



BATTLEWAGON

Bay Colony Historical Modelers

Volume 25 Issue 4
February 2007

IPMS Region 1 Chapter of the Year 2004

Recon:

Valley Con 17 – March 25, 2007 – Chicopee, MA – Contact Al Lafleche, ajlafleche@comcast.net, 413-733-9247

Mass Car – April 15, 2007 – Taunton, MA Contact Norm Jean, headjudge@masscar.com, 401-766-4322

Northeastcon 2007 – April 27-28, 2007 – Poughkeepsie, NY Contact Event Chairman Thomas Walker - IPMS Mid-Hudson - 845-632-1383 - Tholian@optonline.net

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

AMPS EAST 2007 – September 29, 2007 – Danbury, CT Contact Bill Schmidt 203-735-9014 bjnc@sbeglobal.net

Granite ConXIII – October 21, 2007 – Nashua, NH Contact Rodney Currier ipmsgsmc@hotmail.com or 603-726-3876

Baycon 2007 – November 4, 2007 – So. Attleboro, MA – Contact Bob Magina, treadhead@comcast.net or 508-695-7754

The Modeler's Bench – Mike Kenny



I was born in 1959 and grew up in Boston. I am married without kids to a very model supportive wife Sherry. I work as an architect for Brown University and live in Lincoln, RI. I won a car model when I was around ten years old I have been hooked on modeling since. It was a 71 Buick LeSabre. When

I was finished it was all white styrene, chrome bumpers, black tires and the red taillights. Why I can remember this information when I can't remember what I did last week is something that I can't explain. I guess, like all of you I am wired a little differently. I built cars for a few years and eventually gave up modeling going into high school thinking it was a kid thing.

Fast forward to 1991. I was working with a guy who said he had to stop at the hobby shop to pick up some things and asked if I wanted to go. I thought he was buying stuff for his kids until I realized that he was going there to buy stuff for himself. I couldn't believe it and told him how I used to build cars as a kid. You guessed it. I came out of the store with a 1/24 scale #3 Dale Earnhardt Lumina kit, Exacto knife, glue and a can of Model Masters black spray paint. I was back! I started bringing kits with me on business trips and worked on them in my hotel room. Everyone else was out on the town and I was building model cars in my room. What's wrong with that picture!

I remember going to a show (my only one) in South Attleboro around that time (in retrospect it must have been a Bay Colony show). I had nothing to show and just wanted to see what others were doing and maybe learn some new techniques. I was blown away and was too intimidated to ask anyone how they did things. I left and never even asked about the club.

Then while watching the history channel one night I saw a show on the restoration of an ME109 and thought making WWII airplanes would be fun and did them for some time. I subscribed to Fine Scale Modeling Magazine and learned about filling seams, after-market parts, painting techniques, camouflage, etc. while working on my own. Also at that time I started building radio control planes and still fly them to this day. I have applied many of my painting techniques that I have learned from the plastic models to the larger scale planes too.

Then it was ships. I did the 1/350 scale ships for a while. One thing I enjoy is learning different techniques and crossing them over from other venues. The 1/350 ships were fun but I soon realized that I was limited on storage/display space and switched to 1/700 waterline series kits. Believe it or not this is



USN & USMC Aircraft Interiors of WWII

This information is through the courtesy of Steve "Modeldad" Eisenman, Researched by William Reece and Larry Webster, here written by William Reece..

William Reece
USN & USMC Aircraft Interiors of WWII
Tue Apr 20, 2004 14:30
152.1.127.101

For those who might not have this I'll post it here since I don't do rec.models.scale much anymore. I hope it's helpful. Remember this is the latest word on this subject not the last word. Anyone who tells you anything is set in stone about a WWII USN aircraft and it's paint scheme especially the interior is a fool and has the village idiot for an editor. That said this is the best I can come up with after years of research and looking at photos and parts of various aircraft in stages of neglect, from nearly new to barely recognizable.

William Reece,
Fly Navy!

