



Battlewagon



Bay Colony Historical Modelers

December 2003

Volume 22 Issue 3

Recon:

Downeastcon 2004 – March 20, 2004 – Biddeford, ME
Contact Ron Garland 207-324-3117 high52@psouth.net

Military Museum Show 2004 – March 28, 2004 – Wareham, MA
Contact Bill Grigg 508-759-5722

Valleycon 14 – April 4, 2004 – Chicopee, MA – Contact Al LaFleche 413-733-9247 ajlafleche@aol.com

MassCar 16 – April 18, 2004 – Taunton, MA Contact Paul Kaszanek 508-384-3855

Noreastcon 2004 – April 30 – May 1, 2004 – Schoharie, NY
Contact Art Loder, aloder@nycap.rr.com

Cape Cod Con 13 – Sept. 26, 2004 – West Barnstable, MA
Contact Rich Reingold reingold@comcast.net

ModelFest – October 10, 2004 – Milford, CT Contact Doug Hamilton Modelfest2004@aol.com

Granite Con XII – October 17, 2004 – Nashua, NH Contact Rod Currier ipmsgsmc@hotmail.com

Baycon 2004 – November 7, 2004 – So. Attleboro, MA
Contact Bob Magina, 508-695-7754 treadhead@comcast.net

course build plastic models. My first was a 1930 Ford coupe (no painting required) and then a plethora of ships, cars, and an occasional plane, none of which were very good, but were fun, and surprisingly enough, better than my friends' examples. I always thought I had more patience. Well as I got older I graduated to spray cans and then finally a Badger 150 airbrush, (which I still use), and a matching diaphragm compressor (which I don't). This opened up all kinds of new doors for me and really got me back into this hobby of 3 dimensional art. Now realistic looking camouflage patterns along with great auto finishes can be achieved!! I taught myself how to use it with the help of books, and along with the secrets I learned from modeling magazines, I was able to recreate and not just build. Those were the good old days... Today I am a police Sgt in the City of Fall River, Ma. and live in Somerset, Ma. with my wife and two daughters. During these years modeling has offered me an "escape" from everyday stresses and the satisfaction that can only be achieved from accomplishment. This satisfaction, and my modeling skill, has improved tremendously since joining The Bay Colony Historical Modelers. Not only have I met a lot of new friends and modeling enthusiasts, but I have learned many new techniques which have enabled me to come closer to perfection (what we all strive for), or at least mask my weaknesses. In addition to the friendships there are the competitions, but I see them more as an opportunity to give others a chance to see and appreciate my contribution to this great hobby.... After all, I still am a "Creative" one.

The Modeler's Bench – Gil Costa



Born and raised in Fall River, Ma. I was the middle child of five who was always considered the "Creative" one. I loved to sketch, paint, and of



Hasegawa Au-1 Corsair 1/48th Scale *by Hal Marshman Sr.*

Next to Thunderbolts, U-birds sit pretty high on my favorites list. My favorite Corsairs are what we know as bird cage types, or F4U-1's. Hasegawa has produced kits of the late model Corsairs, being F4U-5, F4U-7, and Au-1. The F4U-5 produced under the Revell label is also the Hasegawa pressing. My purchase was the Hasegawa Au-1 in French Aeronavale markings. There were no kits of the U.S.M.C. version available in my area, so to produce the bird I want, gull gray and white, I will have to go to aftermarket sources for the markings. To the kit...

*Cast in light gray plastic with nicely scribed surface detailing. No flash was present, nor were there any release pin marks in visible areas.

*Clear parts consist of windscreen, sliding semi bubble canopy, and gunsight. These parts are quite clear and thin enough to suit me. The semi bubble does show some distortion, but in the slid back position, I don't see where it should make any difference.

*Engine and 4 bladed Hamilton Standard prop are nicely rendered.

*The rather complex main gear of the Au-1 is pretty well done, although I'd prefer to see the oleo scissors open a little more. Wheels are good, but need to be flattened if you like the tires to show weight. Tail gear and hook are well done. Tail wheel was solid rubber so should not show weight.

*Cockpit is adequately reproduced, basically needing only arm rests, throttle handle, and seatbelts/buckles.

*For ordnance, the kit provides 2 large drop tanks, 2 1000 lb bombs, and 10 rockets, along with the rails/shackles/fairings to accommodate the various ordnance types.

