



Battlewagon

IPMS Region 1 Chapter of the Year 2004

Bay Colony Historical Modelers

June 2004

Volume 22 Issue 6



Recon:

IPMS/USA Nationals 2004 – August 4-7, 2004 – Phoenix, AZ Contact www.ipms2004.org

Pat Con 2004 – Sept. 19, 2004 – Lowell, MA Contact

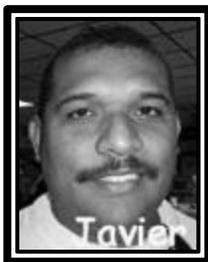
Cape Cod Con 13 – Sept. 26, 2004 – West Barnstable, MA Contact Rich Reingold reingold@comcast.net

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

The Modeler's Bench – **Javier Brown**



My name is Javier Brown, I believe myself to be one of the newest members of this association.

I count on my small business (O2J, Inc.), that is located in Pawtucket RI. I started with my choice of hobby models fifteen years ago, and like everyone I started off with the more simple and basic models, painting with brushes and so forth, with little or no experience at all.

My choice of models, is in the construction of military jets and props on the scale 1/72, I picked this scale because I can fit more kits in a small amount of space.

When moving to RI, I came to investigate through "IPMS.USA" which associations were closer and in the vicinity of where I resided. I came up BAY COLONY.

By communicating with my friend Bob Magina, he helped me open the doors to enter this association.

I have never forgotten the first meeting I participated in. But let me tell you the gathering had made me feel so comfortable, that I felt right at home. I came to realize that we all spoke the same language that was MODEL TALK.

To this day I feel I made the right decision because aside of learning from recommendations of others of the club, I have come to know new people, who I am proud to say I know.

I hope to continue collaborating with BAY COLONY, so that it becomes as already an important club for years to come.

Luftwaffe Uniforms

by Hal Marshman Sr.



Wrote the following in response to a question on Hyperscale, and after looking it over, felt it might be of some use to my regular club friends. In light of the really nice figures now being provided in even 48th and 72nd scale, and the increasing popularity of airplane dioramas including figures, it might be nice to have a decent grounding in what the uniforms of some of these characters looked like. Tamiya continues to expand it's large scale German figure line, and includes a Luftwaffe pilot officer.

Over the years of on and off German war relic collecting, I have owned several Luftwaffe uniforms, and personally viewed many more. The predominant uniform color is a medium gray with a bluish cast. Depending on quality and maker (don't forget, officer's were mostly tailor made, not issued), the amount of blue varied considerably from a grayish medium dark blue to a slightly bluish light gray, and all shades in between. In the case of the officer, the belt was brown with a dull silver double claw open buckle. Boots were black. Insignia included a silver embroidered eagle on a blue/black background sewn over the upper right pocket. Collar patches and shoulder strap underlay were golden yellow for flight personnel, ground personnel associated with flight, and paratroops. Red was used for flak troops, and tan for signals and recon people. Collar patches had a silver cord surround with embroidered gulls and oak leaves as rank indicators. Silver cording was used for company grade officer's shoulder straps on top of the colored (waffenfarben) underlay, while field grade officers had woven silver braid. Rank pips were a bronze color. The collar of the tunic or flight jacket had silver braiding down the front and around the base of the collar. Buttons were dull aluminum, and had a pebble style finish. The above colors are the common waffenfarben only and do not include the RLM, Engineering branch, Hermann Goering Panzer Div., or General officer's. Riding breeches and straight trousers generally matched the material of the tunic. They did not have colored seams, but many officers had brown or gray leather lining inside of the legs and lower buttocks, the theory being to protect the breeches from excessive wear while on horseback. This became a styling affectation rather than the practical accessory originally intended. The shirt was light blue, with white for dress. In either case, a black tie was worn.

The uniform greatcoat matched the uniform as regards color, but not necessarily. It wore matching shoulder straps and braiding around the collar, but did not carry the breast eagle or collar patches. The lapels were the same color as the greatcoat. Again, please keep in mind, we're not talking Generals here. Generals could almost provide an article of their own, as there were so many differences.

Headgear could also account for a separate article, but I will try and keep it as simple as possible. The visored hat had blue/gray top, black mohair headband, and black patent leather visor with bright green underside. The piping around the crown and top and bottom of the headband was dull silver cording, as was the braided double corded chinstrap. Emblems on the front of the top and headband were mostly silver bullion on a black background. In the summer or in tropical areas a white cover could be worn, but the edges of the cover were devoid of silver cording. I have seen the occasional officer's visored hat with the silver/gray cotton eagle from an E.M. field cap used. Speaking of field caps, the overseas style cap was in blue/gray material with silver embroidered eagle and bulky embroidered national red, white, and black roundel beneath. the turnup would have dull silver cording along the top edge. The M-1943 field cap would have the same coloring and insignia, but the silver would surround the crown. I have also seen M-43 officer's caps with silver cording along the top of the scalloped front of the turnup. Buttons (pebbled), either double or single would be dull aluminum. Because of these buttons, the roundel or cockade would be found on the front, just below the eagle. A blue/gray steel helmet of the same pattern as the Army (Heer) could be worn. This helmet had a decal shield of the national colors on the right side just below the air vent, and the flying Luftwaffe eagle on the left side, facing front. The colored shield was ordered removed in 1942, the eagle later on.

