



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

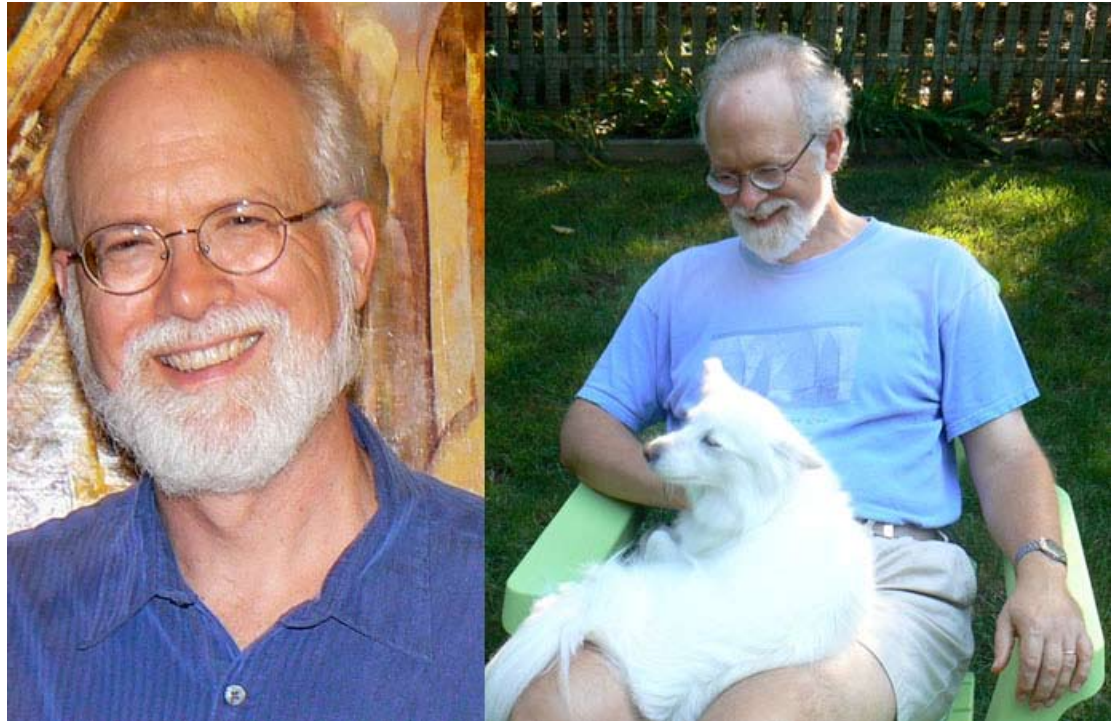
Billerica, MA
www.ipmspatriot.org



June 2011

Meeting Info

The next Patriot Chapter meeting will take place on Friday, June 3, 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 theme for the meeting is Group Build Amnesty Day—your chance to bring in those group build projects from past years that didn't get finished in time. We'll also be celebrating the arrival of summer (not to mention your editor's birthday) with ice cream. And if that weren't enough, Bill Michaels has informed me he'll be bringing Wings of War. Hope to see many of you there!



E. Thomas Babbin, 1953–2011

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Minutes from the May Meeting

The May meeting took place in the upstairs room at the First Parish since the big downstairs room was being readied for a church function. Chapter Secretary Rick Lippincott was not able to attend, so no official minutes were recorded.

The brief business section was mainly devoted to further discussion about the club trip. In case you didn't receive the mid-May email containing the details, it is reproduced below.

Following a short break, Bill Michaels and Pip Moss made their Show-and-Tell presentations. After another break, we held our monthly raffle, and the meeting adjourned.

Show and Tell

Bill Michaels..... 148 A6M2 Zero Type 21 (Hasegawa)
1/72 Buffalo Mk. I (Matchbox)
Pip Moss.....1/48 F-100D Super Sabre (Trumpeter)

Raffle Report

May winners:

Dave Schmidt—1/35 Dragon M-7 Priest

Mike Hirsch—1/48 Eduard Albatros D-V

Bill Michaels—1/48 Hasegawa Pilots

We made \$3, so our year-to-date profit is \$41.50.

—Bill Michaels, 2nd VP

Club Trip Announcement

The (hopefully annual) Patriot chapter club trip for this year has been finalized except for the exact date. We will be going to the New England Air Museum in Windsor Locks, CT.

We have chosen the weekend of July 16/17. The price of admission is \$10.00 adults, \$6.00 kids 4–11. If we get 15 or more people, we get a \$2.00 discount on adult admissions. In order to finalize the trip at the June meeting, I need all interested people to get back to me before the meeting if they plan to attend, and which day is preferred. If it doesn't matter, I need to know that too. If you wish to bring family or friends, that's fine.

Headcount is important for two reasons: I need to give the museum a heads-up; and if a lot of people plan to attend, we may want to look into some type of travel arrangement such as carpooling or renting a van.

Please get back to me a.s.a.p. You can email me schmidtd@hotmail.com or call me at 508-736-8435.