*Separate flaps are provided, in order to allow the choice of up or down positioning. Love the look of Corsairs with their flaps lowered.

*As stated above, I bought the Aeronavale version, which provide markings for 3 different French Navy planes. The decal sheet is well done, with decals well in register, and nice full colors. There is a black and white striped decal for the tailhook.

*Because This kit is out of the same moulds as other versions, there are some compromises. As stated above, you need to provide armrests and seat armor, which armor really won't show. The exhausts for the different marks change from mark to mark, and do not belong in the placing shown. To put them in place in front of the area where they are supposed to be, requires some trimming of the exhausts, and thinning of the rear of the cowling. The ends themselves need to be drilled out. Hasegawa doesn't provide separate navigation light lenses, so you have to either compromise by painting them to look like colored lenses, or remove and replace in whatever manner you find expedient.

*The above mentioned problems aside, the model goes together pretty well, with little filling needed. The end result of your labors should be a pretty fair representation of the last prop driven fighters manufactured. Not bad for a design of the late thirties.

Have fun, Hal

Though not a Jug, it's a pretty good bird

WANTS AND DISPOSAL

FS Tamiya 1/35h Scale Strumtiger (New in Box)
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FS Model Compressor and Badger Airbrush – Used
3 times \$75. **Contact Steve 774-254-2446**

An Open Letter to All the Clubs in the Northeast

Dear club officers and members,

For BAYCON 2003, for the first time and maybe the last, we issued a "Club Challenge". Admittedly we didn't promote this very well. The..."Nah, nah, nah, naaah, nah, you guys can't build models!" email was discussed but thought better of. We were also having a problem deciding how to judge it.

First let me provide you with a little history. One of our Bay Colony members suggested the club challenge idea to me. I thought the idea showed promise and we discussed the possibilities. We came up with three possible approaches. Basing it on the number of Entrants and /or Entries seemed to give us, Bay Colony, a home court advantage. Scoring points for awards won seemed a little more balanced and based on past history where Bay Colony members have never taken over 25% of the awards, (despite popular belief), could lean to any club making a strong showing that day. Historically, there have been a number of years where unaffiliated modelers have walked off with the majority of awards. I also realized that this may take some time to resolve during tabulation.

I made the final decision and decided to split it into two parts. The first would be based on Entrants. The Club with the most entrants would win, Bay Colony excluded because of the home court advantage. The second part was based on points scored for trophies won. First place = 5 points, 2nd = 3 pts., 3rd = 2 pts., 4th = 1 point, and specials = 5 points. Any awards aimed specifically at Bay Colony would not be used but Bay Colony could still compete.. I fully realized that a club making a strong

showing could tip the balance. The example that was used was; MassCar sweeps 1st and 2nd in all five car categories. That alone would give them 40 points. The results were to be based on the club affiliation on the Master Entry Form. Any filling in multiple clubs, the first club listed would be used.

In all we had 97 entrants, 54 of which listed clubs. Bay Colony had 23 of those entrants. Some left the space blank, some drew a line through it, others entered 'None'. 19 clubs were represented! When I read the results that evening Southern Maine Scale Modelers were listed as having 11 members entered, and were given the first award. We had given up on the second award due to the amount of time we were taking. I announced that the results would be posted on our web site. As I went back across the results over the next couple of days I found that mistakes had been made in tabulation. Southern Maine only had 4 entrants, but that was still enough to win. MassCar, Patriot and Wings & Wheels each had 3. As far as the second award goes, Bay Colony had the high score. IPMS Patriot came in second with 45. Think about this, 3 modelers took 4 firsts, 2 seconds, 2 thirds and 3 specials. Of 36 possible first place awards, only 25 went to people claiming club affiliation.

Well, now that experiment is behind us, any constructive criticism on this event will be appreciated.

Thanks for your support,

John J. Nickerson, President, Bay Colony Historic Modelers Assoc.

