



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



May 2011

Meeting Info

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

Looking ahead, a reminder that the theme for the June meeting is "Group Build Amnesty Day," so be sure to finish up those lingering Group Build projects from past years and bring 'em along. We'll also celebrate the arrival of summer with ice cream at the meeting.



This delightful 1/72 scale small diorama was built by Ora Lassila and his daughter Grace. The Lockheed Vega was built mostly OOB and painted with Model Master enamels and acrylics, followed by a clear overcoat of a 3:1 mix of Testors Glosscote and Dullcote. Decals are from the kit. Turf and trees are from Wooland Scenics; figures and animals are from Preiser and Pegasus Hobbies; the fence is from Hasegawa's Field Equipment set. The diorama depicts Amelia Earhart's plane landed in Northern Ireland in 1932 after she had completed the first solo Atlantic crossing by a woman. See Page 4 for another view.

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Minutes from the April Meeting

CHAPTER President Dave Schmidt called the meeting to order at 8:15. About 20 members were present.

Dave announced that we have gotten the go-ahead for a model exhibit at the National Heritage Museum in the early fall. Dave reminded members that Pip Moss had sent out a list of subjects that are needed, and encouraged members to build things on that list.

Dave announced that he had gotten a request for a trophy pack at the upcoming Noreastcon. Following some discussion, there was a motion to sponsor a trophy pack. The motion was seconded and passed.

Dave discussed plans for a group trip and again ran through the list of possible venues. There was a series of elimination votes, and the final decision was to plan for a June trip to the New England Air Museum, with the possibility of a fall trip to the Higgins Armory in Worcester and also the Museum of WW2 in Natick. Dave said that we also may plan for longer distance trip next year, Rhinebeck and the USS Intrepid being two possible destinations.

Robert Butler gave additional details of the model exhibit. The museum hopes to use this as a fundraising event, charging a small admission fee. Robert has been in contact with miniature builders and expects a good turnout on that side of the room. He also discussed ideas for the scale model side, including the possibility of a small exhibit showing stages of model building including research.

Pip noted that the exhibit in 2009 was mostly made up of Patriot Chapter modelers, and asked if we wanted to open up the invitation to include other area clubs. There was no objection to including other clubs.

Former member Charley Learoyd was present and donated about 15 models to the club for the raffle table. Bill Michaels suggested we have an extra raffle to distribute these models as quickly as possible.

This ended the business portion of the meeting. Dave moved on to Show and Tell. After Show and Tell there was a brief break, followed by the raffle, and then the meeting broke up for the night.

—Rick Lippincott, Secretary

Show and Tell

Tony D'Anjou 1/35 DUKW (Italeri)
Kurt Kunze 1/48 Tiger I late production (Skybow)
1/48 Hetzer (Tamiya)
Ora & Grace Lassila..... 1/72 Lockheed Vega diorama (MPM)
Pip Moss..... 1/48 Spitfire Mk. VIII (ICM)

Raffle Report

April winners:

John Walker—1/35 Dragon T-34
Grace Lasilla—1/48 Tamiya Citroen 2CV
Dave Schmidt—Club Tee-shirt.

We broke even this month, so our year-to-date profit is unchanged at \$38.50.

Charlie Learoyd, a former member, stopped by the meeting and donated a number of aircraft kits to the club, which will be added to the raffle in May.

—Bill Michaels, 1st VP

IPMS Region 1 Update

GREETINGS plastic fans, and welcome to another fun-filled missive from your friendly (?) RC.

The spring show season is about over. From what I've heard the spring was a great success. To cap it off we'll be heading into the Regional in a few weeks.

This will be my last chance to hawk our 40th Regional Convention, Noreastcon, hosted by IPMS Northeast New York in beautiful hustling bustling Schoharie, NY, May 13–14. Be there! If you can't be there, at least sponsor a trophy package.

From what I understand the hotel rooms will be released to the general public very soon, if they haven't been already. Art needs your banquet reservations ASAP. I believe they need to get the head count to the caterers by the end of the week.

As is our tradition, I will be reading a list of our departed members at the banquet. Please get me the names and chapter affiliation of anyone we've lost this past year. It's not too early to be thinking about submitting a Regional bid for 2013 or 2014 or 2015 for that matter.

There will be a Regional business meeting during the convention. I would really like to see as many chapter presidents there as possible.

I have been asked to tell you that our friends to the south in Region II are hosting JerseyCon 2 on October 21. Check their website at www.njipms.org.