—Dave Schmidt, President

In Memory

We were all saddened to learn of the death of chapter member Tom Babbin, who initially suffered a sudden brain hemorrhage and coma caused by a cerebral aneurysm on December 28, 2010. Tom underwent a long succession of surgical and rehab procedures before succumbing to pneumonia on May 13, just a few days after his 58th birthday. The following paragraph, written by his wife Sophia, provides some perspective on his life and character:

“Tom was a kind, loving, gentle, soft-spoken, witty, knowledgeable, and exceptionally decent man. He loved many kinds of music, especially classical (he had a Masters in Musicology), solving computer problems (he worked as an IT Consultant at Boston College), building ships and other models (he won several awards), reading (fiction, non-fiction, anything), bird-watching, bird and nature photography, Cape Cod, canoeing, the Boston Red Sox, the radio show ‘Wait, Wait, Don't Tell Me,’ Monty Python routines (he had a wonderfully droll sense of humor that has kept me laughing during our 35 years together), and spending time at our home in South Natick MA with me and our two dogs Rita and Roza. He will remain in my heart forever.”

Tom first appeared (quietly and unobtrusively) at a Patriot Chapter meeting in September 2009, with a paper model of Wall-E that he had downloaded from the internet and inkjet printed. Other models he brought to meetings included an American V-1 rocket, a Eurocopter Australian rescue helicopter, and a scratchbuilt T.I.G.E.R. research balloon gondola used for studying cosmic rays. Tom's modeling interests were eclectic, and he built only non-military subjects. Tom quickly endeared himself to many of us with his gentle nature and subtle sense of humor, and he became a welcome addition to the post-meeting gatherings at the 99, which Sophia told me were his favorite parts of meeting nights.

I'm sure the club joins me in sending our most sincere condolences to Sophia and the other members of Tom's family along with hopes and prayers for healing and peace. Tom's memorial service has been tentatively set for the afternoon of Sunday, June 26 at Boston College's Retreat Center, 20 Glen Street, Dover, MA.

—Pip Moss, Editor

Show and Tell Gallery



Bill Michaels' 1/48 scale A6M2 Type 21 Zero, built OOB and painted with "Pip's Blend" of Tamiya acrylics (50-50 buff and light gray-green). Decals, from Eagle Strike, are for a Pearl Harbor raider flown from the Soryu by Lt. Iida, 3rd Sqn., 1st Section, No. 1 aircraft.

Pip Moss's 1/48 scale F-100D, built for Mike O'Keefe to give to his father, who served at the 49th TFW base in Germany around 1960. Modifications to the kit include AMS resin nose correction and main wheels, Aires seat and forward/aft cockpit deck pieces. NMF is Alclad White Aluminum oversprayed with Polished Aluminum, and Metalizer Buffing Titanium for the rear fuselage. Markings for the wing CO's plane are from Aeromaster and Superscale, but the nose and tail stripe decorations had to be home-designed and inkjet printed because nobody got them right.



Bill Michaels' 1/72 scale Buffalo Mk. I, built OOB and painted with Tamiya acrylics. Decals, from the scrap box, are for a generic RAF plane in Singapore, 1941-42.

Tell us about one of your most difficult model projects.

I'm not sure, but this one's up there. On the advice of a superb wildlife painter whom I had learned under, I spent three months painting an eight foot 1/5 scale T-Rex sculpture/casting under full spectrum lighting. Using an extremely large, varied pallet of colorful earth tones, the piece appeared to breathe with life once complete. It was my Sistine Chapel!

When we delivered the piece to the Boston Children's museum, the cheap florescent lighting that they had there caused a 40% color shift in my paint job, eating up my rich blend of yellows and reds and leaving an uninteresting dull gray throughout. I was thunderstruck! Live and learn ... always paint under the lighting that your work will be seen under.

This one's shorter: Years ago while working intently (and for too many hours) on the painting of a fiberglass casting of a nine foot mako shark taxidermy replica, I drank a mouthful of metallic pearl Ultramarine Blue acrylic paint thinking it was my coffee . Now at least I'm beautiful on the inside. —**Robert Butler**

The most difficult project for me is my current one: Hasegawa's Ferrari Testa Rosa in 1/48 scale. One, because Tony D'Anjou did me a big favor with a superb airbrush job on the body shell and I don't want to mess up the rest of the job and spoil the paint job. Two, because the kit was a present from son Tony, who (with me) thinks this is a most beautiful car, and again I don't want to mess up. And three, there are so many small parts which pose a challenge for my ancient, arthritic fingers to manipulate. —**Bob Hale**

I've built a fair number of models since I got back into the craft after a multi-decade hiatus. A number of them were complex, such as my 1/48 Spitfire V in Russian markings (resin seat and cockpit details) and the 1/48 BV-40 which was partial resin and vacuform. However, I would have to say that my first one, the venerable 1/48 Monogram Typhoon, was the most difficult.

While a rather straightforward build, I had a very steep "restart learning curve." I had to learn how to fill and polish seams, drill out exhausts, and make seat belts. I discovered web sites and learned new techniques—a wealth of information is out there and I had to learn and get the nerve to try many new techniques. A major shift was working with transparencies; gluing and masking, and properly fairing in windscreens.