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Battlewagon

Bay Colony Historical Modelers

In Range:

October 11th Meeting – Ted Conway

1/72nd Scale F4F – Chris Libucha
200mm Scale Confederate Inf Bust – Ray Rosario
200mm Scale Semper Fidelis Bust – Ray Rosario
1/72nd Scale PT-23 (WIP) – Ray Laskorski
1/35th Scale SdKfz 250/10 – Bill Collins
1/25th Scale CLK-GTR – Bill Collins
1/72nd Scale Sikorsky – Bill Collins
1/48th Scale Dornier Do335 A-1 – Steve Kwasny
1/35th Scale German Infantryman – Steve Kwasny
1/35th Scale German 8 Ton w/Flak 37 – Steve Kwasny
1/48th Scale A-10 Thunderbolt – Kevin Conlon
1/48th Scale Mig-29 Fulcrum – Kevin Conlon
1/72nd Scale Junkers J.11 – Joe McDonald Sr.
200mm Scale Apache Bust – Joe McDonald Sr.
200mm Scale Mameluke Bust – Joe McDonald Sr.
1/35th Scale Charging GI – Joe McDonald Sr.
1/48th Scale T8F-1 – George Post
1/48th Scale SBD-3 – George Post
1/48th Scale A6M3 – George Post
1/72nd Scale H.P.Hampden – George Post

Raffle: None Held

In Attendance:

Ray Laskorski	Bob Magina
George Post	John Gisetto Sr.
Brian Millette	John Nickerson
Bob Don	Jim Hayman
Ted Conway	Joe McDonald Sr.
Norm Robbie	Gian Montecalvo
Steve Kwasny	Kevin Conlon
Kevin Colburn	Steve Manning
Ray Rosario	Bill Collins
Chris Libucha	

November 8th Meeting – Gian Montecalvo

1/35th Scale Modelers Reference – Bob Magina
1/35th Scale Hedge Hog – Kevin Conlon
1/35th Scale (WIP) JS-2 – Kevin Conlon
200mm Scale Geronimo – Joe McDonald Sr.
1/35th Scale Gung Ho – Joe McDonald Sr.
1/16th Scale German Gunner – Joe McDonald Sr.
HO Scale Corben Super Ace – Joe McDonald Sr.
1/72nd Scale N.American Fury – Joe McDonald Sr.
90mm Scale French 1809 Trumpetor – Frank Knight
1/72nd Scale Kawanishi H6K5 Mavis – George Post
1/72nd Scale F-24W(WIP) – Ray Laskorski
1/72nd Scale Lockheed Air Express(WIP) – Ray Laskorski
54mm Scale Native Amer. Bear Dancer – Chris Libucha
1/48th Scale Henschel HS-129-B – Hal Marshman Sr.
1/48th Scale F-86D – Ray Rosario

Raffle: TKD Polish Tankette – won by Hal Marshman Sr.

In Attendance:

Bob Magina	Joe McDonald Sr.
Norm Robbie	Stan Wright
Hal Marshman Sr.	John Nickerson
Kevin Colburn	Brian Millette
Kevin Conlon	John Gisetto
Rob Medeiros	Ray Rosario
Gian Montecalvo	Ray Laskorski
Frank Knight	Chris Libucha
George Post	



Up Scope:

January 10th 2004 Meeting

- Host – Bob Don -

11 William Drive, Foxboro, MA
508-698-2753

Take 95 to Exit 8 (Sharon/Foxboro). Go onto Mechanic Street towards Foxboro. (left if coming from south, right if coming from north). Go to overhead blinking yellow light and go left onto Oak Street. Go ½ mile and go right onto Maura Elizabeth Lane (last street before overpass). Go left onto William Drive. House is #11 (6th house on right).

March 13th 2004 Meeting

- Host – Bill Pritchard -

Brockton, MA

TBD

February 14th 2004 Meeting

- Host – Kevin Conlon -

96 Touisset Road, Warren, RI 02885
401-245-4627

Take 95 South to 195 East, follow 195 East over Mass line and take exit # 3. (Swansea Route 118 Exit). Go **Left** off exit and follow to **first** light (Cumberland Farms and White Church at the intersection). Take a **left** at the light and follow to the next set of lights. Go **straight** through the lights and follow the road to the right along the water. (When the road turns away from the water and goes up the hill) take third left at the top of the hill onto **Touisset Road** *. Follow Touisset Road until you pass the Touisset Engine 6 Fire Department. My house is the 2nd house on the left after the fire department. There will be a sign on the front lawn. (Meeting)

* Make sure you take the 3rd left which is Touisset Road not the 2nd left which is Touisset Ave.

