



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



June 2010

Meeting Info

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



Mike Hirsch built this good looking Spitfire Mk.Vb from the Hasegawa 1/48 scale kit. Mike added a True Details resin cockpit, Eduard seat belts, Moskit exhausts and invisible thread antenna. Paint is Model Master enamels; decals are from the kit. The extensive weathering included a number of firsts for Mike: pre- and post-shading, oil wash, silver pencil paint chips, and exhaust and gunpowder stains. Mike adds, "Second kit in decades!"

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Minutes from the May Meeting

THE meeting was called to order at 8:00 p.m. by First Vice President Mike O'Keefe. About 15 members were present.

A call was put out for demonstrations to be held at the club meetings. Members were very appreciative of the talk presented by Bill Partridge of Piel Craftsman at the March meeting.

Bill Michaels took the floor to introduce a relatively simple method of producing a painted wood finish on plastic kits. Oil paints were streaked over an acrylic undercoat with a clear or tinted overcoat to produce a very realistic finish. Harry Vig also displayed a pin stripping tool that was used in detailing his HO track module.

There was a discussion of club field trips. Several suggestions were put forth:

- The USS Salem at the United States Naval Shipbuilding Museum in Quincy, MA
- The Museum of World War II in Natick, MA
- The Old Rhinebeck Aerodrome in Rhinebeck, NY

- USS Constitution Model Shipwright Guild, usually meeting in the Charlestown Navy Yard, Charlestown, MA
- Battleship Cove in Fall River, MA
- New England Air Museum in Windsor Locks, CT.

There was a short break, after which the club held Show and Tell, followed by the monthly raffle. After the raffle, the meeting broke up for the evening.

—gathered and reported by Alan Beeber

Show and Tell

Tim Browning 1/48 Hurricane IIc (Hasegawa)
Tony D'Anjou 1/25 Chrysler 330C (AMT)
Mike Hirsch 1/48 Spitfire Mk. Vb (Hasegawa)
Pip Moss 1/72 Handley Page Halifax (Matchbox)
Ben Vig 1/72 PT Boat (Revell)
Harry Vig 1/87 army base modular diorama (scratch)

Special Announcement

Ship Model Club Members & Builders:

The Custom House Maritime Museum's (CHMM) "Fighting Sail" ship model exhibit is still looking for models to be part of the display. This is our major exhibit for 2010, and we expect to have over a thousand visitors.

Please consider helping to make this a great event by loaning your fighting sail model to the exhibit. We are hoping to have over 30 models on display, but are only halfway there, so your model is needed.

Please contact me as soon as you can if you are interested in being part of this important ship model exhibit.

Fighting Sail exhibit dates:

Monday June 21—model drop off at the Museum
Tuesday June 22—exhibit open to the public
Saturday June 26—exhibitors' reception
Sunday September 26—exhibit closed to public
Monday September 27—model pick up at the Museum

Thank you for your support.

Bill Partridge
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Show and Tell Gallery

Tim Browning's 1/48 scale Hurricane Mk. IIc



Junior modeler Ben Vig's 1/72 scale PT boat, built OOB, with paint and decals still to be applied. Ben adds: "My cub scout pack went on an overnight trip aboard the USS Salem. The next day, my dad took me to the store to get a boat model kit. This PT boat kit is my first that I put together myself. Next, we will go to Battleship Cove."

Tony D'Anjou's 1/25 scale 2008 Chrysler 300C, built OOB. The paint was custom blended by a friend to replicate an authentic Chrysler shade. Tony used Bare Metal Foil for some of the chrome areas. He adds: "Except for the body-chassis fit, it was an excellent kit."



