



# BATTLEWAGON

## Bay Colony Historical Modelers

Volume 26 Issue 1  
August 2007

IPMS Region 1 Chapter of the Year 2004

### Recon:

**IPMS Nationals 2007** – August 22-25, 2007 – Anaheim, CA  
Contact <http://www.ipmsusa2007.org/>

**Cape Cod Con 2007** – September 23, 2007 – West  
Barnstable, MA Contact Ron 508-394-5513 or Jeff at  
[modeltrk@thecia.net](mailto:modeltrk@thecia.net)

**AMPS EAST 2007** – September 29, 2007 – Danbury, CT  
Contact Bill Schmidt 203-735-9014 [bjnc@sbeglobal.net](mailto:bjnc@sbeglobal.net)

**Model Festival 2007** – October 7, 2007 – Milford, CT  
Contact Doug Hamilton 203-323-6442  
[ModelFest2006@aol.com](mailto:ModelFest2006@aol.com)

**Granite ConXIII** – October 21, 2007 – Nashua, NH  
Contact Rodney Currier [ipmsgsmc@hotmail.com](mailto:ipmsgsmc@hotmail.com) or 603-726-3876

**Baycon 2007** – November 4, 2007 – So. Attleboro, MA –  
Contact Bob Magina, [treadhead@comcast.net](mailto:treadhead@comcast.net) or 508-695-7754

### The Modeler's Bench — Robert Zoglio Jr.



For over 12 years I was working as an insurance actuary. I made rates for the nations high risk market of drivers. Don't own a Ford Mustang with physical damage coverage in New York. It's sounds boring but was

actually fun and high pressured. During those days I found myself enjoying the programming aspect of the job, and for the last six years I became a developer for a major nationwide insurance company in Warwick. These two jobs allowed me to save money to enjoy my hobbies of modeling aircraft, flying, and astronomy.

During my college years I took a detour and enlisted in the US Naval Reserves and went to NAS Memphis for avionics training. After being there for eight or nine months, I was assigned to VP-92 at NAS South Weymouth. I worked on depot and intermediate maintenance on the Lockheed P-3B and P-3C Orion. This was a very complicated plane to work on as a reservist. But the plane was quite beautiful to see and that kept me enjoying the job, despite being quite lost among the miles of wires and numerous systems. And there was always the enjoyment of seeing the transient F-14's, F-18's A-6's, EA-6's, P-3's, AV-8B's, T-2's and TA-4's, SH-2F's, as well as the Marine OA-4's to keep me coming back every month. Some highlights of service were the yearly deployments. We never stayed home. We went to Rota, Spain, Bermuda, and Lajes, Azores. And once there was a short 2 day flight to the NATO base at Valkenberg, Netherlands after buzzing a Russian spy ship. It was sure fun looking out the fishbowl windows of the P-3 at the Russian ship as the pilot banked her over steeply pulling G's. Or when I ventured forward to the sensor stations and saw the IRD's locked on to the ship showing her heat signature. Ivan was shy about being photographed. Eventually I left the squadron after nearly 8 years of reserve service to concentrate more on the actuarial exams and just to take a break.

Thinking I was missing the excitement of the Navy, I re-enlisted a second time to be attached to an office of programmers. This was at the time the Navy discontinued the Data Processing rate of "DP" and merged it with the Radiomans rate (RM). Funny thing, but I didn't see any personal computers that day I was on

a floating drydock in between the cramped area of the pressure hull and outer hull of a 688 class sub. The Cold War ended and the Navy essentially went to five day work week. Realizing this was going nowhere, I left for the last time.

Leaving the Navy for good allowed me to pursue my love of aircraft. For the past 11 years I have been the owner of a Piper Tomahawk, where I found maintenance to be a big part of flying experience. Although we are restricted by the FAA from fixing most things on an aircraft, there is still quite a lot to do and learn. You have to be your own mechanic, but not do the actual work. In other words, do not assume your Annual inspection will fix and replace all necessary components. You have to be that second pair of eyes,

I just recently went through a great expense of outfitting the aircraft with new avionics for IFR flying. Now I can fly in conditions where low ceilings and visibility exist. It gives a lot of extra utility to the plane as you can come and go in weather that would have normally kept me near home base, or grounded. Unfortunately, ownership requires that I split time between maintenance/flying and modeling. The good thing about being around 1:1 aircraft is that you really get a good feel for how an aircraft is constructed and this sometimes crosses over to modeling where no good pictures exist of the area I am scratch building.