USN Aircraft Interiors: The answers here are

complex. Until recently everyone assumed that the interior of all USN WWII aircraft was FS 34151 Interior Green. This is not always the case as is obvious from the Accurate Miniatures, TBF/TBM Avenger instruction sheet. Mr. Larry Webster an aviation archeologist and airplane restorer has extensive knowledge in this area. In addition to being a friend of mine Mr. Webster has many original parts from WWII USN aircraft to document his conclusions.

Additionally he is a director at the Quonset Air Museum and is a volunteer with the New England Air Museum.

Here is some help on this subject with all credit to Larry Webster. Credit must also go to Dana Bell, author and friend for his help in this area. His article in the October 1997 FineScale Modeler magazine should be required reading. His 3 volume set Air Force Colors contains some useful info.

TBF-1 / TBF-1C, Avenger. Cockpit: Exactly like the Accurate Miniatures instructions show. FS 34058 Bronze Green forward from the bulkhead with the window (in front of the turret). FS 34151 Interior Green for the rear crew areas. Light Gray (Grumman Gray) inside the cowling, (FS 36440 is very close) and accessory area. The stainless steel 'Dishpan' firewall was unpainted and often quite bright. Torpedo bay: FS 34151. Remember on all of these a/c the general rule is that the wheel bays, landing gear struts, wheel centers, landing flap bays, etc. are the under surface color. On the Avenger the inside of the flap itself was the upper surface color with the inside of the flap well on the under surface of the wing being the bottom color.

TBM-1, -1C, TBM-3C, -3E Avenger. Cockpit: FS 34151 Interior Green. This also included the crew areas and fuselage interior. Early TBM-1s and -1C's had cowling interiors like those of the TBF-1 with Non-Specular (flat) Light Gray from the firewall forward except for the dishpan. Later production aircraft would have had everything from the inside of the cowling all the

way back in interior green. The landing gear and bays were the undersurface color, i.e. Insignia white bottom would be white. Glossy Sea Blue TBM-3 a/c would have GSB landing gear and flap interiors. The inside of the flaps would be similar to the TBF-1 above.

F4F-3 / F4F-4, Wildcat. Cockpit: FS 34058 Bronze Green. Some may have been painted FS 34151. Bronze Green is the first choice. The only area that was Bronze Green was the pilot's portion of the cockpit above the 'Floor'. The fuel tank under the cockpit was light gray or black with an interior green supporting structure. The area below the floor was Interior Green. The inside of the engine cowling and main gear bay were Light Gray, as was the interior of the fuselage all the way back to the tail. Tri-color aircraft would have had Insignia White wheel bays (cutout for the tire). Tom Cheek who fought the Japanese at Midway says that he painted his cockpit red to keep him alert! Anything is possible.

FM-1 / FM-2 Wildcat. Cockpit: Interior FS 34151, Interior Green, Similar to the TBM. Wheel bay (cutout for the tire) was the exterior color. The engine accessory area (the area behind the firewall) was Light Gray. Tri-color FM-1's likely had Light Gray engine cowling interiors and the rear fuselage was Light Gray also.

F6F-3 Hellcat. Cockpit: The first 100 F6F-3s almost certainly had Bronze Green cockpit interiors. The rest had FS 34151 cockpits. The engine cowling and the fuselage interior including the area behind the cockpit where the small windows are located was Light Gray FS 36440 (Grumman Gray). Remember on all of these a/c the general rule is that the wheel bays, landing gear struts, wheel centers, landing flap bays, etc. are the under surface color. The area ahead of the rear main spar in the wheel bay was interior green. This area was unmasked and so may have had some significant white over spray. Interior Green should be the dominant color.

F6F-5 Hellcat. Cockpit: FS 34151. Later a/c with BuNo's higher than about 80000 had the interior above the consoles in black Any F6F with the rear windows will have the rear fuselage in Light Gray. (Grumman Gray Take note: those building David McCambell's Minsi III.) The inside of the engine cowling could be Light Gray, Interior Green, or Zinc Chromate Yellow FS 33481, respectively according to production batch. Later F6F-5's may have had a Flat Black cowling interior ahead of the baffle seal between the front and rear cylinder banks. This was most likely done at overhaul. The remainder was Interior Green. The inside of the fuselage on the F6F-5 without the windows would normally be FS 33481 ZCY. Very late a/c with BuNo's in the 94000, range had Interior Green fuselage interiors and black upper cockpits. This is exactly according to the USN specifications at the time. All other areas of the airframe that were exposed to weather were painted Glossy Dark Sea Blue, ANA 623. Remember on all of these a/c the general rule is that the wheel bays, landing gear struts, wheel centers, landing flap bays, etc. are the under surface color. There should be no Interior Green visible on the exterior of any factory finished F6F-5. No F6F-5 aircraft were factory finished in the tri-color paint scheme. Note: ANA 623 is not FS 15042. FS 15042 is an FS 595 color that is close too, but not the same as ANA 623 color used during WWII. Although the variation is very slight they are different.

