



THE PATRIOT

IPMS Patriot Chapter Newsletter
Pip Moss, Editor

Billerica, MA
www.ipmspatriot.org



November 2008

Meeting Info

The next Patriot Chapter meeting will take place on Friday, November 7, at 7:30 p.m. at our usual place, 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. Besides Show-and-Tell and the monthly raffle, we will be electing our club officers for 2009.



There was only one model brought to the October meeting for Show and Tell, and it was tiny to boot. This is Bill Michaels' nicely painted Fokker Dr.I in 1/144 scale. The wingspan is less than the diameter of a quarter! Bill used this and others of his small models to demonstrate and lead a number of club members in a spirited session of the WWI aircraft game, Wings of War.

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Minutes from the October Meeting

CHAPTER President Kurt Kunze called the meeting to order. Kurt discussed his visit to the Billerica Yankee Doodle Festival. Kurt's recommendation is that we not pursue this venue as presented over at the high school. The exhibits are outdoors, displays would be fully exposed, and crowd control issues would need to be worked out. Later in the evening, a suggestion was made to have a display in the church during the Festival. Ideas for displays included a Make and Take, and a Dinosaur exhibit.

Robert Butler has visited the Museum of our American Heritage. The Museum is interested in exhibits that can pull in the public, suggesting a room-sized display over two to three weekends in the summer, manned by club members.

Pip Moss expressed an interest in creating a historical theme. Kurt is opposed to individual placards for each model, more emphasis on models than cards. Other members feel minimal signage is worthwhile—long term displays would require signs. Kurt stressed all levels of models would be acceptable, that this might be easier to set up and run than a PatCon. Robert said that the output of only a few modelers could fully populate the display. Robert and Pip will pursue this further with the museum.

Kurt proposed business cards with club info (name, dates, location, website) to hand out to potential members. He is looking for volunteers to do the layout and production, possibly based on the current membership card.

GraniteCon is coming November 19th, at the Elks Lodge on Daniel Webster Highway in Nashua. It was noted that the GraniteCon is a worthwhile visit for the scale and quality of the material on display.

Nominations were taken for Club Officers (officers must be IPMS members):

Secretary: Rick Lippincott is willing to continue as secretary (only nominee).

Treasurer: John Touloupis is willing to continue for one more year. Dave Schmidt (not present) was also nominated.

2nd Vice President (Raffle): Richard Rycroft, Jeff Reiner.

1st Vice President: Bill Michaels, Dave Schmidt.

President: Kurt Kunze, Dave Schmidt.

It was suggested that Dave Schmidt should select one office to run for.

There was general agreement that the downstairs room in the Billerica church is preferable to the upstairs room. We will attempt to use the downstairs room from now on. With this item, the business meeting was closed.

Following the business meeting, Robert Butler demonstrated the use of transparent colors with the airbrush on a dinosaur casting. Bill Michaels demonstrated and led a session with a number of club members of the WWI aircraft game, Wings of War, using his 1/144 scale miniatures.

[Thank you, **Alan Beeber**, for preparing these minutes in the absence of Rick Lippincott, Treasurer.]

Show and Tell

Bill Michaels..... 1/144 Fokker Dr.I (Wings of War)

Question of the Month

What are your three (or fewer) favorite model manufacturers, and why?

Tamiya, Hasegawa, and Platz. Why? Precision, fit, and engineering. Honorable mentions would be Revell/Germany and Sweet.

—Kurt Kunze

Tamiya is my favorite kit manufacturer. The fit of their kits is second to none, and the overall accuracy and quality of the parts is top notch. My second favorite manufacturer would have to be Trumpeter, not because of their accuracy or quality, but because they offer a large variety of large scale aircraft kits.

—John McCormick

I found this a much more difficult question to answer than it was to think up. In the end I decided to let the numbers do the talking. I tallied the completed models that are still in my possession (representing at least 20 different manufacturers) and found 10 from Monogram/ProModeler, 8 from Hasegawa and 7 from Tamiya, which was at least 3 more than any other manufacturer on the list. In the area of 1/48 aircraft, for overall quality, accuracy and buildability, it's hard to argue with my big three. I'd also add that there are probably more Tamiya kits in my unbuild stash that I'm looking forward to building than any other brand.