I've been assembling models for all my life. My scale of choice used to be 1/32. Nothing beats the feeling of having a large kit in your hands. 1/24 is even better, but not many kits existed in that scale 20 years ago. Eventually I reached the end of the road on the 1/32 scale line; I built them all as a teenager and young adult. At that time the 1/32 market was growing stagnant and 1/48 was expanding each month with better offerings that were modern and more exact. So I made the switch and never really looked back.

But the pull of 1/32 kits still holds a fascination for me, especially on my re-build of the 1/32 Hien.

My fascination has always been Japanese and US Naval aircraft. I assume this is because I found myself reading more about the Pacific War rather than the European War. I guess it's just preference, but I can certainly appreciate a well made 190. Only lately I have been improving my skills with scratch building attempts. This was something I would never have done before. I used to build models as if they rolled out of the factory. Weathering and scratch detailing is a whole new game for me. Hooking up with fellow club member Ted Bunn, and being associated with Bay Colony, has pushed me to refine and hone my skills. I don't think I can do a true OOB kit again. Although models take longer to build, they are also more satisfying.





### Hasegawa 1/48<sup>th</sup> RF-86F Recon Sabre, as Canadair CL-13B Sabre Mk 6

*By Hal Marshman, Sr.*

Can't think of the last time I did a "suck & blow" machine, but it was probably 25 or more years ago, and then a Me-262. At this year's Bay Colony Show, Bob Don challenged anyone to beat his Sabre build. The list included Furies and Canadair types. I've always enjoyed the Bundes Luftwaffe Sabre color schemes, particularly those adorned with the Hartmann black and white tulip petals.. The kit I purchased was for the Japanese JAASDF photo recon Sabre. For those interested in that version, the kit includes beautifully done resin parts for the camera bulges, and a very comprehensive decal sheet with US style numbers for many different individual aircraft. Well worth saving, if as I, you opt for a different bird. I made purchase of the Eagle Strike Luftwaffe's Sabres Pt. II decal. The sheet had markings for 3 different Luftwaffe planes, with national markings and complete stenciling for 1. Ok, so how's the kit?

Hasegawa's Sabre Mk6 is cast in the usual medium gray, easy to work styrene. Surface detail is engraved panel lines, nicely done, and

just prominent enough to show case your favorite panel line treatment. Cockpit is rather decent, with a relief cast instrument panel, stick, rudder pedals, detailed floor and side panels, and a very nice seat and rails, with separate head rest. The area inside the canopy just behind the seat is well executed, with separate details, including a clear cast beacon. (Instructions call for this to be painted "clear" orange.) I found the cockpit to be complete enough, in my case calling only for scratch built seatbelts and buckles, arm rests, and seat cushion. Altogether, the assembled and painted cockpit came off quite well. I'll also mention here that the wheel wells, dive brake interiors, and all necessary covers are crisply and fully detailed. Such being the case, I was pleased to leave the dive brakes open. Gear struts, activators, and all covers are fully detailed and nicely cast. Hasegawa even includes FOD (Foreign object damage) covers for the intake and exhaust outlet. A nice touch, and well done. The glass parts are very clear, distortion free, and moderately thin. Separate windscreen and sliding bubble, along with lenses for the undernose landing lights, and the above mentioned beacon are included, as well as a glass reflector for the gun sight. By the way, the crisply cast wheels feature un flattened tires, so you may want to file them flat yourself. Far as the lights are concerned, I used MV lenses for nav lights, landing lights, and the tiny lights in the tail fairing.

