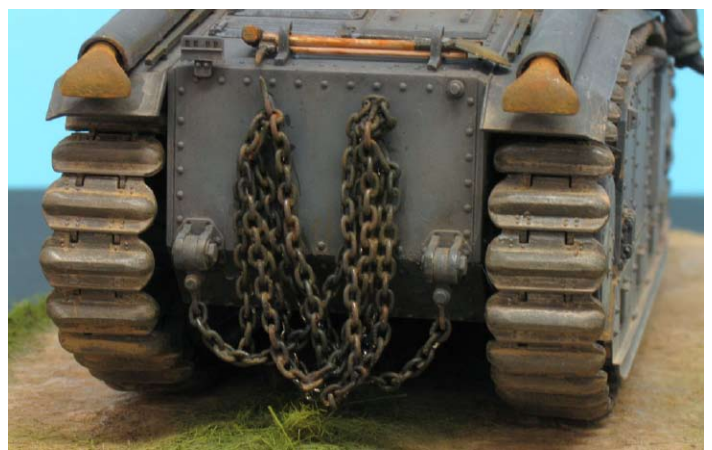
Pip Moss's 1/48 scale F4U-1 Corsair. The excellent Tamiya kit was modified by the addition of resin cast exhausts, pilot seat and retracted flaps from Ultracast. The sliding canopy piece, which fitted poorly in the open position, was replaced by a Squadron vacuform. The pilot's headrest was removed, and the entire cockpit was painted black, in keeping with surviving "birdcage" Corsairs. National insignia decals came from an old SuperScale sheet; the remaining markings came from the Aeromaster Naval Aces special set. The model depicts the mount of Lt. Kenneth Walsh, VMA 124, based at Munda Airfield in New Georgia (Solomon Islands), August 1943.



John Walker's GW B-2

The Wehrmacht made extensive use of French armored vehicles captured early in the war. One example was the 10.5 cm leFH 18/3 auf Geschützwagen B-2, a self-propelled gun employing the French Char B tank (Renault). Sixteen of the conversions were produced by Rheinmetall-Borsig in 1942 and initially issued to units in Germany.

John Walker created this striking model by mating the hull from a Tamiya Char B kit with the gun from a Tamiya Wespe kit. The project involved a lot of scratchbuilding: modifying the hull, constructing the superstructure, blanking off the hull gun, and fabricating jacks, radio and shell rack. The basic camouflage color is Tamiya German Gray XF63; weathering consists of post-shading, oil washes, MMP powders and pastels. The battery markings (C) are from MicroScale; the crosses came from the spares box. Markings are for the 26th Panzer Division prior to May 1943; after that (maybe) the 90th Panzer Grenadier Division on Sardinia.



Please send us one (or two) of your favorite modeling tips.

1. I have a glazed, white ceramic tile normally used for kitchen and bathroom walls and floors. It comes in very handy for modeling. I use it to lay out masking tape and cut it to the sizes and shapes I need; mix paint on it for brush painting; it's a nice, hard, flat surface good for bending photo-etch; you can lay just-painted parts on it without smearing the paint off of them; etc. A shot of Windex and a razor blade makes the tile clean as new.

2. I love the ball point 'clicky' pens with four colors in one—black, blue, green and red. As an electrician they're very handy for marking up blueprints and schematics, and for modeling they're great for marking up kit instructions. I use green to write in the paint colors for the parts, blue to remind myself that there's an aftermarket part needed on a certain step, red as a reminder that I'll need to go back and do something I skipped, etc. It's a real life saver!
—**Tim Browning**

1. Those of us with limited skills should pay close attention to the more talented modelers' descriptions of their techniques during the Show and Tell segments of our meetings.

2. I have very restricted work space, so I now use the small Tamiya Work Stand that has an adjustable overhead arm equipped with an LED lamp and 2X acrylic magnifier. It's quite portable and has storage space for paint and glue. Available from MicroMark.
—**Bob Hale**

When painting, it is always important to have the paint well mixed. I have 2 suggestions. If I know what I will be using at the end of the day, I put the jars in my pockets, and after a day of normal walking the stuff is very well homogenized. I also got a jar of copper-clad steel BBs from a sporting goods department. I put a few in each jar, and it really helps the mixing process.
—**Mike Hirsch**

Recently, I have learned better techniques for dealing with canopies:

1. It is actually possible to do some "surgery" on canopies (corrections, etc.). After cutting, etc., I use first the finest grit Squadron sanding stick (the red one) with lots of water, and finally 12,000 grit wet sanding paper (it really is more like "sanding cloth"). It polishes the canopy to the point that when dipped in Future floor wax you get a perfectly clear result.

