



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



November 2009

Meeting Info

The next Patriot Chapter meeting will take place on Friday, November 6, 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. As usual, it will be a build session with a business meeting and a raffle. One important agenda item will be the election of club officers for 2010. See the Minutes on Page 2 for the nominees' names. As you can see, there are a couple of contested positions, so come and cast your vote!



This eyecatcher is Bob Hale's 1/72 scale DeHavilland DH88 Comet, which ranked high on last month's list of the world's most beautiful aircraft. Bob made a new canopy to replace the kit canopy which was a thick, non-fitting affair, added balance weights to the rudder and elevators, removed the solid nose and scratchbuilt the nose landing light, added navigation lights, altered the cooling holes in the engine cowl, and altered the wheel wells. The model was painted with Polly Scale acrylics.

In This Issue

October Meeting Minutes	2
Show and Tell List	2
Item of Interest: Wingnut Wings Model List	2
Region I Special Note	2
Region I Update	3
Show and Tell Gallery	4
Question of the Month	5
Upcoming Events	6
Note/Ad from Bart Cusick	7
IPMS/USA Membership Form	7

Minutes from the October Meeting

CHAPTER President Kurt Kunze called the meeting to order at 7:50 p.m. About 15 members were present. Kurt presented a summary of events from the Fantastic Model Miniatures display last month, crediting Pip Moss and Bob Butler for all their hard work. Both Pip and Bob recounted some of the events from the weekend. By all indications the museum considered the event a success and may be interested in a future show.

Kurt announced that a local organization has developed firm plans to open an aviation museum at Hanscom Field. Kurt suggested that members may want to donate models to the museum, if Patriot Chapter can make arrangements with the museum staff. Rick Lippincott claimed to know someone involved in the museum and offered to get more information by next meeting.

Bill Michaels announced that the club has come into possession of a large number of kits, due to the passing of former Patriot member Jim Burke. Plans are underway to gather and sort the kit for an auction in March 2010. [In the meantime, most of the kits were sold at GraniteCon. More on this at the meeting. —ed.]

Kurt discussed an idea for a change to the monthly raffle. Instead of the traditional large pile assorted models (of which many seem never to get picked), we would have a smaller number of new models each month. Bill asked if the plan was financially viable, Kurt said it would require study. Although questions were raised by several members, in general the idea was greeted favorably. Some of the questions that were raised could not be answered, due to the absence of treasurer John Touloupis. Pip suggested that the club hold off on any further discussion until John is present to provide figures, and the matter was tabled.

Kurt opened the nominations for the 2010 club officers. The nominees are as follows:

Treasurer: John Touloupis

Secretary: Rick Lippincott

2nd VP: Mike O'Keefe

1st VP: Dave Schmidt, Bill Michaels

President: Bill Michaels, Dave Schmidt, Kurt Kunze

Nominations were then tabled. They will be reopened at the November meeting for any last additions, and the elections will be held during the November meeting.

Bob Butler gave a brief plug for the upcoming GraniteCon.

Kurt proposed a change to the rules for the annual "Build a Kit." In the past, there has been a rule that models brought in for the event could not be models that had won an award at a model show. John Walker reminded the club that the rule had been created when the club was paying for the kits, and was no longer an important issue. There was a motion to do away with the rule. The motion was seconded and passed unanimously.

Kurt ended the business portion of the meeting. There was a brief break, followed by Show and Tell and the monthly raffle. After the raffle, the meeting broke up for the night.

—Rick Lippincott, Secretary

Show and Tell

Tony D'Anjou 1/35 Command Car (Italeri)
Bob Hale 1/72 DeHavilland DH88 Comet (Airfix)
Rick Lippincott 1/350 USS New Jersey (Tamiya)

Item of Interest

Bill Michaels sent us this list of current and forthcoming 1/32 scale WW1 kits from Wingnut Wings, as posted on Europeanmodeller and the Aerodrome.

Available now:

32001 Junkers J.1
32002 LVG C.VI
32003 SE.5a Hisso
32004 Bristol F.2b Fighter

Available 2009

32009 Albatros D.V
32013 Sopwith Pup

Available 2010:

32005 Gotha G.IV
32006 Pfalz D.IIIa
32007 DH.9a
32010 Hansa Brandenburg W.29
32011 Fokker D.VII
32012 RE.8
32014 FE.2b
32022 Roland D.VIa
32028 DH.2

Available 2011:

32018 Fokker E.II/III (new announcement)
32019 Pfalz D.XII (new announcement)

Region 1 Note

We have two Region 1 updates this month; you can find them on Page 3. As you'll read, our outgoing regional coordinator, Doug Hamilton, has chosen his successor, who will take over the update duties after this month. I should like to take this opportunity to thank Doug publicly for the fine job he did during his tenure as RC-1. I know I speak for the club in praising his enthusiasm, his supportive attitude, and his consistently high level of communication with the local chapters for which he has been responsible. Doug, we wish you well in your new post, and we are grateful for everything you have done on our behalf.