This kit went together with few problems, and I used no putty in the construction. I knew I was going to use the supplied nose intake FOD cover, so I filled the intake with bee bee sized ball bearings, cemented in with super glue, and that proved to be the trick as far as holding the nose down onto it's gear. I would not hesitate to recommend this kit to all but perhaps the rank beginner. In the pictures supplied, I had not glued on the canopy as yet, as I wanted to show off the interior without it. As an aside, I think the Sabre series of airplanes are just about the prettiest of all the 50's, 60's, and 70's jet fighters, employing a genuine symmetry and

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*Bay Colony Historical Modelers*

purity of line. In my opinion, the esthetics of the bird belie it's deadly purpose. Have fun, Hal

Since I wrote this article, a few more facts have come to light. Some 35 Argus engined Gyros were manufactured and some 60 of a radial engined were built. About 50 actually entered service, and were used for off shore submarine patrol. Sorry not to have had this info when I e-mailed my original article Please fit this in wherevr you can. brgds, Hal





## IPMS 2007 Noreastcon Debriefing *By Doug Hamilton RC-1*



Hi gang,

This will be a quicky this time out. More news will follow at a later date.

As of this Wednesday the 11th of July, I'll be going on vacation. I'll be heading out to Colorado for a huge family reunion, and will be returning on the 22nd.

My thanks to all, save one, that responded to the recent RC Evaluations. One numb-nuts decided to fill out the eval without discussing it anyone else in his chapter, and tried to malign me. Luckily it had absolutely no effect on the rest of the comments, as it was appropriately tossed. I did see it, and had a good laugh at the expense of the writer, so something good did come from it. I appreciate all the time and thought that went into the rest of them. They contain a number of things for me to improve upon in regards to the service you receive from me. One thing that was mentioned by a few was how much they appreciate the mini-meetings I've hosted in the past. I'll be setting up more for this fall, and will have additional info for everyone later on.

The IPMS elections are in full swing, so please take the time to vote. While not every office is being contended, it's still important that all members cast a ballot. Voting can be easily accomplished on the IPMS web site, or the paper ballot that was in the recent Journal.

That's all for now. I told you this would be quick!! I'll have a more complete report after I return from vacation. Until then, I hope everyone has a great summer, and keep building those models!!!! And as always, please share this with the officers and members of your chapter.

Semper Fi  
Doug Hamilton  
RC-1

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*Canada & Mexico*: **\$30**     Other Foreign: **\$32**     Foreign Air Mail: **\$55**

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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

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## In Range:

### June 14<sup>th</sup> Bob Don

1/48<sup>th</sup> P-51B – Joe McDonald Sr.  
1/35<sup>th</sup> Lady Bicyclist – Joe McDonald Sr.  
1/35<sup>th</sup> German Mailman – Joe McDonald Sr.  
1/35<sup>th</sup> Pak 35 – Bob Don  
1/48<sup>th</sup> A6MQ Zero Night Fighter – Bob Don  
135<sup>th</sup> BR-52 (WIP)- Kevin Conlon  
1/35<sup>th</sup> Light Duty Flatcars(WIP) – Kevin Conlon  
1/35<sup>th</sup> Tiger/Panther Flatcars(WIP)-Kevin Conlon

### July 14<sup>th</sup> Meeting – Kevin Conlon

1/24<sup>th</sup> Kubelwagen(WIP) – Joe McDonald Sr.  
1/35<sup>th</sup> Postman Rings Once – Joe McDonald Sr.  
1/48<sup>th</sup> Piper L-1 – Joe McDonald Sr.  
110mm Sir Thomas Eppingham – Joe McDonald Sr.

*Raffle: 1/35<sup>th</sup> T34/76 – Kevin Colburn  
Spool of Monofilament – Joe McDonald Sr.  
US Battleships in Action – Stan Wright*

In Attendance:  
Stan Wright                      John Gisetto Sr.  
John Nickerson                Kevin Conlon  
Javier Brown                   Ray Rosario  
Ray Laskorski                Mike Kenney  
Hal Marshman                Bob Don  
Joe McDonald Sr.              Kevin Colburn

1/350<sup>th</sup> Elco PT – Joe McDonald Sr.  
1/35<sup>th</sup> Dodge Ambulance – Jeff Marron  
1/8<sup>th</sup> 32 Highboy – Jeff Marron