Now for some disturbing news. It seems that Atlanta has *canceled* their show scheduled for June 25 citing a lack of vendor support and high fuel costs. I truly hope this isn't a glimpse of things to come.

We now return you to your regularly scheduled lives. See you in Schoharie.

—Doc Wiseman, RC-1

Special Announcement

Kits for Sale:

Hasegawa 1/72 Heinkel He 111-H6 (includes a bonus PE fret).
Kit retails for \$60, asking \$25.

Trumpeter kit TSM1514, German Sd.Kfz. 7 8-ton halftrack
early version (shrinkwrapped). Retails for \$68, asking \$25.

Heller 1/35 GMC Pompier (WW2 US Army truck in postwar
French firefighting colors). Retails for \$28, asking \$10.

Contact me at 978-760-0343 or bill_michaels@verizon.net if
you're interested. I'll have the kits at the next meeting.

—Bill Michaels

Show and Tell Gallery



Kurt Kunze's 1/48 scale Tiger I, Late Production. Kurt substituted an aftermarket gun barrel for the kit item. He used Tamiya and Testors paints. For weathering he sprayed French Earth Brown on the undercarriage and applied a watercolor wash. Decals are from the kit. Kurt adds, "Nice kit, goes together very well. Only complaint is the tracks being vinyl—they don't sag. This is easily fixed with wire."

Pip Moss's 1/48 scale Spitfire Mk. VIII. Substitutions for kit parts include Ultracast seat, elevators and propeller blades, Hasegawa main wheels and retracting tail wheel assembly. Paints are all Model Master enamels weathered by black post-shading and fading with lightened colors. Markings, from BarracudaCals, are for 152 Sqn. RAF, Sinthe Air Field, Burma in 1945.



Tony D'Anjou's 1/35 scale DUKW, built OOB and painted with Model Master enamels.

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Show and Tell Gallery (continued)



Kurt Kunze's 1/48 scale Hetzer. Kurt used a Fine Molds gun barrel and Tamiya jerry cans and packs. He used Tamiya and Testors paints. For weathering he sprayed French Earth Brown on the undercarriage and applied a watercolor wash. Decals are from the kit. Kurt adds, "The paint job took the longest time. Hundreds of pieces of tape were punched out for the masks using two different sizes of hole punches."

Another view of the Lassilas' Vega diorama



Upcoming Events

- May 13–14.....**NoreastCon 40**, Holiday Inn Express Hotel and Suites, 160 Holiday Way, Schoharie, NY.
Contact Nick Filippone: bpbittern@frontiernet.net or 518-736-2434.
- June 11–12.....**RepLiCon 2011**, Long Island Scale Model Society, American Air Power Museum, 1230 New Highway, Farmingdale, NY. Contact Robert DeMaio: taurleo@optonline.net or 631-707-3442
- September 23–24.....**AMPS East**, Northeast Military Modelers Association, Danbury Plaza Hotel, 14 Old Ridgebury Road, Danbury, CT. Contact John Gazzola: john.gazzola@ipmsmma.org or 860-617-1413.
- October 9.....**Model Festival 2011**, IPMS Igor Sikorsky, Milford Knights of Columbus, 625 Bridgeport Avenue, Milford, CT.
Contact Raymond Prokoski: modeleray@snet.net or 203 315-8630
- October 16.....**GraniteCon XIX**, Granite State Modelers, Nashua Elks Club, 120 Daniel Webster Highway, Nashua, NH.
Contact Rodney Currier: nickmatt2@roadrunner.com or 603-726-3876.
- October 22.....**HVHMG 25**, IPMS Mid Hudson, Elks Lodge, 29 Overrocker Road, Poughkeepsie, NY.
Contact John Gallagher: showchair@hvhmg.com or 845-462-4740.

How/when did you get started building models?

I remember my dad had models of a tugboat and a 50s Ford on his dresser. I wanted to make my own, so we worked on a couple of projects together. I estimate this was 1967. Thanks, Dad. You're the reason I am not independently wealthy now. —**Alan Beeber**

When Lindbergh crossed the Atlantic in his Ryon, I was 6 years old. Like many boys of that era, I was hooked on airplanes. The next step was to build models. The only kits available were made up of a solid balsa block, 1/16-inch balsa sheets, 3-view outlines of the fuselage, patterns for wings and empennage, and a lead tube of glue.

Next came flying creations made from balsa sticks, Jap tissue, a motor stick, rubber bands, and a block of wood to carve a prop. I built several of these and had a moderate degree of success. I finally settled on stick and tissue scale models, some of which I designed myself. My introduction into plastic models was inspired by Bill Koster, whose ad I saw in a model magazine and discovered he was a neighbor! I joined the Patriot Chapter and have benefited from association with so many expert builders' knowledge.