—Pip Moss, Editor

IPMS Region 1 Updates

HOWDY folks!

We have a lot to cover this time, so sit down, strap in, and hold on! Lets get right to it.

First off, I'd like to announce that after much consideration, Doc Wiseman will be replacing me as RC-1 in the very near future. I'd also like to take this opportunity to thank Nick Fillipone and Al LaFleche for taking that huge step and also putting their names in the ring for consideration. We're extremely lucky to have had three outstanding gentlemen step up to take over this job. Any one of them would have been a good choice, and unfortunately only one could be chosen. I'll be meeting with Doc soon to map out exactly when he'll take over, and then all that will be left for me is to submit my resignation as RC as I wait to move into the DLC seat. That will probably be sooner rather than later!

Rechartering is now underway. Every chapter's Fact Sheet has been sent out to the appropriate chapter contact. If you haven't received yours, check with your chapter contact, and if they haven't gotten it, let me know and I'll resend it. Most chapters have already met the requirements for rechartering, and all that's really necessary would be to send in the \$20.00 rechartering fee to Dick. Don't forget, the deadline for getting everything done is 31 December. Check you fact sheets, if you have no major changes to report, send in your payment, and you'll be good to go!!

On a similar note, I have to report that the recently chartered Penobscot Valley group has left the IPMS family. They decided not to renew their charter and as such have been removed from the chapter roster. I'll say they were somewhat of a mystery in that they didn't communicate all that much with me. I wish them well, whatever they do.

As some of you know, there has been some controversy brewing on the IPMS discussion forum based on the GSB debate, and allowing that style of awarding and judging at regional events. Some Region 1 members have been quite active in those discussions. I received the following from DLC Dick Montgomery:

I have been directed by the President, Jack Kennedy, to share the following information with you.

“Effective immediately, including a retroactive approval for Regional Conventions already bid upon and awarded, the host chapter is free to use the judging system of their choice. The recent addendum prohibiting the training, presentation, or demonstration of a judging system other than the one being employed as the official system in the contest area before, during, or after the actual judging is also void.”

You may ask if the IPMS Regional Convention grant can be requested by clubs not using the 1st, 2nd, 3rd system and the answer is, of course, “yes.”

If you have any questions or comments please direct them to my attention via email. Thanks!

—Dick Montgomery, Director of Local Chapters

Back to me! I'm happy to see the E Board is responsive to the wishes of the membership in this matter. I support the action taken by the Board to remove these restrictions from the regional event process.

I know many chapters have been participating in the Hobbies for Heroes program where model kits, decals and other supplies have been sent to our troops stationed in Iraq, Afghanistan, and other far-off places in the world. Attached is a heartfelt thank you from one such group that has received some IPMS Care Packages of models and supplies. With the Christmas holidays approaching, let's all continue to support our troops and remember them with more stuff. If any of you have been away during the holidays you know how lonely it can be. Our troops can cope with the stresses of a forward deployment much easier if they have something to occupy themselves with, and models and supplies are by far, one of the best things we can do to show our support. Where to send your packages can be found on the IPMS web site. If you'd like to get something to them before the holidays, please remember to do so soon, it takes a little while to get stuff to them.

With all that said, I'll close this now. My next update will be my last as your RC and will let you know exactly when Doc will be taking over for me. In the meantime, model on!

Semper Fi

—Doug Hamilton, RC-1

HI everyone.

This update will be my last. As of 1 November I'll be standing down as RC, and Doc Wiseman will be assuming the position. I've enjoyed my time as your RC and will repeat that without the support of all Region 1 chapters my run wouldn't have been as pleasurable. It's the chapters and the people here that make this the best Region in IPMS, and I've been honored to serve you all for the past 8+ years.

I'll be turning this show over to Doc in the next few days and will ask you all to support him as you've supported me. Doc can be contacted at docf225@msn.com so direct all your emails to him starting 1 November. I'll be around to pass along any emails I get to him, and to help with the rechartering process.

I received a note from Bob DeMaio, chairman of the 2010 Noreastcon. Bob has been in constant contact with me going over plans for the show, and I'll tell you all here that Bob and his posse are working very hard putting together what will be an outstanding event. While a bit different that what we normally see in terms of facility use, I think this is thinking outside the box in a large way. And you didn't think I'd end my tenure as RC without one final hawking of sponsorships, did you? Please support the effort the Long Island guys are putting forth for us. Sponsor a category or two!