*Raffle: 1/48<sup>th</sup> M26 Pershing – Bob Don  
1/72<sup>nd</sup> Russian AC – John Gisetto*

### 1/32<sup>nd</sup> French General Staff – Jeff Marron

#### In Attendance:

Kevin Colburn	Kimberly Conlon
Kevin Conlon	John Nickerson
John Gisetto Jr.	John Gisetto Sr.
Chris Libucha	Joe McDonald Sr.
Gian Montecalvo	Michael Conlon
Bob Don	Jeff Marron
Joe McDonald Sr.	Stan Wright
Cliff Lauzon	



### Del's Corner

Del Stator at large.....

Book Report – **“Modelling the IS Heavy Tank”**;  
Osprey Modelling Series No. 9, by Nicola Cortese

Heads up on this one guys! Some of youze know that overall I give the thumbs up on this Osprey Modelling Series although I have been at odds with a couple volumes. I just got this “IS Heavy Tank” one and it’s a two thumbs upper! (Ok, I can hear the yucks now, I wrote IS Heavy Tank, and youze guys is saying, ‘sure is’ or ‘most are’. Very funny.)

My first run in with the JS, (how I know it), series tank was way back as my second armor project; my first being the Aurora Panther, painted black to match the comic book art; the Aurora kit. It’s been so long I don’t even remember which version it was supposed to be, I think the box just said “Stalin” Tank. I remember green plastic which I made greener yet with my brushed on Testors green paint. It was quite a few more years before I learned the Ruskies had any other type of tank than the JS. Like T-34’s maybe. With the somewhat recent releases of a bunch of 1/35 scale, and even 1/72 scale versions, my interest had been re-peaked in the IS tank.

This is the first Osprey book that Nicola has written. Based on this effort I’d check out any others he chooses to pen. Worth a look. All of his builds are based around the 1/35 DML JSU-152, JS-2, Tamiya JS-3, Trumpeter JS-3M, or Fujimi JS-2 and 2M in 1/76. Nicola takes youze step by step through the construction of 7 vehicles in six chapters, and none of them are out of the box. The detail photos are very sharp and provide some good insight into some advanced modeling techniques. For some of youze armor guys that don’t read this is a big help. Some of the stuff he uses comes from Railroad Shops! I knows some of youze purist wouldn’t be caught dead in a Railroad Shop askin’ for stuff. So to youze guys I say tough monkeys! (Ok, go to AA for that stuff, and you can always claim that you never went to that side of the room.) At \$19 list price it’s a little steep but if you can get a discount or order from Amazon you can save a few, it’s well worth the bucks. I’ve never been a Russian armor builder, building Aurora’s original offering and the 1/76 version from Airfix many years ago, being the only exceptions. Because of this book I’ve got my eye out for some of the variants. I’ll be checkin’ out your stashes. Wanna’ trade?

Del out.

## *Up Scope:*

### *September 8<sup>th</sup> 2007 Meeting*

- **Host – Del Stator –**  
18 Stone Street  
Middleboro, MA  
508-947-7939

From the west: Rte. 495 South to the Rte. 44 East & West (Plymouth / Taunton) exit. Go right at the top of the ramp, East, toward Plymouth. Go half way around the rotary and continue east on Rte. 44. Take the Rte. 58 exit and go right, South towards Carver, through two sets of lights, at the top of the rise, in front of Quickee, take a right on to Forest, then first right onto Fuller. Thru the cranberry bogs, at the town line Fuller becomes Stone, and in about ½ mile you will see the intermediate blue raised ranch on your right.

From the east/Rte. 3: Take Rte 44 East to the third exit, Rte 58, Carver / Plympton; at the bottom of the ramp go left, South. (Follow the directions above.)

From downtown Middleboro: Follow Rte. 105 north, right on Plymouth St., bear right onto Wall St., 4<sup>th</sup> left onto Stone, 6<sup>th</sup> house on the left.