F7F Tigercat. Cockpit: FS 34151 Interior Green, the upper area above the consoles was black. All other internal areas should be FS 33481 Zinc Chromate Yellow including the Rear Cockpit. The Squadron F7F In Action clearly shows the rear cockpit in FS 33481 ZCY with black upper areas. Engine cowls: Interior Green or Zinc Chromate. Wheel bays: Interior Green FS 34151. Landing Gear: Support structure is Interior Green. The landing gear struts and wheels are Glossy Sea Blue ANA 623.

F8F Bearcat. Cockpit: FS 34151 Interior Green. The area above the consoles was black. The seat was black. Inside of the engine cowling was Zinc Chromate Yellow, Interior Green or possibly Flat Black. All other visible areas were Glossy Sea Blue similar to the F6F-5.

F4U-1 Birdcage, Corsair. Cockpit: Well this is tricky. The best evidence is black. Photos of F4U-1s taken at the time show the cockpits as being a very dark color. The F4U-1 E & M manual calls for Dull Dark Green. Photos and some wrecks show flat black. A photo of "Pappy" Boyington in Bruce Gamble's book, *The Black Sheep*, shows him sitting in a Birdcage with a black armor plate and upper seat. This a/c also has no headrest. All other areas of the F4U-1 Birdcage Corsair would normally be 'Salmon'. Salmon is a pale pinkish/brown primer made by mixing Indian Red pigment with Zinc Chromate Yellow. The closest Munsell match is 2.5 YR 6/8 or between FS 32276 and FS 32356. This color was applied to the whole F4U before the final camouflage finish. The landing gear bays were this color. The insides of the main gear doors were Light Gray. Sometimes this was only over spray over the Salmon. Note: there were canvas covers on the inner and outer wheel bays that were either Olive Drab or Light Gray. The closest paint that I have found to the Salmon samples in my possession is PollyScale Railroad, Southern Pacific Daylight Orange. The E & M manual calls for the wheel bays, engine cowling and accessory cowlings to be painted in Non-Specular Light Gray to match the underside of the aircraft. Recovered wrecks show these areas to be Salmon however. Color photos of early Corsairs show the cowling interior to be Non-Specular Light Gray.

F4U-1A Corsair. Cockpit: FS 34151 Interior Green. All other areas of the F4U-1A were Zinc Chromate Yellow, FS 33481. Early F4U-1A's may have been Salmon. Landing gear: Light Gray or Aluminum Lacquer. This was true well

into the F4U-4 production. Some a/c may have had Insignia white landing gear after overhaul or repaint.

F4U-1D Corsair. Cockpit: FS 34151 Interior Green. The area above the consoles was black. This matches the Navy's directives at the time very well. Inside of the wheel bays and engine cowling were also Interior Green FS 34151. Wheel bays could have been Zinc Chromate Yellow, FS 33481. Landing gear was Light Gull Gray or Aluminum Lacquer. After overhaul aircraft could have had the landing gear, wheel centers and wheel bays painted Glossy Sea Blue.

F4U-4 Corsair. Cockpit: FS 34151 Interior Green. The area above the consoles was black. Inside of the engine cowling was Zinc Chromate Yellow, Interior Green or possibly Flat Black with the area ahead of the cylinder seal in Glossy Sea Blue. All other visible areas were Glossy Dark Sea Blue similar to the F6F-5. Landing Gear: Aluminum Lacquer or Light Gray. After overhaul aircraft could have had the landing gear, wheel centers and wheel bays painted Glossy Sea Blue.