April 10th 2004 Meeting

- Host – Bill Collins -

113 Powderhorn Lane
Taunton, MA
508-824-8141

Take 140N from Taunton or S from Norton. Go right or left on Norton Street. Take a left at first fork, then a right at the second fork. Take first right and follow along to house #113.

The President's Column FROM THE BRIDGE



We are now in the 2003-2004 membership year and it's time to renew your membership. Dues are still only \$10 per year. If you would like to pay a couple years in advance that's ok. Mail your payments to me or see me at a meeting, checks to be made payable to Bay Colony Historic Modelers.

First some bad news, for those that didn't receive my email, long time member Ron Dodenhoff has died. I got this info from John Cook, a re-enactor friend that some of you know. Evidently it was early this past summer.

Baycon 2003 is behind us now. It was a great success. Personally I have mixed emotions. On the positive side, the turnout was great! There were 97 entrants and 199 walk ins. Some from New York and Vermont! 23 of those entrants were Bay Colony members! And those members entered 101 models. There were 424 official entries, totaling 449 models. Nineteen clubs were represented by 54 entrants with a total of 254 entries. 78 of the 97 entrants took awards.

On the negative side; I didn't get to see all the models! The only time I spent in the vendors aisle was at 8:15 am when I dropped a stack of chairs there for them to use. I was swamped all day! The new Club Challenge we were trying out took too much time to tabulate. I had thought that it might but wanted to give it a try. And we had a few of those minor glitches, as we always do, with the results.

As much as I am impressed by the number of club members that entered, even more came out to support the event. And as always, I want to say thank you to those people that helped us out all day long from set up to breakdown. Unfortunately, as always, that day becomes a blur very quickly and I don't always remember the people I did see. So thanks to the setup crew; Norm Robbie, Chris Libucha, John Gazzola, Kevin Colburn, Kevin and Mike Conlon, Bob Magina, Bill Collins, Ray Laskorski, Eric Petersen, Jim Hayman, Del Stator, Dave Sargood, Ed Arnold, and Brian Millette. At the sign in desk Gian Montecalvo, Ray L.,

Robert Medeiros, and Bob Don were working hard. Thanks to the kitchen crew, Bob Magina, Mike McDade, Bette Gisetto, (Bette is part of a two for one membership deal I didn't know we offered), and Norm R. Thanks to Stan Wright for helping me out with the BJ's food run. The Raffle was run by Chris L., Stan W., and Bob Don. The Breakdown crew I didn't see so I had to ask for help on this, so thanks to both Kevins, Joe Ravino, John and Bette G., Ray Rosario, Bob M., and Norm R. I was helped with the results tabulation by John and Bette G. and Kevin Conlon. Once again thanks to you all. And I apologize to anyone that I missed, it's not intentional, there are just so many names to remember.

I have some special thanks to go out. I would especially like to thank all those people that volunteered to judge. Many of these were club members and many were outsiders willing to help out. Once again our thanks. Another special thank you goes out to Joe Ravino, Ray Rosario and John Gisetto for accepting the responsibilities of line judges. And again to Joe and John for judging masters with me. There were 33 entries in this category. I would also like to thank IPMS Region 1 Coordinator, Doug Hamilton, for allowing us to host the first Region 1 mini-meeting. Doug proposed the idea of having a number of mini-meetings through out the region instead of just the one business meeting at Noreastcon. I think it's a good idea and welcomed the opportunity. I would also like to thank the hall crew from the South Attleboro Knights of Columbus. Once again they were a great help with setup. I will be sending a letter to reflect our gratitude and a thank you plaque.

National Coordinator, Jack Kennedy has requested that all the chapters vote on accepting the National Contest Rules as the rules for the Regional Competitions, such as Noreastcon. The host club(s) would be allowed some latitude in the categories, but other changes to the rules would require approval of the Regional Coordinator. Each chapter is to poll it's member then register it's vote with their Regional Coordinator. At first I thought that this was a good idea, it would standardize the competition rules and could possibly become a guide line for local events. It would make it easy if a club could put on their show flyer that..."All IPMS rules are in effect except for". But I am changing my mind. The latest set of rules available on the IPMS web site are the 2002 rules from Virginia Beach. The 2004 site has a button for the rules but you get a message stating that the rules are currently being revised and will be posted when available. I don't think it's wise to vote yes on a set of

rules you don't know. I have sent an email to Jack and Doug indicating that a set of rules should be put forth indicating which rules the host clubs could change and which would require RC approval, and if any of the rules are being held sacrosanct by the national. I will go into this more at the Dec. meeting.