A high point was doing the final painting. For this I had to make masking templates and ended up learning and using the thread method under the masks to achieve the semi-soft edges. Thanks for that tutorial, Pip!

I feel that I have progressed in skill and knowledge but am still happy with that first kit. When doing something difficult and ending up with a respectable result, there lies satisfaction.

—**Mike Hirsch**

Any ones involving PE brass and the small detail etching are really ball busters. —**Bob Maxwell**

The most difficult project I've had is the Testors 1/48 C-130. I bought the kit shortly after it came out, and started work on it not long afterward. It's not done. Yes, the kit has been in work for over 20 years.

I wanted to build it as a particular Herk, one that I had worked on: a NY ANG LC-130H. There are several problems:

The first is that like most C-130 kits in any scale, despite what the box says, the configuration is really that of the E model, not H (or at best it's a very early H—the configuration of the kit went out of production in 1976 even though H model production continued through the early 1990s).

The second is that while I do have resin cast skis, there are some additional fairings that I never quite figured out how to do properly.

The third is that there are a series of inaccuracies (that the 1/48 kit shares with the 1/72 kits), and knowing what I do about the airplane it's difficult to just let them go uncorrected. Before I stopped, I managed to do some major surgery to fix the nose wheel well and under deck area, but there is some other detail that frustrates me. Kits of the J version contain a few parts that correct some of the E/H errors, but it's still not perfect. I'm thinking of taking some of them and resin casting them for use on the H.

And last but not least, if/when I finish it, I'm really not quite sure where to put it. —**Rick Lippincott**

I have a project that has been sitting on the Shelf of Doom for 15 years now: a 1/96 scale RC model of the USCG Hamilton-class Cutter. I started with a 47 inch long fiberglass hull from the Scale Shipyard; everything else is scratchbuilt. The model is about 40% complete, with the main deck and flight deck done, and a small amount of superstructure work above it. The challenge is one of weight control—especially topside weight. The completed model can't weigh more than five pounds and still float at the proper waterline. That's not much for a 4-foot long model, and it includes the weight of the motors, batteries, and RC gear. My problem is that I used 1/16 hobby plywood for the decks, and I started to build the upper structures out of balsa and then skin them with thin sheet styrene. But now I realize that even the limited amount of plywood I used was probably too much, and I should have gone with lighter materials. That's where the project stalled—I just haven't been motivated to undo the work already done.

The project does have a chance of getting completed, though. Homeport Models is starting work on a lightweight foamboard superstructure kit for this hull. (They make very nice sets for other ships in this scale.) So, hopefully, that kitset will come out in the next year or so. —**Bill Michaels**

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Question of the Month (continued)

Certainly one of the toughest builds recently is one I'm still working on: a Classic Airframes F11C-2 Goshawk in 1/48 scale. Although the fuselage, cockpit and lower wings went together relatively smoothly, attaching the upper wing turned out to be a real struggle due to poor engineering and inaccurate strut lengths. The cabane N-struts were molded with the rear members separate, making for insecure attachment, and the central members were too long, totally throwing off the geometry both vertically and horizontally. In the inter-wing N-struts, both the forward and aft members were way too long and had to be cut apart in order to get them to the proper lengths. Keeping everything aligned while the various struts were connected proved to be impossible without more than two hands, so I finally invested in a biplane jig which helped quite a bit.

Trouble continued after I had gotten the wing on in fairly decent alignment. I chose to use ceramic rigging material for the wires, and I struggled getting the pieces the right lengths and attaching them so they'd actually stay in place.

In the meantime, I had painted the plane, according to my best educated guess based on the year of service—1933—with Aircraft Gray for metal areas and Aluminum for fabric areas. With the plane painted and finally rigged, I awaited the release of a new Yellow Wings sheet with markings for Goshawks of VF-1B. When it finally arrived a week or so ago, the instructions included a facsimile of

correspondence between Curtiss and the Navy confirming the use of Aluminum lacquer for metal services (at an increased cost of \$500 per airplane). After some indecision, I decided to repaint all the metal surfaces with Metalizer Aluminum. This was successful, but in the process about half the rigging wires came off, so I'm presently redoing that for what seems like the fifth time. I'll definitely be glad when this project is completed. —Pip Moss

Over the years I've had some difficult builds like trying to make presentable presentation models from old Lindberg kits such as the LST. But one most recently is a short-run Hawker Hurricane kit that is just about finished. Although there was some really fine detail in the cockpit and wheel well area, the rest of the build was like assembling a vacuform kit. The wing and fuselage halves didn't line up worth a damn, and I had to sand the mating surfaces similar to a vacuform and add numerous locating tabs of styrene strip. Even after all that, the joints were an "adventure in filling."

Did I mention the wing-to-fuselage joint? I had gaps over 1/16th of an inch to deal with. Putty? Hell no—thank God for styrene strip.

All in all, after priming and some camo paint, it's not looking too shabby. Oh yeah! No, I won't get into that friggin' canopy ... I guess you won't ask this question again soon, will you?

—Dave Schmidt

Upcoming Events

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@ipmsnmma.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.