—**Bob Hale**

Well, this goes back a way! I've always been interested in how things went together. My earliest memory was of building a model of the USS Forrestal with my father back when I was probably 5 or 6. We had glued a part to the hull, and my dad took a break to watch the news (black-and-white, 12 channels and probably Walter Cronkite). After a while, I looked at the instructions again and thought that something was a bit amiss. It turned out that I was right and the part was slightly off from the correct location. The rest, as they say, is history!

A co-incidence here, but the first model that I got at our meetings as a raffle prize was of the Forrestal! —**Mike Hirsch**

My first encounter with models (in the 1930s) involved the distraction of my Dad's "stick and tissue" models that he had hanging from a beam in our dining room. As I remember, after that he switched to wood model ships. I have two sailing ships he built.

My construction of models began with balsa solid models by Megow, Hawk, Berkley, and later, Strombecker. Bob Hale will remember these. They had wings cut to plan view outline and fuselages cut to profile and plan outline. These were then carved and sanded to shape. The really neat ones had cast metal props and maybe wheels. I also built a few Cleveland and Berkley stick and tissue flying models. Well, they were supposed to fly.

Next, there were Controline flying scale models, the first being Japanese kits built on base in Japan during the Korean War. I started a scratch 1/24 scale C-119 model of one of the planes I jumped and dropped supplies from in Korea. I had the partially built model shipped back to the States where I finished and flew it. In the '60s I flew U-control scale models in a lot of AMA contests.

My first plastic models were done just to see how a flying model would look. When I went to work as a designer at Monogram in the early '60s, I began to take an interest in plastic models—after all, I was designing them! I really became a serious static scale modeler after I joined "Flak," an air historian club that had some really good modelers in it. Seeing their models, I realized what amazing things could be done with one of those simple plastic kits. When the folks at Monogram weren't interested in doing a conversion kit for their Me 109E, I decided to do one myself, in vac-form. And so, Koster Aero Enterprises was born and lives on and on and on ...

—**Bill Koster**

I first got into modeling when I was very young, but had a lot of help from my dad and my uncle. My uncle, as a kid, had been active carving wood models for aircraft recognition during WWII; the last time I checked he still has some of his old models at his home in NJ.

I have a very dim memory of having at around 5 or 6 a model of something my dad and I built together, and I think it was a Lockheed XF-90. Not long afterward, I started working with friends and by eight or nine was fairly active. In fact, here's a photo from late spring 1964, me sitting on the front steps of our home at the time, holding a friend's model of a Vought F-7U Cutlass.

<http://www.flickr.com/photos/rjl6955/5481967302/in/set-72157626153910116/>

I'm sure the model wasn't mine—I was more into rigged aircraft at the time, and I seem to dimly recall my friend Harry was more into Naval aircraft.

Modeling for me at that age was a way to learn more about the aircraft, and some of my best reference information came from the blurbs at the front of the assembly instructions. That practice actually continued for some time. I remember one day in my high school years walking into the local department store and seeing a startling sight: a model kit of a jet airplane bearing a swastika, diving into a formation of B-17s. "Jets in WW2?" It was the Revel 1/32 Me 262. I immediately bought the kit just to learn more.

The first model I built entirely on my own was a Hawk 1/48 "Mr. Mulligan;" it would have been around that same era. That kit is long lost, but I still have some battered kits from my early teen years that could be rebuilt, restored, and redisplayed.

—**Rick Lippincott**

... at the early age of 7 or 8 watching my father build a model of the ice breaker kit East Wind and then joining a Cub Scout pack and going to building class where I worked on a Monogram Piper Cub float plane.

—**Bob Maxwell**

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Question of the Month (continued)

Not really sure—I've always been a modeler. My oldest modeling memory is "helping" to build a silver jet with my dad when I was about 6 years old. (Probably an old Revell box scale fighter, I'd guess.) My local Ben Franklin store was the primary source for models; a trip to a "real" hobby store in Burlington was a pretty rare event. I built lots of Revell, Monogram, Aurora and Pyro kits. Tamiya kits were harder to find, and popular—we loved the motorized kits. Around the age of 13, I discovered flying models, and building and flying rubber power and control line models became my primary interest. That eventually led to RC, and then to RC scale ships. I continued to dabble with the occasional plastic kit. I returned to plastic in a big way about 10 years ago when Jamie (then 11) picked up a Patcon flier at Spare Time and asked me to take him. —**Bill Michaels**