With that said, I'll close this by saying thank you to you all, and turn this over to Doc. Ladies and gentlemen, I present your next RC, Doc Wiseman ...

Semper Fi

—Doug Hamilton, RC-1 (for not much longer!)

Show and Tell Gallery

Tony D'Anjou's 1/35 scale Jeep command car, built OOB and painted with Model Master enamels. For weathering, Tony added some sand dusting and, in his words, "somehow managed to get a sun-faded paint job." He also made tire valve stems from wire.



Two shots of Rick Lippincott's 1/350 scale USS New Jersey. Rick built the Tamiya kit in 1985, just after it was first issued. The model is configured for the 1980s modernization and activation program. Markings match the 1984 Lebanon mission.



What are your views on weathering models?

I once took a flight from Seattle in a jet that had just been delivered from the nearby Boeing plant. The Captain described it as brand-new-just-out-of-the-box. That's pretty much what I've always striven for with my models: I'd rather own a new, shiny original, and I've always modeled that way. Since I'm now modeling mostly spacecraft and civilian planes, I don't get much chance to show battle damage, so my weathering is pretty limited.

That's not to say that I don't have a great deal of respect for a modeler who can turn out a realistically weathered model. Good weathering takes as much artistry as anything in the hobby, and I'm envious of anyone with the technique to pull it off successfully. I'll experiment with it as the circumstances demand, and I hope someday to be able to produce a Space Shuttle that looks like it's just landed, or maybe an Orion capsule just returned from the moon.

—Tom Babbitt

I was delighted when I first discovered Weathering. It was a wonderful, quick way to cover up many of my models' faults. Especially those from sticky fingers and brush marks.

I started off with models wherein I was expected to do most everything, even making balsa wood look like plastic. Then I graduated to filling seams and painting over perfectly finished plastic parts. Then to flat paints that covered up all the unwanted defects (?) of my gloss painting. A trick at the time was to add naphtha (Zippo/Ronson lighter fluid) to turn gloss to dull finish paint. Then we went to overspraying models back to gloss to eliminate the defects in applying decals to the flat paint, then to canned sprays and oversprays and hazy air-brush color demarcations ...

Though never seeing anything covered with rust or mud or filth etc. during my first 20 years on a military base, I did see much with glassy, in the rain-just washed-polished for inspection finish in my father's motor pool. (Hell, the GIs even painted the rocks gloss white and tires black.)

By the mid 60s model weathering was "in." I went the gamut from faking paint chips off leading edges of rather slow propeller models through burning silver on gun barrels, exhaust ABs and dirty water lines on seaplanes. Today I'm working on a very old (Allyn/Microscale, pre-anything too hard to see detailed) A-4D Skyray. I have regressed 50 years to trying like heck not to mar the beautiful, smooth, gloss plastic finish with gluey fingers to get that perfect topping like professional desk model look. Too bad the decals didn't live as long as the parts—the decals are really weathered and aged. Maybe I should use those decals that didn't disintegrate to make an aged and weathered model of a weathered model? I prefer oil pastels and shaved chalk to do much weathering now.

My best to all from sunny stockton, CA. —Bart Cusick

I'm mostly bored with it. Along with being bored with accentuated panel lines, preshading and all that sort of stuff. But, hey. To each his own.

—Jim Qualey

I think weathering is desirable on model aircraft unless the subject is factory fresh. Photos provide evidence of fading, chipping, burning, staining, etc. Tires are sometimes muddy or dusty if operating on dirt fields. If weathering, a little goes a long way. I like weathering that is only detected when looking closely. A comment I received recently was that the cockpit floor was too clean. I agree.

—David Hamel

I rarely do weathering. I do admire and respect a good weathering job; there's no question that well-done weathering can enhance a subject, add to its history, and do a great deal to reflect a specific subject at a specific point in time. But I tend to view a completed model as more of an "ideal image," a representation of the subject in its pristine state. For an aircraft, it may be that moment when it just rolled off the assembly line, hasn't even made its first flight. No hydraulic leaks in the landing gear, no bugs on the windscreen.

I suspect this is a holdover from having worked in an airplane factory: that's the way I was used to seeing them on the assembly line and flight line. We kept hearing rumors that once the customers actually took delivery of these airplanes, they used them in all sorts of icky places and mud and stuff, and sometimes they even got shot at. I try not to think about that part.