—Pip Moss

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Question of the Month (continued)

Williams Brothers, HUMA, Tri-Master: Williams Brothers of California had some very interesting subjects, such as civilian and early military aircraft. HUMA of Germany, for their line of prewar and WW2 military light aircraft trainers. And Tri-Master I thought was great because at the time they came out they took the Focke-Wulf 190 and other German aircraft to a higher level of accuracy.

—David Hamel

1) Heller: They have (had) subjects nobody else did, and the kits from the 1960s are fantastically good considering they are over 40 years old. I have a large number of them in my basement (all of the 1960s “Museum” series of 1930s French aircraft, all of the various Saab aircraft including the only kit of the 2-seater Draken, etc.). I am currently working on their Bf 109B, still the only injection-molded option in 1/72 scale.

2) SuperModel: Same reason (I just looove their Fiat C.R.32, and I also have some of their Savoia-Marchetti and CANT bombers). Luckily, Italeri has started re-issuing some of them.

3) Omega: Their line of resin kits has many really, really rare Finnish subjects. Unfortunately they are quite expensive (easily \$50 per kit).

—Ora Lassila

#1: Tamiya. Great engineering, great fit, excellent instructions. If there’s a downside to a Tamiya kit, because they’re so good, sometimes they’re a boring build.

#2: DML/Dragon. Tons of parts, and excellent molding. Some kits feature many multi-media extras. DML were the first to put link-to-link tracks in a mainstream kit at everyday prices. They also pioneered slide-mold technology, which Tamiya is now quietly using (case in point: the Pz.II A/B/C).

#3: Everyone else. There are a number of manufacturers I could put in the number three spot. The first that come to mind are Accurate Armor, Hasegawa, Fine Molds, and Academy. Accurate Armor produces resin kits which require more work than many may be accustomed to, but their quality is good and their customer service is second to none. Hasegawa make excellent aircraft kits, but sometimes I find their cockpit detail to be a bit lacking. Fine Molds has a limited selection, but their love of Star Wars keeps me buying (I also own their Bf 109 and Me 410). As for Academy, I’ve built a bunch of their 1/72 aircraft kits and I’ve enjoyed each one. Then there’s Italeri, Trumpeter, Skybow, AFV Club, and the hoards from eastern Europe.

—Devon Terpening

Right now my favorites are

• Eduard, because of quality, accuracy, subject matter, and bang for the buck.

• Tamiya, for quality, accuracy and engineering.

• DML, for quality, accuracy, and bang for the buck.

I still like Hasegawa, Roden, and Revell/Revell-Germany/Pro-Modeler, but I could only pick three, and the ones I picked I believe to be the most consistent in the categories mentioned.

—Dave Schmidt

Eduard is my favorite: they have a terrific selection of WW1 subjects, ones that are detailed and well-engineered. They are also reasonably priced—the Weekend Edition kits are great deals. For example, you can get their 1/48 scale Albatros D.V for under \$10.

I also like Revell/Germany, for a number of reasons. (They are a close second to Eduard, in my book.) Their new stuff is very good and also a terrific value for the money. Look at kits like their 1/72 P-47, the new Lancaster, and the big German patrol planes. I also like that they are doing big ship kits. For example, the 1/72 scale subs are great—you can get the Gato for about \$75, and they have a 1/144 scale Fletcher class Destroyer coming out soon. I also like that they have recently done some great kits of unusual subjects: the 1/32 Piper Super Cub, the 1/32 sailplanes, and the 1/18 scale Laser sailboat all come to mind. Even their re-releases of the old Matchbox and Revell kits come with great new decals.

Roden also makes my list. They have an amazing list of WW1 subjects in 1/72, 1/48, and now 1/32 scale. Their new stuff is very close to Eduard in quality, and similar in value—you get a lot for your money.

—Bill Michaels

A question like this deserves some qualifications. Favorite now, in 2008? Or favorite because they inspired us “way back” in the 20th Century?

