



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



November 2011

Meeting Info

The next Patriot Chapter meeting will take place on Friday, November 4, 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. One important agenda item of the November meeting will be the election of officers for 2012. In addition, Michael N. Kalafatas, author of *Bird Strike: The Crash of the Boston Electra*, will be at the meeting to pick up a model built for him by Dave Schmidt and to speak to the club about that famous event in aviation history. And of course we'll have our monthly Show-and-Tell and raffle. Hope to see you!



Here's Tony D'Anjou's typically nice build of a 1/35 scale Ford GPA "Seep" or seagoing Jeep. For what it's worth, GPA is Ford's own code with G for Government, P for a passenger vehicle with 80-inch wheelbase, and A for Amphibian. The real thing wasn't particularly successful; the model certainly is!

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Minutes from the October Meeting

VICE president Bill Michaels called the meeting to order at 7:50. About a dozen members were present.

Bill and Pip briefed the club on the previous week's show at the National Heritage Museum. Pip said about 310 people attended over the course of two days. It is believed that the number would have been higher, except that the museum charged an additional fee for entrance into the exhibit. Pip said that Kurt Kunze and Mike O'Keefe did an excellent job of setting up the models, and that the layout and lighting was better than last year. Pip said that there were 118 models on "our" side; all but 14 were new since the last exhibit.

Bill opened the floor for nominations of officers for 2012. Names brought up were: Dave Schmidt for President, Pip Moss for 1st VP, Bill Michaels for 2nd VP, John Touloupis for Treasurer, and Rick Lippincott for Secretary. Nominations will remain open through the November meeting prior to the election.

This concluded the business activity; the meeting progressed directly into Show-and-Tell.

After Show-and-Tell there was a brief break for a radio controlled 1/16 scale tank battle on the floor. The monthly raffle followed the tank battle, and after the raffle the meeting broke up for the night.

—Rick Lippincott, Secretary

Show and Tell

Tom Boisvert.....1/35 M8 Greyhound (Tamiya)
Tony D'Anjou1/35 Ford GPA Amphibious Jeep (Tamiya)
Rick Lippincott1/144 C-5B Galaxy (Revell)
1/72 C-5A Galaxy (Anigrand)
Pip Moss..... 1/48 Saab AJ-37 Viggen (Esci)

Raffle Report

I forgot to submit a report in time to be published in the September newsletter, so here is a combined report for both September and October.

September winners:

John Toulupis, 1/48 CzechModel Cessna T-50 Bobcat
Tony D'Anjou, Squadron Sherman Walkaround book
Mike Hirsch, 1/32 Airfix 1930 Bugatti.

October winners:

Tony D'Anjou, Roden 1/48 Staggerwing
Kurt Kunze, Tamiya 1/48 Universal Carrier.

In September, we made \$22. In October, we only sold \$36 in tickets and lost \$10. This brings our year-to-date profit to \$85.50.

—Bill Michaels, 2nd Vice President

Special Report

Fantastic Model Miniatures 2011



ONCE again, I'm happy to report a successful exhibition at the National Heritage Museum. The two-day event, which took place on October 1 and 2, featured models by Patriot Chapter members, and a wide assortment of miniatures by East Coast Figure Artists and other artisans. Although attendance was down from two years ago (and this could be attributed to a number of circumstances including a Lexington town fair on Saturday that undoubtedly attracted many potential museum-goers), we still were visited by over 300 people, a significant number of whom were

children. I know I speak for the other club members who were there that our pride in the display was matched by the pleasure of interacting with and explaining our hobby to the viewing public. I was certainly gratified by the many positive comments I received, and I truly felt that many who came were impressed by our work.

One of my goals as coordinator of the Patriot section of the exhibit was to represent the chapter as fully as possible. I'm pleased to report that no less than nineteen members and friends had models on display, including Tom Babbins and Steve McDonough, both of whom passed away this year. Other exhibitors included Tom Boisvert, Tony D'Anjou, Bob Hale, Mike Hirsch, Ora and Grace Lassila, John McCormick, Bill Michaels, Mike and Colin O'Keefe, Jim Qualey, Steve Reid, Dave Schmidt, Harry Vig, John Walker, and myself.

I want to thank the club and family members who provided invaluable help before and during the exhibition setting up tables and table covers, ordering and arranging the display items, and interacting with the public: Alan Beeber, Tom Boisvert, Mike Hirsch, Kurt Kunze, Ann and Jane Moss, Bill Michaels, Mike O'Keefe, Dave Schmidt and John Walker. We're especially grateful to Mike O'Keefe and his brother for the beautiful cover fabric. I also want to send a special thank you to Robert Butler for making the event possible and for organizing and promoting it. I certainly hope we'll have the opportunity for another exhibition in a couple of years.