—Rick Lippincott

Simply, if you are going to model a fighting vehicle and be accurate, then you weather it unless you're building a representation of a brand new vehicle rolling off the factory floor or one in a Russian May Day parade. Weathering doesn't have to be tossing a lot of mud around lower sides. It can be subtle fading, grease stains, oil stains from over fill, and general wear and tear from crew using it. Of course I'm referring to armor, but aircraft will show signs of fading, etc., especially on aircraft carriers. Regarding building military figurines, weathering is used especially if the clothing is pre-chemical dye manufacturing methods. During that time vegetable dyes were used and were subject to fading and having the colors run in rainy weather. Again, the rules of what you're trying to represent rule, i.e. parade dress or in the field. This is my humble opinion and the way I was taught. I began with figures and owe my style to the late Henri Lion, my mentor and teacher.

—Bob Maxwell

I believe that weathering models is a difficult skill to master. I see a lot of models that are "over-weathered," and (in my opinion) an otherwise beautifully built model is ruined. My weathering skills are weak, so I tend not to weather my planes too much.

—John McCormick

You've touched a subject dear to my heart. One thing I've noticed over the past few years is how much weathering is attempted, and how little it adds to the overall quality of the model. Like many other things, weathering appears to be an afterthought,

(continued on Page 6)

Question of the Month (continued)

rather than a condition that is built into the model from the outset. Good weathering goes beyond exhaust stains and oil leaks, and superficiality in application and effect are most apparent where it should matter most, in the display of armor vehicles, vignettes, and dioramas. It's almost as if the modeler immediately loses interest in the subject as soon as the last antenna mast has been glued into position. What I see mostly is a lack of balance in application, and an absence of common sense experience in depicting the details.

Case in point: I was judging at a contest in the San Francisco Bay Area on Saturday. One of the models depicted an armored vehicle undergoing a transmission change. The simulated brick flooring of the "workshop" area was as clean as a kitchen floor, and the transmission that was suspended from the work hoist exhibited none of the dirt, coagulated oil and gunk that you might expect to see in a real workshop. It wouldn't have taken much, but a brown-black wash on the floor and some clods of dried mud would have added a great deal to the verisimilitude that the modeler was obviously trying to achieve. I see the same effects elsewhere: exhaust and radiator grates are left clean; bright, shiny wear spots all over; personal gear cantilevering off the side of the hull, defying gravity much like a character in Baywatch. I've never seen a perky rucksack.

Aircraft go the other way with dirt and grime where they should not be; mud on tires that wouldn't stay long enough to leave the hardstand. A lot of effort goes into "pre-shading," and I have not been able to figure out why people go to that much effort. I can certainly see why post-shading might be done. Then again, it's done and overdone, with the model looking like a standing rib roast that's been left in the oven several hours beyond when it was done.

I tell people to go down to the railroad yard and look at real equipment in their natural environment. Unpainted wood goes to gray and black; rust goes to a dark brown-black; paint pigment literally evaporates off the faces of the metal on the boxcar sides.

My advice would be, if you're going to do weathering, do a plan, and have a checklist. Don't weather one part so that it looks like only the rust is holding it together, and then leave everything else bare. Bare shiny metal should be reserved for those things that are constantly exposed to metal-to-metal wear, most particularly steel wheel running gear, tracks that are in constant contact with pavement, and the like. Weapons will often show some bare metal, but not much, ordinarily. Paint will show scuff marks, worn metal, somewhat less.

When detailing panel lines to depict wear, use a white or silver pencil. It simply looks more realistic, and therefore more satisfying. Keep it subtle, as less is definitely better. —Art Silen

Upcoming Events

- November 1 **BayCon 2009**, IPMS Bay Colony, Knights of Columbus Hall, 304 Highland Avenue South Attleboro, MA. Show information: Robert Magina treadhead@comcast.net, or www.ipmsbaycolony.com.
- November 14..... **L.I.A.R.S. Model Car Challenge**, IPMS Long Island Auto Replica Society, Freeport Recreation Center, 130 East Merrick Road, Freeport, New York 11520. Email r.argus@juno.com
- March 20, 2010 **DownEastCon**, IPMS Southern Maine Scale Modelers. Email Tom Ruel: truel3@maine.rr.com
- March 28 **ValleyCon 20**, IPMS Wings & Wheels, Knights of Columbus, 460 Granby Road, Chicopee, MA. <http://www.wvmodelclub.org/> or email Al LaFleche: ajlafleche@comcast.net
- April 30–May 1 **NoreastCon, Region I Convention/Contest**, sponsored by IPMS Long Island, American Airpower Museum, 1230 New Highway, Farmingdale, NY. <http://www.lisms.org/noreastcon2010.html>

Member Note

Hold the presses! This just in from longtime member Bart Cusick:

If there is anyone interested in buying off a large collection of kits, parts and wrecks at dealer prices, please contact me. I prefer that it be a local/regional compatriot.

AND

I need any canopy for a 1/48 Lockheed XF-90 (Aurora, Hawk, or Vac/Wings), and any Monogram Superkit parts.

Bart Cusick

wingsnut54@juno.com

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