Show and Tell Gallery (continued)



Pip Moss's 1/72 Handley Page Halifax Mk. II Series IA (basically identical to the Mk. III but with Merlin engines), built for the Matchbox group build at ModelingMadness.com. The kit contains all the parts to make this version, but no markings, so the codes and serials were designed on the computer and inkjet printed. Modifications to the kit included scribing panel lines (most of which were missing), filling the waist gun windows and one of the circular ports on each side of the aft fuselage, adding the missing circular port above each wing, removing all main canopy framing (grossly out of scale) and rebuilding the frames with thin strips of sheet styrene, and filling the slots for the (not needed) forward and aft antenna masts. The model was painted with Model Master enamels. The upper surface camouflage was freehand airbrushed. Roundels and fin flashes came from an Aeromaster 1/48 Typhoon sheet. The model depicts an aircraft of RAF 35 Squadron in 1943.

HarryVig's HO scale army base modular diorama. Here's Harry's description of the project:

"The base is made of plywood. At exhibitions, members of the model railroad club put the modules together, forming a square loop. Members drive the train around the track, moving from one scene to the next. My son Benjamin decided he wanted his module to be an army base. I brought it in to demonstrate the concept. At an IPMS show, we could build a few modules to form an airstrip, and members would place aircraft and attending vehicles on a single, unified display.

"The basic flat wood box was given to us to decorate from a previous member, with track laid on a base of foam. AWe added the crushed rock ballast under the track, built the rising landform using foam core and hot blue, used Sulpt-a-Mold to blend the land surface, water putty for the rock mold on top, and hand carved sedimentary strata in the rock cut where the track is laid. Vegetations is mostly from Woodland Scenics, and the odd tank from Roco. The army train is from Bachmann."



What are the things you like best or least about the model building hobby now compared to when you were a kid?

Things I like better now:

The internet. When I was a kid, all my research came from pictures in National Geographic. Apparently some kit manufacturers didn't even have that much to work with.

Model Master liquid cement. All I had was Testors for Plastic Models, our gooey, stringy favorite.

Acrylic paint. I still sometimes use the little bottles of Testors enamel, but it's SO nice to be able to clean my brushes in water.

IPMS and other model clubs. As a kid, I was really working in a vacuum. It's great to be able to share and learn with others.

Money. I can finally afford some of the models I wanted to do as a kid. Even at 20 times the original price.

Accurate models. I hear that current models are more accurate than the old ones I used to build. On the other hand, every time I read an article in Finescale Modeler, somebody is having to enlarge the quarter-frammis by 3/4 of a scale inch because it's not like the prototype, so who knows?

Number of kit manufacturers. As a kid, there were only a few manufacturers making all the kits. Now there are hundreds, all making variations on the Bf 109.

Polly S Easy Lift Off. When I made a painting mistake as a kid, I was stuck with it. This stuff has changed my LIFE!

* * * * *

Things I liked better then:

Availability. When I was a kid, I could get models at five-and-dimes, drugstores, supermarkets, toy stores, department stores, and even Goodwill stores. Now I have to get in the car or on the internet and go to a specialized store.

Bare Plastic. Back then, models were usually molded in the correct color plastic, so all you had to do was paint the details. Sure the models look better now, but it was fun to be able to put a decent-looking model together in an afternoon.

Time. Oh, to have the kind of model-building time I had when I was 12. I couldn't afford many kits (see Money, above), but I had the leisure to build what I could get. Now I have a great stash that I may never get to.

Fun models. Even if they were a lot less accurate, props would spin, wheels would retract, gantries would fold back away from the missiles. There's an element of fun that's missing from current models, to our detriment, but especially to the detriment of kids who might be less attracted to the hobby. —**Tom Babb**

First, the pure pleasure of building a kit as a child; now as an adult the cost of all the added details i.e. PE, airbrush, paints, extra resin parts. Now so many critics when one shows a built model such as correct color scheme, decals, etc. The fun of pure building is lost as an adult even in OOB categories. Just my humble opinion. —**Bob Maxwell**

The best: the terrific detail now on plastic models due to the advances in plastic molding. The least: the high cost of the best models. —**Art Ellis**

When I was a kid I was a Toys-R-Us modeler—all my supplies came from that wonderful warehouse of dreams. I built Revell and Monogram kits straight out of the box following the directions to a T. Aftermarket decals ... what are those? I used all Testors supplies including their paints in the little square bottles nicely arranged ROYGBIV-like in the orange plastic lazy susan, the white handled paint brushes with the black plastic bristles, even the plastic drop cloth with printed modeling hints.