Well, that's the Luftwaffe officer's uniform. I've not delved into the exceptions, and there were many, and of course I've left out information on Generals, special branches and camouflage uniforms. At a later date, I will do an article on enlisted men and nco's uniforms.

have fun, Hal

Jugs were not impressed with fancy uyniforms.

Region 1 Update, Noreastcon Debrief

by Doug Hamilton

Greetings all,
As promised, here are some observations, factual reporting, and downright lies as seen at the recently concluded Noreastcon. Sorry, it's a little long.

First off, before anything else, I'd like to thank IPMS Northeast New York (NENY) for hosting a fine event. Also thanks are given to all the people that offered their time to judge. And most of all, those that attended. With y'all it wouldn't be necessary! Or near as fun!!

For those that didn't make it to Schoharie this time out, let me start by saying the hotel was in a fairly secluded area. Our event had the whole facility to ourselves, and that was very nice. The hotel was decent, and the staff personable. Dining facilities and other refreshment establishments were off site, but a fairly short distance away. I liked it. There were many ways to drive there, depending on where you were coming from. From the NYC and CT areas, the directions called for a trip on Rt. 145, or the Ho Chi Minh Trail as we started to call it. This road took us through some of the most economically depressed areas I've seen in quite a while. There were tales going around the event of folks hearing banjo music from porches when the windows were rolled down while passing this area. We did manage to have quite a few laughs over the sights though.

The event was well run, and our hosts did their usual fine job of making the event seamless. Everything ran smoothly, and our hosts efforts are to commended. There were some fantastic models on the tables. I was impressed by the quality on display, and it would seem everyone was busy during the past winter. There are a number of event photos posted on the NENY website showing some of the models, and a few action shots. Check these out, they're cool.

The business meeting was very well attended this year, with about 25 fannies in the seats. Thanks to all chapters that sent reps. We covered a few topics that are important.

The first thing on the agenda was to announce next years site and hosts. I'm very proud to announce that IPMS Rochester will be the host in 2005. The event will be held at the Park Place Hotel in Rochester, NY on May 6-8. Members of the Rochester club were on hand to give a brief presentation on next years event. Thanks guys for stepping up to the plate for us!!! I really appreciate it.

The next thing discussed was the need to keep future Noreastcon's affordable. A few people had some comments and ideas were tossed around. I also said that future bids that feature facilities that don't feature on site hotels and banquet facilities would be considered. Also the need for a facility we could use much as we did the Sturbridge site was also mentioned. Al LeFleche and Nick Phillipone spoke a little on the Sturbridge situation, and given what's happening there as far as vendor licenses and tax liabilities it doesn't look very promising for a future return there. I feel we need a site that could be available for any chapter or chapters that would like to host, but can't due to lack of local sites, expense of venues and so on. I know I've spoken on this before, but feel it's important enough to keep on the front burner.

We also talked about creating a list of qualified Regional Judges. Other regions have created this tool for use at future Regionals and I think it would be useful here as well. The list would be made available to all future hosts, and could also be used at the local event to help get experienced judges. All agreed it was worth pursuing. I said I would maintain it as RC, and asked for some volunteers to help me get it up and going. Al LeFleche from Wings and Wheels, Steve DeVaux from MASSCAR, and Jack Kennedy our illustrious DLC said they would help. Thanks guys!! Jack had suggested I contact Dick Montgomery out in Region 6 as he's created just what we're looking to do. I spoke to Dick a few days ago, and he offered some good advice, and motivation. So now I'll ask all the Region 1 chapters for some help getting this together. please poll your members and ask if any are National judges, or have judged a regional before. Forward their names and E mail addresses to me. I'll contact them and see if they're interested to be included on the list. I'll also be in contact with the rest of my team to define the parameters of inclusion. When it's done, I'll send a copy to all Region 1 chapters.

Jack put on his DLC cap and briefly spoke of the new IPMS event registration process. It's been made into a one click operation whereas when you submit it to Jack as official event registration, it will automatically go to the web site and Journal after he approves it. Isn't technology grand!!? Also Jack mentioned the importance of maintaining up to date contact and Chapter E Board rosters with himself, and me too. I'd like all chapters to e mail me with your current slate of officers and contact person. And please include e mail addresses. Thanks.