SBD-1 thru -6 Dauntless. Cockpit: FS 34151 Interior Green. Color photos of the SBD-1 aircraft confirm the interiors were Interior Green. The stainless steel 'Dishpan' firewall was unpainted and often quite bright. Dive Flap interiors were ANA 509, Insignia Red FS 31136. The wing supporting structure and dive brake linkage was the bottom color. Some SBDs had very dark green cockpits that were nearly black due to mixing variations with the different batches of paint.

SB2C-1, -3, -4 Helldiver. Cockpit: Curtiss Cockpit Green similar to PollyScale RLM 63 green. This color was distinctly different than other interior green colors because it was browner than other interior greens. Color photos of SB2C-1 a/c show this. There is considerable debate over the exact shade of this color. There was much variation in the different batches of

Interior Green and this may have been just one variation. Note the wheel bays and landing gear struts, unlike most other USN a/c of the period were Curtiss Cockpit Green.

This answers most of the common questions. A whole lot of research needs to be done on this area. A lot depends on the production block of the a/c in question. Remember that these a/c could and did undergo maintenance, combat and severe weathering. Remember Tom Cheek and his red Wildcat interior. Colors change and S@#t Happens. The term used then was SNAFU. CHECK PHOTOS OF THE AIRCRAFT YOU INTEND TO MODEL.

References:

Mr. Larry Webster, Grumman Expert, Wreck Hunter, Aircraft Restorer and all around Great Guy.

Dana Bell, A fine gentleman and expert.

John M. Elliot; The Official Monogram US Navy and Marine Corps Aircraft Color Guide, Vol. 2, 1940-1949.

Doll, Jackson, Riley; Navy Air Colors, Vol. 1, 1919-1945.

Any errors contained in the above are the sole responsibility of the author. Any additional comments or suggestions are welcome.

IPMS Region 1 Update



Hi, and welcome to February!!

I hope everyone is staying warm here in the Northeast. I'm not going to complain too much about the cold, as I've been following the snow fall amounts of 5-6 feet the last few days the guys in western NY have been dealing with. They should have snow on the ground up that way till about June, as close as I can figure. Good luck folks, I hope y'all still have energy to build something, after you dig out!!

On to business!!

Attached is an updated 07 Event schedule that now includes the Cape Cod and BayCon events. 07 is filling in fast, so if you haven't gotten approval for an event being planned, let me know.

All chapters will be receiving a note from IPMS 2nd VP Ron Bell shortly. There haven't been any bidders to come forward for the 09 Nationals from the central part of the country, so bidding is being opened to the entire country. The deadline was 1 January, and is required by the Constitution, bidding is opened to the entire country to find a host. A chart showing past financial history is also included that gives a good picture of the costs associated to host this event. It certainly is eye opening!!

And this just in from Dick Montgomery:

The IPMS Web Site has a new feature entitled, "Chapter Spotlight". Your chapter is invited to submit a club "bio" to Ron Grasmick, the Associate Webmaster for the Spotlight. The first club being featured is IPMS Fresno, the recipient of the COY at the K.C. convention.

On another topic, the contest "season" has begun and IPMS wants to feature your event (contest, display, presentation, ABC class, etc) in the Events Gallery. Please incorporate plans in your event planning process to send images of your event to Dick Montgomery, the Associate Webmaster for the Events and Walkaround Galleries.

Lastly, the ABC course web pages now include a downloadable Instructor's Manual and a full

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set of lesson plans, both in pdf format. This program has legs. The program has a proven track record of attracting new members to the IPMS chapters that have organized some ABC classes and also has re-invigorated clubs with a membership that had turned away from "building" models. It is certainly worth a look.

Dick Montgomery
IPMS DLC

OK then.... With all that , I close with the reminder that Daytona is only 10 days!! And please share this with the officers and members of your chapter. Thanks!!!