How things have changed! Nowadays the history behind an aircraft being modeled is the inspiration for starting a kit, and it is usually just as important as the model itself to me. Knowing the story behind the (aftermarket) decals inspires me to put extra effort into the build. Of course today all of the new goodies on the scene are a mixed blessing. Fighting with the airbrush, fiddling with teeny etched parts, and the gasps of horror at a fingerprint or speck of dust in a paint job are things that never concerned me as a kid.

I not sure if I enjoyed modeling more as a kid or if I do now—it's just different today, as we all know. How did Bob Seger put it, "I wish I didn't know now what I didn't know then ..."

—**Tim Browning**

When I look at photos of model figures from just 15 years ago, I can see just how far the quality of sculpting has come. Lifelike resin historical figures are now sculpted by Hollywood special effects men like John Rosengrant and many other modern masters. Both Verlinden and the garage kit industry opened the door. Also the quality of casting and assembly/parting lines is worlds away from the badly seamed pieces of my "Good old days." (Is that why I was so bad?) I'm somewhat of an authority on quote "modern art," and I can tell you these miniature figures outshine anything from our modern art community by far. —**Robert Butler**

I started building airplane models when the fuselage was carved out of a block of balsa wood. Then I graduated to balsa sticks and tissue paper. Around 1957 I became aware of plastic kits, which were a huge improvement over wood. Although the kits were good, too many were "box scale." Then came scales as we know today. New companies and better engineering from old companies have made modeling much more fun and enjoyable. —**Tony D'Anjou**

The best thing: the internet for research on prototypes, pictures, techniques, quick comparison shopping, and eBay.

The worst thing: Being married with kids, so I can't spend all my time on play, like when I was a kid. —**Harry Vig**

Question of the Month (continued)

I was a kid in the late 20s and 30s, there was no such thing as a plastic model. We resorted to kits containing a block of balsa, sheet of 1/16 in. balsa, a set of plans, and patterns for fuselage (top & side), wings and tail assembly. If one was able to successfully carve and sand a reasonable fuselage and cut out wings (no attempt at airfoil), then came painting with colored dope. As I remember, we chose colors that we liked. As crude as the kits (and results) were, we were proud of the models.

From there I graduated to “stick and tissue” kits and built several. I designed and flew many of them.

Finally, plastic models began to come on the scene, and meeting several friends and expert model builders of the Patriot Chapter spiked my interest in plastic models. The part I like the most about today’s models are the well-designed kits with lots of detail resulting in an accurate representation of the real thing.

The thing about model building now that causes me the most grief is painting. I suffered a setback when I moved from a nine-room house to a four-room apartment, so I no longer have an airbrush and spray booth, so I fell back on the brush method that, thankfully, Ralph Hayes taught me. —**Bob Hale**

What I like best is that we can do more, because of a combination of several factors. The most obvious is a wider selection of quality subjects. The next most obvious is the greater availability of aftermarket parts, decals, and accessories.

Less obvious is that unrelated technology makes our hobby easier as well. Thanks to the internet, we’ve now got much greater access to data, photographs, drawings, history, and information. Thanks to advances in printer and scanning technology, we can create our own decals. And not too far down the road, we’re even going to be able to design and cast our own parts using 3D design and what is loosely referred to as “3D printing.”

—**Rick Lippincott**

The best thing about modeling today is the breadth and depth of information we have, and the amount of sophistication and detail we can build into our models. The trade-off is that our investment in tools and time has increased exponentially, but time available to build all the models we want to do has not.

As a kid, free time was plentiful, and models were cheap. Nobody cared much about accuracy, and we had a lot more fun building. I didn’t really get into plastic kits until the late 1950s because I could complete a kit in an afternoon, and then what? Most of the kits I built then were Monogram hybrids of wood and plastic, and flying (actually, non-flyable) scale that made for many hours of enjoyment at very low cost. The low standard of sophistication was perfectly suited to my situation, and I was able to perfect my modeling skills at a very basic level, reinforced by constant practice and repetition.