After the meeting broke up, the room filled with people attending the Judges meeting. These are some very dedicated folks, and our events wouldn't be what they without their help. They had a very difficult task ahead of them, as there were many fantastic models to look at. The judging went smoothly, and somewhat rapidly this time around. There was even a little time afterward to make a final pass through the vendor room.

The banquet featured some decent chow, and we were treated to a slide show of many of the models that filled the tables. After the meal I had the privilege to present the Region 1 Chapter of the Year to IPMS Bay Colony. President John Nickerson accepted the award on behalf of his chapter. The next award presented was the Region 1 Person of the Year. This year's recipient, was Gary Haven of IPMS Syracuse. Gary didn't attend this year as he's been under the weather. One of his chapter brothers accepted the award on his behalf. Get well soon Gary!!!!

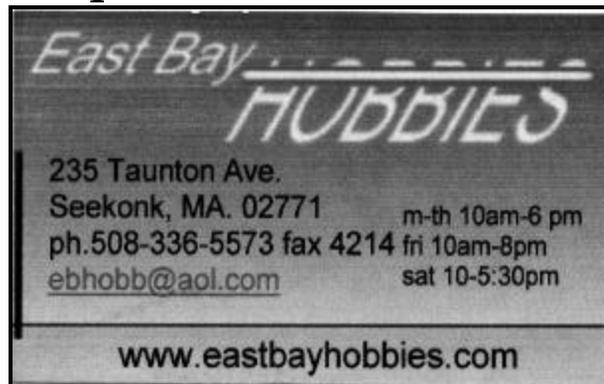
We were then regaled with a special version of the Arris and Bill Show for the rest of the awards presentation. These guys should be on DVD!!

During the presentation of the Special Awards, Frank Baehre and I presented the first annual Region 1 Noreastcon Challenge cup. This award is new to Noreastcon, and has been

graciously donated by IPMS Champlain Valley, and will be awarded at all future Noreastcon's. Here's how it works. Each entrant, on their entry forms list their home chapter. After judging is complete, all the judges sheets are reviewed, and points are given for each time a person places in competition 4 for first place, two for second, and one for third. Best of's are worth 10, and Best in show, and peoples choice are worth 25. These points are then given to the home chapter listed on the form. The numbers are totaled, and the chapter the receives the highest total wins the cup. This year, the winners were our event hosts Northeast New York. NENY will retain custody of the cup until next year's event. They will get to ceremoniously present next years winner with the cup. (The chicken scratch you're about to view is mine. Guilty as charged!!)

Noreastcon was a good event this year. Again, I'd like to offer thanks the NENY guys for hosting a fine job. Next year, on to Rochester!!!!

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Mitsubishi Claude Trainer (Classic) 1/48th Scale

By Joe McDonald Sr.

I've toyed with the idea of converting one but now Classic has saved me the trouble. Molded as usual in a nice styrene this two seat trainer in real life was only succeeded in the late war period by the two seat Zero.

However good the presentation (box, instructions, layout) I almost always come away from a Classic kit cussing. The wealth of resin which is beautifully molded always gives me grief. Lots of trimming of floors, panels and bulkheads, not to mention what you have to do with round engine cylinders if they are to fit within the cowlings.

I quite often sit back when one of these is finished feeling proud at the accomplishment and saying to myself "A vac formed kit would in fact be a helluuea lot easier.

Still, when the price is right, I buy them and build them because they do stuff that no one else touches. Now about the new prices.....

Kit Review- Tamiya's 1/48 Dornier Do335A "Pfeil"

by Steven Kwasny

This aircraft had to be one of the most unusual prop-driven fighters of the Third Reich. Its dual inline engines gave it a push/pull characteristic, while the cruciform tail gave this aircraft an unusual appearance. Designed to be sleek and fast (almost 800 km/hr), this A/C was never produced in any numbers to challenge the Allied air superiority over Germany. Tamiya released this kit in 2000, and it keeps a retail price of \$38. They also released this kit with the Kettenkraftrad tug, but retails for around \$50. Let us see how the kit builds and paints up, shall we?

Plastic: Tamiya molded this kit in light grey styrene, free of any flash, warpings, or mold release agent. The plastic is easy to work with is not brittle, and features recessed panel lines and nice small molded detail. Now, I will not take out a ruler and measure the pieces and tell you if the dimensions are accurate, or if parts should be located 0.05 mm ahead or behind where the instructions suggest. But I will tell you that there are four trees of light grey plastic parts, and one tree of clear parts. One major pain in the neck are the location of many registration marks in impossible to cleanup locations, like the wheel wells. Sanding these out would eliminate a substantial amount of detail.

Instructions: The 10 page instruction manual contain clear assembly drawings and are easy to follow. At no point was I confused on parts location.