Semper Fi
Doug Hamilton
RC-1

IPMS/USA NEW MEMBER APPLICATION	
IPMS No.: _____ <small>(leave blank)</small>	Name: _____ <small>FIRST M LAST</small>
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Exp. Date: _____	
Signature: _____	
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<input type="checkbox"/> <i>Canada & Mexico</i> : \$30	<input type="checkbox"/> Other Foreign: \$32 <input type="checkbox"/> Foreign Air Mail: \$55
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines,# of membership cards required:____)	
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)	
IPMS/USA	
Check out our web page: www.ipmsusa.org	
P.O. Box: 2475 North Canton, OH 44720-0475	

In Range:

December 16th Steve Kwasny

1/35th Autoblinda – Kevin Conlon
1/35th King Tiger – Steve Kwasny
1/35th SdKfz 251/22 – Steve Kwasny
1/35th Panzer IV E (WIP) – Steve Kwasny
1/16th Rommel – Mike Kenny
1/35th Panzergrenadier – Mike Kenny
1/35th US Paratrooper – Mike Kenny
1/48th FJ-4F Fury – Bob Don

Raffle: Group raffle for X-Mas – Everyone attending won

In Attendance:
Peter Merrill
Norman Robbie
Brian Millette
John Nickerson
Chris Libucha
Gian Montecalvo
Hal Marshman
Bob Magina
John Gisetto Sr.
Steve Kwasny
Kevin Conlon
Ray Rosario
Mike Kenny
Bob Don

January 13th Meeting – Bill Collins

1/48th Japanese Suicide Plane – Joe McDonald Sr.
90mm DAK – Joe McDonald Sr.
1/35th W.A.A.F. 1941 – Joe McDonald Sr.
1/35th M4A3E8 – Bill Collins
1/48th YAK-1 – Chris Libucha
1/35th US Rangers – Chris Libucha
1/35th Sheridan (WIP) – Jeff Maronn
1/72nd SA341 Westland (WIP) – Bob Don



Raffle: 1/48th CR.42.AS – Joe McDonald Sr.

In Attendance:
Kevin Colburn
Kevin Conlon
Bill Collins
Chris Libucha
Gian Montecalvo
Bob Don
Ray Rosario
Dan Angelone
Jeff Maronn
Bob Magina
John Nickerson
John Gisetto
Joe McDonald Sr.
Norm Robbie
Stan Wright
David Tanguay
Pete Merrill



Up Scope:

April 14th 2007 Meeting

- **Host – John Gisetto Sr.** –
390 Plymouth Street
Middleboro, MA
508-947-1546

Rte 495 to Rte 44 exit. Take Rte 44E. From rotary go to third set of lights and take a left on to Plymouth Street. KOA campground is on the corner. Its the house on the right (green ranch). Its about 1/2 to 3/4 of a mile up on Plymouth Street.

June 9th 2007 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 1/2 mile and go right onto Maura Elizabeth Lane (last street before overpass). Go left onto William Drive. House is #11 (6th house on right).

May 12th 2007 Meeting

- **Host – Kevin Colburn** –
15 Gilberts Way
Norton, Ma 02766
508-285-4864

From RI on 95N Take exit 3 123E and follow it through Attleboro and into Norton (around 6 miles) About 3/4 of a mile past the Norton\Attleboro town line turn right on South Worcester St.

After about 1/3 mile S. Worcester St will turn left...stay straight, which turns into John Scott BLVD.

Follow John Scott through 2 4-way stops. At the second with the flashing red, turn right onto Dean St.

Follow Dean St. for about 1/4 mile to intersection of Dean and East/West Hodges ST. Turn left on East Hodges and follow for 1/4 mile till left on Myras Way. Follow Myras Way till you come to Gilberts Way. Turn either left or right on Gilberts Way, as it's just a big circle. Our house is at the opposite end of the circle, with the number on the mailbox.

From 495N or S Take exit 10 and follow 123w through Norton for about 4.5 miles. Turn left on S. Worcester St. After about 1/3 mile S. Worcester St will turn left...stay straight, which turns into John Scott BLVD. Follow John Scott through 2 4-way stops. At the second with the flashing red, turn right onto Dean St. Follow Dean St. for about 1/4 mile to intersection of Dean and East/West Hodges ST. Turn left on East Hodges and follow for 1/4 mile till left on Myras Way. Follow Myras Way till you come to Gilberts Way. Turn either left or right on Gilberts Way, as it's just a big circle. Our house is at the opposite end of the circle, with the number on the mailbox.