2. When attaching canopies, after gluing them in place I often have to fill the seam between the canopy and the fuselage. I realized that it is perfectly possible to use (say) the Tamiya masking tape to protect the canopy and most of the fuselage before applying putty. That way you get the putty only into the seam and nowhere else. Sanding as above.

I am no longer afraid of canopies!
—**Ora Lassila**

1. I keep a roll of electrical tape on my workbench. I hardly use the tape at all, but it makes a great holder for open bottles of paint. The relatively heavy roll of tape makes for a very stable paint bottle holder. I haven't knocked over an open bottle of paint in years!

2. A cordless screwdriver with a keyless chuck makes a great lightweight, low speed drill for plastic models. (It's easy to spin a drill bit fast enough to melt plastic with a regular drill.)
—**Bill Michaels**

1. Kits and reference material: I have plenty, but I've taken to combining the two to save some time. When I come across a pertinent review, an interesting photo or color plate, I've taken to putting the material right in the box with the subject. That way, when it comes off the Shelves of Doom, my interest and intention are both reignited. If it's a copy, it can share space on the work table without me fretting about paint overspray.

2. Nitrile gloves: These are tougher than latex, easier on and off, and—if you hunt around—available in different sizes, not just "one size fits some." Whether spraying, or cleaning the airbrush, these are indispensable.
—**George Morrison**

Here's the latest installment of the continuing saga of my search for a satisfactory replacement for Polly Scale Clear Flat, which I consider no longer a workable product. I had tried MicroScale Flat straight up and found that while there was no problem with white fogging, it wasn't flat enough for my taste. I then tried again with Tamiya Flat Base in Future, but got way too much fogging in my attempt to achieve flatness. Then inspiration struck: try Tamiya Flat Base in MicroScale Flat. Since the MicroScale was reasonably flat to begin with, only a small amount of TFB was needed to make it flatter. The result is, to my eyes, very satisfactory—flat, but not powdery.
—**Pip Moss**

My favorite modeling tips revolve around the "6 Ps:" Planning, Preparation, Procedure, Patience, Polish and Perseverence.

Planning: Make a plan about what you want to do, and how you want to do it. Some kits you'll want to do just enough to build to your (subjective) standard of acceptability; others you may want to go whole hog on. If you're into competition, make sure that the model you're building will have a uniform level of detail all the way around; judges notice when a model is fussy with cockpit detail and virtually blank canvas everywhere else.

Preparation: Do you have what you'll need to do the job? That includes research material, markings, after-market stuff; you name it.

Procedure: Work out the sequential steps you'll need to go through to get the result you want. A good rule of thumb is to make lists of everything you might want to do during each discrete step before moving onto the next. Dry-fit everything, and do it again.

(continued on Page 7)

Question of the Month (continued)

On several occasions I incorrectly assumed that all those beautiful resin parts would fall together like a Chinese puzzle; not so! A lot of stuff, such as cabin enclosures on multi-engine aircraft must be built in, rather than glued on after the paint is dry. Assemble and dry-fit landing gear struts before you paint. Tracked and wheeled vehicles need to be test-fitted to their bases to ensure that there are no air gaps.

Patience: Some models are long term projects; others not so. Pushing the envelope to get the job done in time for the upcoming contest risks making mistakes. If you're getting tired and bored, put it away, and work on something else until you're ready to come back to the job with a fresh attitude. This is critical as a model nears completion. Unless you're heavy into scratchbuilding, basic assembly time is relatively short; proper finishing takes much longer, so plan to take a lot of breaks between finishing tasks, and break them down into smaller segments.

Polish: As they say, the devil is in the details, so make a point of getting the details right. Weathering should not be overdone, and

should be commensurate with the era and circumstance that a model depicts. Personal gear and equipment carried by vehicles should not draw attention to itself by seeming to defy gravity. Rope lines should droop appropriately, as should sand bags, haversacks, etc., so seal them with white glue so that they fade into the background. Blast residue from cannon and machine guns should be appropriate, and less is better. The same with engine exhaust and oil splatter. Unless an engine has blown a cylinder head, you won't see much of in the way of oil streaking. If you're thinking about doing muddy tracks on a vehicle, check out a construction site after hours and record what you see. I'm willing to bet that there will be less than you thought you might see.

Perseverance: All of the above require a personal commitment a high standard of accomplishment, but that accomplishment does not come immediately. Craftsmen undergo apprenticeships that may last years, until excellence becomes second nature. These are skills that may take years to learn well. I've been at it more than 60 years, and I'm still learning new stuff, every day.

—Art Silen

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.
Email docf225@msn.com
- November 1.....**Baycon 2009**, IPMS Bay Colony, Knights of Columbus Hall, 304 Highland Avenue South Attleboro, MA. Show information: Robert Magina thead@comcast.net, or www.ipmsbaycolony.com.