—Pip Moss

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Special Report (continued)



Show and Tell Gallery

Tom Boisvert's 1/35 scale M8 Greyhound. Tom added Verlinden chain tires, update kit and storage kit. He painted it with Tamiya acrylics and weathered it with MIG Productions pigments. Markings (kit decals plus Verlinden stars) are for the 4th Armor Division.



Pip Moss's 1/48 Saab AJ-37 Viggen, built OOB about 25 years ago and painted with Pactra and Testors enamels.

Rick Lippincott's 1/144 C-5B Galaxy, built OOB and painted with Testors enamels. The model is painted in the 1985 pre-delivery scheme of the first aircraft. Rick adds, "Painted using the USAF tech manual as a guide, this sat on my desk at Lockheed in 1985 as the "real" airplane was being built elsewhere in the same building. I occasionally used the model during validation and verification of the tech manual."



Question of the Month

What is your favorite Grumman cat, and why?

My vote is for the Hellcat. Perhaps the most pedestrian in terms of the paint schemes, but the right aircraft at the right time out in the Pacific. Plus, some really beautiful kits! —**Alan Beeber**

That would probably be the Wildcat. As I was ten years old when WWII broke out, the Wildcat was one of the first fighter planes I had seen. Grumman also had the Avenger that was interesting, in my view, but when the FM2 came out, that clinched it for me.

—**Tony D’Anjou**

The Wildcat: As a boy I had a friend and fellow stick-and-tissue scale modeler who enlisted in the Navy and wound up flying Wildcats and later Hellcats from carriers in the Pacific. When I think of these planes, I always think of my boyhood friend. Somehow the Wildcat appeals to me more.

—**Bob Hale**

It’s either the F7F Tigercat or the F9F Panther. —**Kurt Kunze**

None of those which are normally considered “cats” is my favorite. Instead, I like the F3F biplane, perhaps a predecessor to them all.

—**Ora Lassila**

For me the Hellcat is my favorite cat. I love its lines and the various markings and paint schemes, plus one of my lady friend’s father flew one.

—**Bob Maxwell**

An easy on: Wildcat, for several reasons. First would be the pivotal role it played in the early war, in early carrier battles and with the Marines on Guadalcanal. And this is reinforced by the fact that blue-gray over light gray is my favorite color scheme (with or without the red dots) for WW2 carrier aircraft. And (bonus!) there are so many other options for painting Wildcats—prewar, early war, late war, Pacific, Atlantic, and Royal Navy schemes.

—**Bill Michaels**

My Dad was a Naval aviator, and my modeling began with him buying me a different Monogram kit at a hobby shop each time we’d visit Grandma. The cool ‘working’ parts of those early

1/48 kits were an attraction to a 7-8-9-year-old; the Hellcat’s box art, working landing gear (by pulling on the arrestor hook) and the folding wings made it a stand-out. A little graphite and the prop spun when you blew on it, even gently. This was looning before the Otaki, Hasegawa or Eduard offerings.

—**George Morrison**

Although I think all of them are cool in one way or another, I’ve got to go with the Hellcat. Partly, as others have said, it was one of WWII’s best examples of a weapons platform rushed into service that simply did the job for which it was designed exceedingly well. But also I really like its looks. You wouldn’t call it beautiful, but it exudes functionality in a pugnacious sort of way.

Another side of my attraction to the Grumman cats is that the aged father of one of my best friends was an aeronautical engineer at Bethpage whose first assignment in 1943 was working on the design of the Hellcat wing. He was with the firm well into the Tomcat era, and boy, does he have wonderful stories to tell!

—**Pip Moss**

Actually my favorite is the F3F, but I don’t think it was associated with a “cat.” I just think it was a cool (and beautiful) looking bird. It was a true transition of technology for the time including the retracting gear and 3-blade prop, etc. And hey, it’s a biplane with yellow wings to boot!

If I have to pick a cat, however, I would take the Hellcat. It was truly a purpose designed machine that did all that was asked of it, and did it very well. It may not look sexy, but who cares, it was rugged and mean and brought many a pilot home after taking severe battle damage. What more can you say?

By the way, was the H-16 some kind of cat? Guess not. Must be thinking of the “CAT”alina.

—**Dave Schmidt**

I’d have to say the Wildcat because of the courage of the pilots who flew them in those first desperate months of WWII, holding the line until something better could be brought into service, and actually winning against superior aircraft. And of course “the colors, dude, the colors,” with both the Pacific & Atlantic, American & British, there’s plenty to pick from.

—**John Walker**

Upcoming Events

November 6.....**Baycon 2011**, IPMS Bay Colony, Knights of Columbus Hall, 304 Highland Avenue, South Attleboro, MA.
Contact Robert Magina: treadhead@comcast.net or 508-695-7754.