From the North Take 95 S to 495S and follow directions for 495 above.

The President's Column FROM THE BRIDGE



We are the second half of our 2006 – 2007 membership year. If you haven't paid your dues yet, you are well overdue. Still only \$10 per year. 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.

Ok, on with the column, I've got good news and bad news. I'll start with the bad so that things will get better and end on an up note.

On the bad side, I've heard a rumor and I stress rumor, but then again the source is real good and not prone to stories. I've been told that Bill Grigg is closing his hobby shop in Buzzards Bay and plans to sell on line, on Ebay. F100 wrote on our website forum that bill was taking the month of January off to look for a new location with more square feet. Wait! This just in! Harry, from Harry's Hobbies tells me that Bill has secured a new location in either Wareham or South Middleboro!

We have a few more Make n Takes under our belt since last mentioned. So far we have been doing these for Cub Scout packs although the program is adaptable to other age groups. If you know of a group that would appreciate such an event please let us know or let them know that we are available to do such events. We use Revell snap tite kits for the cub scouts. They work well for that age group and in that timeframe that we have to work. We can get glue

construction kits from IPMS for older builders when we have more time for construction. Mike and Kevin Conlon helped us out at one event. Both brought models to display and Mike was a big help working with the kids. It would be nice if we could get one or two more members to show up for each make and take. Not necessarily the same person all the time. Revell has quite a few snap tite kits in production but we are limited to a few that are available to be ordered in bulk. We find that some work better than others. Some of the newest ones we have tried, such as the A-10 Warthog and 57 Chevy work very well. The Chevy is a nice build. We found The F-18 Blue Angel is somewhat fragile and we end up doing a lot of emergency gluing at the end of the evening. The police cruiser has some construction snags. We have one more make n take scheduled before summer and I think we will be doing the A-10's and 57 Chevy's.

John Gisetto is our Hobbies for Heroes coordinator. John is finding it tough to keep up with that and his other club activities and life in general. So we're hoping that someone might like to step up and takeover of the Hobbies for Heroes program. You can speak to John to find out just what effort it entails.

At the next meeting I am going to propose that we consider having a family membership rate. We currently have three families with three members each that have kicked in to the tune of \$10.00 a head. I think we should be able to cover that with a family membership with a maximum fee of \$20.00. I would define Family as parent and children or parents and child all living under one roof. We also have another almost family of grandfather, son, and grandchild. Although not all under the same roof we could have a grandparent clause and 'grandfather' them in. Where we now electronically mail the newsletter or would be sending one copy to a household this would minimize expenses per family. Being able to use email and the club forum to keep most of our members informed has resulted in a cost savings to the club even with the added expense of maintaining the website. I see no immediate need to increase membership costs for the foreseeable future. \$10.00 per year, less than \$1.00 a month gets you the award winning "Battlewagon", access to the club website and forum, access to 12 meetings a year, discounts at local hobby shops, BayCon, and all the model building camaraderie you could ask for. Such a deal!

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It's been discussed at the last couple meetings and appears to be a go. We will have a new award at BayCon starting this November, the Club Raffle Challenge. Any model won at the monthly meeting raffle, (BayCon raffle does not count), is eligible. The models will be entered in their normal categories and the entry forms will be marked as eligible for the Club Raffle Challenge. I haven't decided on the judging yet, whether a team will be assigned or if all club members will vote. Any opinions?

While on the topic of the monthly meeting raffle kits, I'm the guy that buys them. I try to vary the genre as much as possible and I also base it on the building preferences of the membership that tends to show up for the meetings. My choice is also based on what I find on the hobby shop shelves. I try to purchase quality kits that sell at reasonable prices, after all, we want these kits to be built not just tossed on the kit stash pile. I also try to get some of the newest kits as they come on the market. Most of the new armor kits are in the \$45 range, a good aircraft kit is closing in on the same mark. Some of the new 700 scale ship kits are in that range also. All that said, if there are any classic kits you would like to see in the raffle or for that fact any kits you think are not worth the money and shouldn't be raffled please let me know.