Tamiya today sets the standards for others to emulate (and some, such as Eduard, have arrived at the same mountaintop). But Tamiya’s early stuff was pretty awful. Should Airfix, Aurora, Monogram and Revell be mentioned? Certainly they are remembered by me, but a younger modeler might ask “Who was Aurora?” For variety of subjects, has any manufacturer surpassed that NY outfit? I don’t wax nostalgic for MOST of the kits of 40+ years ago, these are the Good New Days when it comes to oddball subject matter, detailing and accessories. And “favorite” becomes entirely subjective—by subject! Tamiya has yet to produce a WW1 bird, but their Fi. 156 has to be the new Gold Standard of kit engineering. Dragon can stun sometimes—but I’m unlikely to buy a 1/32 Bf 110 (just too big for me). So what! Haven’t they eclipsed Tamiya in the armor department? Roden has come out of nowhere (unfair, I know—the Ukraine is “somewhere”), and while superbly detailed, some of their offerings are very “fiddly.” Revell/Germany has produced several stunners of late, and I know many await their large, early-model Ju 88A. I’ve a feeling that this question’s answers will vary more due to the manufacturers’ subject choices than their mold making expertise. So rather than categorically state “This manufacturer is best,” ask instead, “Who makes the best _____ ?” (fill in your own current building project here).

—George Morrison

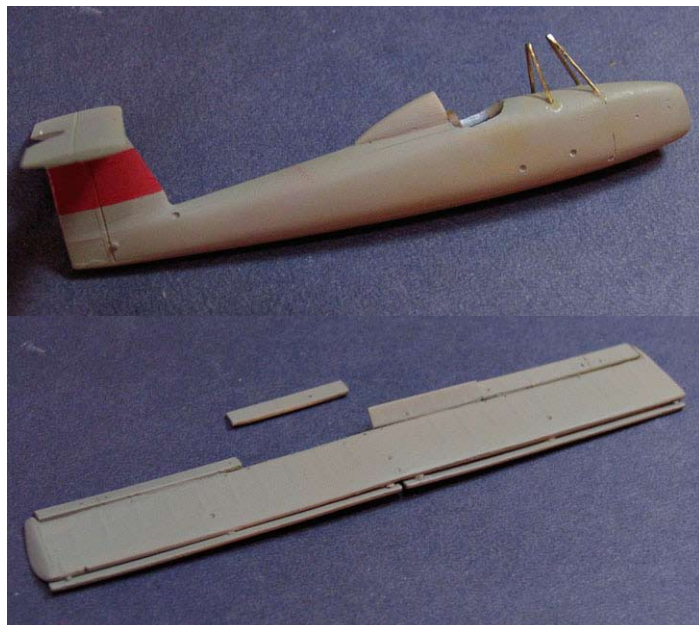
Adventures in Plastic Surgery: Winter LF-1 Zaunkönig

by Ora Lassila,
Patriot Chapter



THE LF-1 Zaunkönig (= “Wren”) was a study in low-speed aerodynamics and lightweight construction, built in the late 1930s at the Braunschweig Institute of Technology in Germany. The plane was designed by professor Hermann Winter who, prior to becoming a faculty member of the university, had been one of the lead designers at Fieseler. Zaunkönig’s claim to fame (or more like infamy) is that Colonel Heinz Bär, 8th highest scoring German WW II ace with 220 victories (or 221—sources differ) died while flying the prototype Zaunkönig in 1957. Reportedly he was attempting aerobatics.

The LF Models’ 1/72 scale resin kit is a decent reproduction of the Zaunkönig. All the major parts (fuselage, wing, tailplane) are accurate and require no modification. The kit was generally easy to build, but most resin detail parts are completely unusable. Decals, made by Tally-Ho, are good and are provided for the first prototype both in German and post-war British colors. I did have a little bit of trouble with silvering until I switched to MicroSol from MicroSet.



As for actually completing the model, I made the center wing struts from brass wire (for strength), and the landing gear was scratch-built using plastic strips, as were all other wing and tailplane struts

as well as the tail skid. Attaching the wing to the fuselage—with the center struts already attached to the fuselage—was easy due to the T-tail. I used Model Master acrylic RLM 02 for the overall paint scheme, and Model Master enamels for everything else.



I think I now have to build an Fi 156 Storch as a companion for the Zaunkönig.



Painting Radial Engines: an Online Discussion

The internet newsgroup, rec.models.scale, was at one time the best online source of modeling information and conversation. With the general decline of the usenet, it has been largely supplanted by various websites such as HyperScale and Aircraft Resource Center. Here are some technique postings from a few years ago.

Hello All.