One final note, because of Ron's passing there is now a vacant Directors position on the officers roll. We will have an election to elect a new Director at a future meeting. Anyone that would like to be considered for the position must be a member in good standing and be an IPMS member. You can submit your name to me. Those deciding to run for this office do not have to be present on the day of the election.

As always, you can reach me on the web at jjnick@lycos.com.

God bless America! Happy modeling and give kits to kids!

John J. Nickerson

This 'n That

By Hal Marshman, Sr.

Just a few little things to talk about, not enough to build an entire article with. Still thinking about Tamiya's new P-47 Razorback, and have a few items to mention that didn't make it into my kit review.

This Jug kit features some very neat little items that really lend an authentic ring to the model, such as: viewed from the front, the main gear splay outward slightly at the top, straightening out just above the oleo area. The guns are aligned parallel to the ground, rather than the center line of the wing. The wing shackle fairings hang perpendicular to the ground rather than the dihedral of the wing. The antenna mast is attached just to the left of the spine, rather than exactly on the center. Inside the supercharger exhaust coaming, one can actually view the supercharger itself. Lastly, the left wing trim tab is shown as the moveable type, whereas the right wing trim tab is of the fixed variety and protrudes beyond wing's trailing edge. In all the other Thunderbox kits, you may encounter one or two of these little goodies, but to my knowledge no kit in any scale incorporates all of them, and a couple of these gems are exclusive to the Tamiya offering alone. As I get further and further into this kit I keep finding little touches that I never expected to see.

The Great Russian Propeller Spin Unscientific Survey continues. This time we have discovered that the inline engined Lagg 3 prop does indeed rotate clockwise, not counter clockwise as in the later radial engined La 5 and 7. Still a couple of more single engined types to check out before I make my definitive conclusion.. keep tuned.

In the P-47 paragraph above, I mentioned that the antenna mast is mounted just to the left of the center. On late -D and -M birds(bubble tops), the mast is mounted just to the right of center. P-47-N's more often than not feature a twin arrangement just at the front and on either side of the fin strake. Just another little thing to keep one on his toes.

Building the Hasegawa Ju-87-B Stuka? The rear cockpit machine gun cannot be tilted upward as seen in so many photos, but because of the saddle style ammo drums and the large ball on the bottom side, you pretty much have to lay the gun on its side just to get it to protrude out its port in a level manner.

Why do you see so many Stukas with the gun at a jaunty angle? Simply because the round window from which it protrudes is in actuality a rotating ring and the port may be located elsewhere than at the bottom as portrayed by Hasegawa.

Lastly, we turn to the new Amtech P-40 series, meaning the -E already on the market and the longtail F/L soon to be released. (and yes, I have my longtail on order.) Amtech has done a creditable job upgrading the old Esci molds and is to be congratulated for their efforts. The fly in the ointment lies in two parts. The guns are mounted on the center line of the wing leading edge, whereas real P-40s carried their weapons just below the center line. Secondly, the main gear legs show a brace mounted in the rear at a 45 degree angle upward into the gear well ceiling. This is totally wrong, what is mounted at this angle are the retracting struts on either side of the gear leg.

In all practicality, the brace provided would impede rather than activate retraction. These are things that can be easily altered, but only if you recognize them. I've seen a good many Warhatchets on the net where these items were left as provided in the kit, and the models still look decent, but with a little extra effort, they can be made even better. Well troops and troopettes, I've bent your ears just about enough for now, so will bring this to a close with the admonition to... have fun,

Hal

Door Security at Baycon 2003



Bay Colony 2004 Calendars

We are taking orders for another run of these calendars. This year thanks to the tremendous efforts of Neal DeConte we have them in vivid color.

The first batch of 25 calendars were sold out at Baycon 2003 in roughly ½ hour. So do not miss the next run. We plan to make another run of 25 in January.

Cost is \$4.00. Get them while Neal's printer holds up.

See me at the club meeting or e-mail me at treadhead@comcast.net.

Again, please join me in a round of applause to Neal for his help on this.

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