Since the last time, we have been re-charted. I just receive confirmation from the Knight of Columbus, BayCon 07 will be November 4th. This date has already been approved by Doug Hamilton. We are set to go. And switching the date of the Dec. meeting broke the Kwasny Curse and we didn't have to climb over 3 foot snowbanks to get there.

NoreastCon 06 update, the final bill has been paid! I have polled the committee members, the majority would like to meet for the last time to distribute the remaining spoils. From what is left we will send a check for \$100 to the NCon 07 crew as sort of a traditional kickoff. Don't forget, NoreastCon 07 is April 20 and 21. Make your plans! Bob should have received the info packet. For more info go to their website.

<http://www.hvhmg.com/NorEastCon07/index.html>

As always, you can reach me on the web at jjnick@comcast.com. Note the new address. God bless America! Happy modeling and give kits to kids!

John J. Nickerson

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Bio Cont'd

where I had my first experience with photo-etched parts. I must be nuts I thought!

Around this time I bumped into Bob Magina, Kevin Conlon and Joe McDonald Sr. while checking out the models at the battleship Massachusetts last January and they encouraged me to join the club. It's funny how life can be. Fifteen years later I would be joining the club after all.

All the talk about AFV's, tread-heads, etc. at the meetings has got me into building my first tank. It's a M3 Stuart that I bought from Bob Don at John Gisetto's meeting last April. I hope to show it at the Baycon show.

I look forward to getting to know everyone and especially like the open discussions at the meetings. I feel that I have advanced my own skills in the short time that I have been a member. In the end I guess if it comes in a box I will build it.

Bay Colony In Space

By
John J. Gisetto Sr.

Well club members, we-the Bay Colony Historical Modelers Association have another first to add into our history book. Our association is now officially part of the great adventure called "Space Exploration", yes you heard me correctly or rather read it correctly-space exploration. This exploration will take place aboard two separate spacecraft on two separate missions.

A joint mission between: "The Planetary Society", "The Planetary Society of Japan" and the "Japan Aerospace Exploration Agency", called SELENE will launch in July of 2007.

The primary mission objectives of SELENE; will be to investigate the Moon globally from a scientific viewpoint, thereby creating a more detailed map of the lunar surface and learning more about the origin and evolution of the Moon. The mission also seeks to develop technology for future lunar exploration. The year-long mission is scheduled to launch in summer 2007 and enter lunar orbit about a month later.

A message from our association (Peace on Earth) has been placed aboard the SELENE spacecraft and a certificate, #1004116, was issued to our association on December 23, 2006.

The second mission called "Phoenix" is managed by "NASA Jet Propulsion Laboratories" in partnership with: "The Planetary Society" and "Lockheed Martin

Space Systems". Phoenix will launch in August of 2007.

In May of 2008, the spacecraft Phoenix will land in the northern polar regions of the planet Mars. One after the other, the spacecraft's scientific instruments will come alive, and begin their search for water ice in the harsh Martian environment. Nestled among busy instruments, a small and very special DVD will wait patiently for its turn. This unique DVD is made of silica glass, and designed to last hundreds if not thousands of years into the future, when its true mission will commence. It carries nothing less than a message from our world to one centuries away, when humans will roam the Red Planet.

NASA's Phoenix will be the first lander to explore the Martian arctic, landing near 70 degrees north latitude. Led by Principal Investigator (PI) Peter Smith of The University of Arizona, with project management by JPL, it is a fixed lander with a suite of advanced instruments and a robotic arm that will dig up to a meter into the soil. Its purpose is to look for and study the water ice that is expected to be found there. The mission will launch in August of 2007, and land on Mars in May, 2008.

Our associations name has been placed aboard the Phoenix spacecraft on a specially designed DVD and a certificate, #1123523, was issued to our association on December 23, 2006.

The Planetary Society will keep all certificate holders apprised of both space missions.

Yes we, the Bay Colony Historical Modelers Association, now have bragging rights as official space explorers.

Set course Mr. Sulu, Scotty-Engage warp engines-
lets see what's out there!!!

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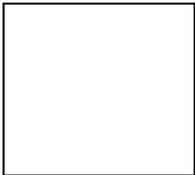
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