### *October 13<sup>th</sup> 2007 Meeting*

- **Host – U.S.S. Massachusetts –**  
Battleship Cove  
Fall River, MA

From Boston and points north

- Take Interstate 93 South (Southeast Expressway) to 128 South.
- Take Route 24 South to Fall River, MA.
- Take Exit 7 (State Route 79).
- Take Davol Street Exit (2nd Exit) and follow the signs (Waterfront, Heritage State Park, or Battleship Cove) along the waterfront to Battleship Cove.

From the Newport (RI) area and points south

- Take State Route 114 North or 138 North to Route 24 North.
- Take Interstate 195 West to Fall River, MA.  
take Exit 5 before the Braga Bridge, bear right at the first two forks in the road and take first left under the overpass onto Davol Street.
- Follow Davol Street to Battleship Cove. (Note: If you miss the first left onto Davol Street, just proceed to your first traffic light and take another left onto Davol Street).
- Follow Davol Street to Battleship Cove.

### **The President's Column FROM THE BRIDGE**



We are now into our 2007 – 2008 membership year and time for renewal. Membership is still only \$10 per year. The discount you receive with your membership card at some of our favorite hobby shops, such as Harry's Hobbies, or Spare Time, can help your membership pay for itself. Also, remember that our new family membership plan is now available. If you would like to pay a couple years in advance we can handle that. Mail your payments to me or see me at a meeting, checks to be made payable to Bay Colony Historic Modelers.

When we last tuned in I was getting ready to head off down east. A whole bunch of us went north to DownEastCon. Our brethren from Southern Maine's annual event. We had a good day, got some great deals, did some judging, won some awards. 'Nuff said? Oh, we won the SMSM Award, again! Good going guys. (One of the reasons I like going, I get an award and don't have to enter anything. Good plan, ayh?)

The letters have gone out to our regular BayCon vendors and I have had replies from most. Many of them are coming back. I have heard from Bruce and Marita, you may know them as Precision Enterprises Unlimited. Marita explained that they will not be coming. Their

careers are heading in a new direction and they don't have the time to commit to making the trip, it's a three day commitment for them. She did not say anything about the mail order business, I suspect that will remain in operation. Don't worry, we will try to get someone to fill the empty tables. I believe Alpenflage said they would be happy to return. Where did I put that waiting list? Mrs. LeBlanc, otherwise know as the Hobby Hut will be there. A couple of members have volunteered to help her get the stock to the show and back. (Just as a reminder, her husband Ernie died earlier this year.)

While we are talking BayCon, Sept 1<sup>st</sup> is always my goal date for trophies. I try to have the trophy list ready for that date to send to Shane Awards. It gives us 2 months for ordering materials and engraving, etc. The norm is about 50% but that's a start and the cats are at 100% so we know the scope of the order. Signing up the sponsors is the hard part. If you are a regular sponsor you will be hearing from me shortly. If you have considered sponsoring, here's your chance. Let me know before Sept 1<sup>st</sup>, payment can follow. Trophy packs are \$30 for 4 places. Businesses may sponsor, it's good advertising! Individuals can sponsor, groups can sponsor. As much as I appreciate the individual sponsors I always try to tell people to team up and sponsor as a group, it lessens the load on the individual. The name of the group may be an official name, or unofficial, such as the "Saturday Night Hobby Bench Bunch". The five or six guys that plan on participating in the Bob Don Challenge and have a thread going on the forum about the Spit's they are building, could team up as the 'Spit Challengers' and it would bring the pinch down to about \$6.00 per person. (No pressure here guys.)

Also, BayCon related, we are initiating the Club Meeting Raffle Challenge. Any model won at a meeting raffle, (no, not BayCon raffle,.) is eligible. The models will be entered in the appropriate categories and a special sticker will

be applied to the entry form to mark it. Don't forget!

While on the subject of Meeting Raffles, I try to get good kits that people will want to build. If you have any suggestions I'll be glad to entertain your list. It has been suggested that we should set a time limit. If you haven't started building your raffle kit in 18 months, or traded it off to someone else, you have to turn it back in and we will re-affle it off. I'll think about it. If you like that idea, start a thread on the forum and we will see how others feel. This program was started with three goals in mind. One, give us a little excitement at the meeting. To entice modelers to build something different, and to provoke a little bartering / trading action. Ok, mixed results but it is a part of the meeting that is looked forward to.