I couldn’t do that today; kits are too expensive and too complicated for kids who may be 9–13 years old when they start, and the outcomes are generally unsatisfactory because the finished product can never achieve the kit’s potential. There is a diminished

sense of accomplishment when a kid attempts to build a modern kit because he lacks the skills needed to achieve a satisfactory result. Consequently, craftsmanship skills emphasizing attention to detail and orderly work habits never fully develop. The resulting frustration and lack of real accomplishment kill the kid’s interest, at least for the time being, and which may or may not be rekindled later in life. —**Art Silen**

The one thing that I like the best about modeling now as opposed to when I was growing up is the availability of after-market sets. The resin and photo-etch sets allow a level of detailing and accuracy that were not feasible in the old days, unless you are a master scratch builder (which I am not!).

The thing that I like the least about modeling now is the cost of all of those after-market sets! They’re too expensive!

—**John McCormick**

Then: When I was a kid, I had more time and airplane kits than accurate information/documentation on the aces whose planes I wanted to depict. **Now:** More kits, paint, decals, photos and data than time.

Then: I usually modeled in 1/72, and affording several new kits from American kit-makers was easy. **Now:** 1/72 is hard to see, and what is with the pricing of Fine Molds’ Messerschmitts?!?

Then: Armor models were few, and Tamiya had not yet decided if was going to be a motorized-toy company. **Now:** Along came Dragon, Tascas, Trumpeter, etc. And Tamiya’s latest will be a Russki BT-7!

Then: The oddity of ‘box’ scale(s), with Revell sizing the subject to fit their boxes, which led to a variety of one-off scaled subjects. **Now:** Would you like your exquisite Mitsubishi Zero in 1/144, 1/72, 1/48 or 1/32?

Then: The variety of subjects was really quite limited, though they did appear in local department stores and hobby shops. **Now:** We’re living in a ‘golden age’ of kit quality, variety, availability—but the amount of gold required has increased dramatically.

Then: Aircraft came with pilot and/or crew figures. **Now:** Few companies include pilots, though now we have better detailed cockpits.

Then: Want detail? Stretch some sprue or carve some plastic sheet. **Now:** Resin and photo-etch can supplement any subject.

Then: Testors enamels, often gloss finish. **Now:** Acrylics (and enamels) from a variety of companies.

Final analysis: Kwitchebitchin, we’ve never had it so good. —**George Morrison**

I like that as an “adult” I have the tools and resources I could not afford as a kid. I like that I have more patience now than as a child. Conversely, I miss the ability I had as a child to build and paint a kit in an afternoon or a weekend. But what I like most is that model building hasn’t changed from being that magical pastime of my youth. —**Devon Terpening**

Upcoming Events

- September 19.....**Rocon 31**, IPMS Rochester, Radisson Inn, 175 Jefferson Road, Rochester, NY.
Contact James Elam: jelam54@yahoo.com or 585-334-3860.
- September 24–25.....**AMPS East**, IPMS Northeast Military Modelers, Danbury Plaza Hotel and Conference Center, 18 Old Ridgebury Road, Danbury, CT. Contact John Gazzola: johnng@ampseast.org or 860-617-1413.
- October 10.....**ModelFest '10**, IPMS Igor Sikorsky, Knights of Columbus, 625 Bridgeport Avenue, Milford, CT.
Contact J. L. Grant: jlg-design@juno.com or 203-876-2095.
- October 17.....**GraniteCon**, IPMS Granite State, Nashua Elks Club, 120 Daniel Webster Highway, Nashua, NH.
Contact Rodney Currier: nickmatt2@roadrunner.com or 603-726-3876.
- October 23.....**HVHMG 2010**, IPMS Mid Hudson, Poughkeepsie Elks Lodge, 29 Overocker Rd., Poughkeepsie, NY.
Contact John Gallagher: ggallagherjoh@optonline.net or 845-462-4740.

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