Just wondering if anyone cared to share their two cents on techniques for painting radial engines. Do you paint black first then drybrush with gray or silver, or do you do just the opposite?

—Ron D

Opposite. My all-time favorite for WW2 era radials is Krylon Dull Aluminum. I then go over it with a combination of black and brown washes. I use the commercial wash called Black-It-Out because it really does a great job. The brown wash addition is really important: a black-only wash highlights, but doesn't give depth. The Black-It-Out wash has sufficient highlight-avoiding properties that I usually don't have to drybrush, but sometimes I do.

I also always wire the harness on them, and after painting magnetoes, oil cooler intakes and the like satin black, I like to give them a slight dry brush of medium dark gray.

—Ken Durling, IPMS NorCal PPSEL

I paint the crankcase gray or whatever color it's supposed to be, and I use the same color on the cylinders. Then I take the appropriate metalizer and paint it gently over the cylinders and gently apply powdered graphite or SnJ aluminum polishing powder and buff the cylinders. Then I paint the pushrods, magentos, wiring harness, etc.

—Ron Smith

It can depend on the engine, but if I have no references indicating otherwise I usually paint the cylinders black or dark gray and then drybrush silver (or light gray) over them somewhat heavily. I then paint the crankcase and any other components the appropriate colors and finally add ignition wires and fuel lines etc. Once all this is done I'll add some light drybrushed silver to any raised detail (bolt heads or nuts), then some black pastels to simulate general grime, and finally a few oil leaks if desired. Finally I put the cowl on and none of this work can be seen!

—Mike Dougherty,

Toronto, Canada, IPMS C4928

I surprised myself when I painted my AMT Tigercat's radials silver first then applied a heavy flat black wash to them. The results made me very happy. Before this, I'd paint them black and apply silver in a drybrush technique. I'll use the former application from now on. Give it a try, but make sure the base coat of silver is VERY dry/cured. I used Model Master enamels; if your wash is thin (more thinner than paint) it could very well lift the undercoat. Good luck.

—Frank Kranick

You can also handbrush Testors metalizer colors, although it says the stuff is airbrush only —Rules? We don't need no stinkin' rules... They have an anodized steel color (something like that) that is great for radial engines. I sometimes use a silver pencil to bring out more highlights.

—Stephen Tontoni, Seattle, WA

If you are airbrushing, you can make your own metallic tints by adding some aluminum to various shades of grey. Also, some alloys have a very slight coppery color—add just a small drop of copper to the mix. Testors Steel is a good starting point; you can lighten or darken it as desired with dark or light grey.

—Don Stauffer



I've had good luck by painting the engine with Metalizer aluminum, then brushpainting the crankcase/details, then using dark gray drawing ink as a wash. It's thin enough that it doesn't cling to the high points, but fills in the crevices nicely.

—Joe Hegedus

Try using an acrylic paint for the base color and thinned artist's oil paint for the wash. The oil won't lift the acrylic if you don't scrub it or let it soak. Also, spray pure thinner on the base coat before washing— just a mist coat mind you. This will keep the wash from turning blotchy.

—Kurt Laughlin (a tank modeler)

The Collings Foundation: an exciting annual event

by David Hamel,
Patriot Chapter



ANYONE interested in military modeling, whether his or her interest be in aircraft, uniforms, armor, or other WW2 military equipment, would enjoy a visit to the Collings Foundation in Stowe, MA, during their Living History Weekend, which is held every year in October.

Re-enactors staged a battle for the airfield featuring a flying demonstration of the Fiesler Fi 156 Storch as well as tanks, personnel carriers, half-tracks, and a German 88 firing blanks. Wow, you've got to experience this to believe it.

The veterans roundtable discussion, held on the hanger floor, this year featured three infantrymen and one airman, by the name of John R. Allison, known as the all-American airman. He was a P-40 ace among his many other achievements. Mr. Allison was born in 1912 and is the one who demonstrated the P-40 to the Chinese in the presence of General Chennault.

To find out more about the many unique events sponsored by the Collings Foundation throughout the year, check out their website: www.collingsfoundation.org



Upcoming Events

November 2.....**BayCon 2008**, IPMS Bay Colony, Knights of Columbus Hall, 304 Highland Avenue, South Attleboro, MA.
Contact Robert Magina: treadhead@comcast.net or 508-695-7754.

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