I got the addiction sometime around 1978 when my father picked up the 1/48 scale Monogram C-47 Skytrain. I can remember building models myself before that without any help, but that was the one that got me hooked. He allowed me to "help" him build the model, and by help I mean I got to cut a piece off the sprue once in a while, but I got to see him work on it and see how things were done, still trying to match the skill level he had back in the day. But at least I got to paint all the airborne troopers that came with the kit, which of course were not used when we displayed the finished model. —**Mike O'Keefe**

I'm not quite sure, because things are a little foggy way back when, but I remember sitting at the kitchen table with newspaper spread out building old Aurora kits, i.e. the Me 109, Fw 190, etc., with the pilot molded in each half of the fuselage. The 109 was molded in a dark metallic red, and the 190 in a "sinister" black. That had to have been when I was 5 or 6 years old. I built all kinds of (aircraft, ships, armor) kits on a weekly basis until I was about 14, mostly cars at that time. Then my interests changed to other things and real cars. I got back into the hobby in 1976, after I got married. There was a hobby shop in town for a year or two, but it was enough to get me hooked again. I bought a copy of Scale Modeler magazine with a Corsair on the cover; I also purchased the Revell 1/32 scale Corsair, some paint, glue, etc., and was off to the races! I used the article in the magazine and pictures, I believe I picked up a book on the Corsair for reference and turned out a pretty good looking model for the time. Anyway, that was it, I was hooked, and have been an addict ever since. —**Dave Schmidt**

I got started making models probably around 1947 or 1948. I was 6 or 7 years old. Kits were cheap, I mean really! Comet flying models sold for \$.50, and Guillow sold at retail for \$.10 and \$.25. Continental Models had a Spitfire kit for \$.10; one sheet of printed balsa and a block of wood to carve the fuselage. They also had a B-17, same price. The results weren't all that great, but for the price you couldn't beat it. I remember when the first Aurora plastic model kits came out in the early 1950s. Kits were priced at \$.39, \$.49, \$.59, and the Lockheed F-90 went for a munificent

\$.89. What a deal! The first kits I built (with my dad's help) were the Hawk P-51D, F-84, and F2H-1 Banshee. Mostly, I built Comet and Guillow stick-and-tissue flying scale models (Spitfires, Hurricanes, Dauntlesses), Monogram semi-scale flying models (including Corsairs, Hellcats, Spad, which flew like bricks), Monogram Superkits, which by the way, were pretty decent for their time, Strombecker solid models (I think their P-80 was my first), and Ideal Models ship kits (composition pressed wood hulls that never matched the plans). I did build their USS Wasp (which I then tried to make over as an Essex class carrier), a World War I sub chaser (I think I still have the plans for that kit, somewhere), a pirate brig, and several hundred others I can't even begin to remember. I do recall, however, that in those early years I really didn't like plastic models all that much because they were both expensive relative to what I was paying for other kits made from wood, paper and tissue, and because they assembled so quickly—usually less than a half an hour, start to finish. —**Art Silen**

It was probably in grade school; I probably built a model of some Dean Jeffries or some other CA car designer's hopped up motor vehicle like the Red Baron, which had a giant chromed roof shaped like a German WWII helmet, or the Monkeemobile, which was a modified Pontiac GTO. I still remember the brain cell-murdering smell of the old Testors cement. I used so much in building the models it leaked out of all the seams of what I was building and marred the surface. Initially, painting the models was beyond me, so if the chassis and interior were molded white or gray, so be it, while the bumpers and rear view mirrors etc. remained the cheesy plastic chrome, and the body was whatever color the maker molded it. Since I didn't know anything about Microscale or Future or any of those highfalutin decal products, my decals tended to curl up and fall off.

I think I actually have a lot more fun with it now. The Monkeemobile, by the way, was and is a seriously cool vehicle.

—**Chris Tolley**

My first kit was an Aurora Paiseki helicopter when I was about 3 years old. It came from the local hardware store in our town in PA, and of course my dad built it. He told me not to play with it, but I did and it didn't last very long. For the next few years, Dad also built the kits I got for birthdays and Christmases, too, including Revell's Memphis Belle with the awesome box art. I started building my own Aurora, Hawk and Revell kits in about third grade (I got to buy one for about 49 cents each time I got a haircut). When a Woolworth's in a nearby town started carrying Airfix kits of all sorts of exotic planes—Hudsons, Ansons, and the Walrus—I was in hog heaven. —**Al Denton**