I have been asked in the past about having a club table at BayCon. Unfortunately the request would come on short notice so as not to have time to spread the word to all members, or we wouldn't have the table space. I think we will have the table space available this year and we have the opportunity to get the word out so we will have a club table at BayCon. There will be rules to be followed, which are in development. I will outline some of them here, and we will need volunteers to man the table during that day. This will give you the opportunity to sell off a few of your unwanted kits, books, decals, and spare parts, and the club gets 10% of the take. There will only be one table so don't bring ten cartons of kits. You have to share the space with the rest of the members of the club. (But you could bring a couple cartons, one for the morning, one for the afternoon.) When the rules are finally ironed out we will post them on the web site or on the form or both. There will be some advanced prep work involved for you and we will not be supplying materials at the show. We presume that all kits offered for sale are complete. It should be clearly stated on the kit if it has been started or parts are missing. Please understand

that this table will have to be run in an orderly fashion. You will not be able to run over to the table and grab your kits and expect to walk away with your money on short notice. You will not be allowed to just reach in and grab cash. Hopefully, whomever is monitoring the table at the end of the day will be able to do that tabulation and pay off what is due to each member. Should things become confused at the end of the day we will mail out checks to those people that have not settled up. You will need to have a personal code. All of your kits will be marked with this code. It should be something simple but different from all the others. As an example Bob Magina might be T-head or BobM. Ray Rosario could be a R. R. Ray Laskorski could be RayL or Laz. You get the idea. Watch the website for the rules.

We sent in the Region One Coordinator evaluation forms. Doug Hamilton received an average to good grades from us. If anyone wishes to read the final evaluation form, he may do so at a meeting. Just see me. I will not post this document on the web site. At the same time I was requested by some club members that attended NoreastCon to take the Regional Coordinator to task for some of his comments about NoreastCon. I invited Doug to read the comments that were posted on the forum, which he did. He apologize to us and I have posted that apology to that thread.

Some members were being vocal on the forum about their feelings toward museum meetings. In an attempt to summarize their position, they feel that a museum meeting does not have the same intimacy as our normal in home meetings. Many members leave their models at home for the museum meetings. I must agree that their assessment is sound, but I also value the special opportunities of a museum meeting. In an attempt to analyze the attitude of the club as a whole, I posted a poll on the forum that has just closed. I will digest this information and report back on how I think the membership feels

toward museum meetings. The poll was open when I announced it at the July meeting. If you did not respond to this poll and would like to add your 2¢ please read the polls in the form and add your comments at the end of the thread or send me an e-mail with your comments on this subject. I will attempt to boil this information down and report back on what the membership wants. (I'm still trying to analyze the information that was posted by the membership on the subject of out of the box awards at BayCon. I thought that thread might alleviate some of the confusion of previous discussions. I don't think so, Tim.)

Please remember to check the club web site and forum to keep up to date on what's happening, Club wise and Hobby wise. The Internet and especially our web site continue to play an expanding role in our hobby. There are always announcements there to keep you up to date, requests for info, and discussions you can join to expand your modeling skills and knowledge.

As always, you can reach me on the web at [bchmaprez@comcast.net](mailto:bchmaprez@comcast.net). Note the new address. God bless America! Happy modeling and give kits to kids!

John J. Nickerson

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### Kit Review – 1/72<sup>nd</sup> Dornier D-1 by Roden

*By Joe McDonald Sr.*

The original tin donkey, this corrugated skinned single seat fighter could have been designed in some countries in the thirties rather than at the end of the world war. Roden has put out some amazing kits in 1/72<sup>nd</sup> and 1/48<sup>th</sup> but this one, I believe is a perfect kit. Moldings are superb (stabilizer and elevator are thinner than some vacs I've built). Extra parts are included, excellent decals and essentially no rigging and then require just shades of green and lilac to camouflage. Looking forward to this one in 1/48<sup>th</sup> in '07.

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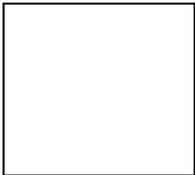
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