Cockpit: Assembly of the Dornier Arrow begins naturally with the cockpit. This is a nicely detailed area that required very little modification on my part. The only additions I made were drilling out the rear of the instrument dials and inserting fine wire and lead foil for the seat harnesses. The instructions dictate painting the interior RLM 02 grey, which I did. The instrument consoles were painted aircraft interior black. This was followed by a wash of X19 Smoke. The instruments are finely molded and call out for detail painting with various colors such as white, red, and yellow. The kit has a decal for the instrument panel, but I rejected this. I also rejected the decal for the seat harness, as I felt they looked way too thin. The little gem of the cockpit is the Heinkel ejector seat, not looking like most other Luftwaffe fighter seats.

Interior: No major snags here. Tamiya gives you the choice of open or closed bomb bay doors, and a five-piece 500 kg bomb. I elected not to add the bomb bay. Before the halves are sealed up, a chunky metal cylindrical weight is added to the nose of the A/C to make this area heavy and allow for it to sit on its nose wheel. As a reminder, as I almost neglected to

do so, forget to install the rear radiator (parts C7 and C8) and exhaust backings before sealing the fuselage halves together.

Exterior: Tamiya have produce two different Do335 with different canopy arrangements- the single seater A-0/A-1 as reviewed here, and the two seater trainer A-12 "Anteater". The latter has a second cockpit elevated above the main cockpit, with a separate canopy. This kit has a large dorsal fuselage plate (part A4) that covers the region for the second cockpit. Cleanup of this part was disappointing, as rivet detail disappeared. Before installing this piece, choose which variant you will build as each aircraft in the kit has a different antenna array.

Wings: The wings on this aircraft were wide 'n chunky, and fit perfectly and snugly. The main spar that is part of cockpit and bomb bay assembly traverses the fuselage and fits into the wings nicely. My only addition was running a little Testor's liquid glue into the wing roots. On the bottom, there was a slight fit problem with the right wing at the root, but a little pressure with some super glue fixed the problem.

Landing gear: The struts are nicely molded and detailed, and my only addition was fine wire for break cables. They were painted RLM 02, and given a mixture of black and brown oil washes. These parts were also great for dry brushing. The tires were molded in halves, but I elected to use True Detail tires, which I had laying around, but after getting them onto the kit they were designed for, I don't recommend them. I do not have any reference photos of the nose landing gear, but every model I see of this particular A/C done by other people show no brake cable, so I did not add one. If I am wrong here, please let me know.

Painting: Tamiya calls for dark green/black green/ light blue (71/70/65) paint scheme. I opted for the brown violet/dark green/ light blue (81/82/65) scheme. I used Model Master II colors, using French Chestnut brown for RLM 81. All three markings have a hard edged splinter camo scheme. A sharp pencil was used for the panel lines, and smoke black and panzer grey paint pigment powders were used for exhaust staining, giving a subtle effect.

Decals: The decals conformed nicely, requiring very little decal setting solution. Not much silvering was observed, and those decals that did were treated with solvaset.

Verdict: This is a very nicely molded and nicely detailed kit of an unusual aircraft. It looks great in my collection, and I have plans of acquiring the trainer version of this A/C. Very well done, Tamiya!

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Battlewagon

Bay Colony Historical Modelers

In Range:

April 10th Meeting – Bill Collins

1/35th Scale The Bridge Dio – Bill Collins
172nd Scale Lockheed Air Express – Ray Laskorski
1/72nd Scale Lockheed Vega M2 (WIP) – Ray Laskorski
1/24th Scale Toyota TS0201998 – Kevin Colburn
1/35th Scale Vietnam Dio (WIP) – Kevin Conlon
1/4th Scale Flieger Bust – Joe McDonald Sr.
120mm Scale 1st Footguard Vig – Joe McDonald Sr.
200mm Scale C in C – Joe McDonald Sr.
1/32nd Scale Japanese Pilot – Joe McDonald Sr.
1/43rd Scale Honda Racer – Joe McDonald Sr.
1/72nd Scale Model T Ambulance – Joe McDonald Sr.
1/2400th Scale Conte de Cavour – Joe McDonald Sr.

Raffle: Dremel Tool – Gian Montecalvo

In Attendance:

Joe Ravino	Bob Magina
Hal Marshman Sr.	John Gisetto Sr.
Ray Rosario	John Nickerson
Bob Don	Dave Tanguay
Joe McDonald Sr.	Gian Montecalvo
Chris Libucha	Kevin Conlon
Kevin Colburn	Jim Hayman
Ray Laskorski	Bill Collins



May 7th Meeting – John Gisetto Sr.

1/35th Scale Sherman Dio – Bob Magina
1/72nd Scale Lockheed Vega M2 – Ray Laskorski
1/72nd Scale Waco UPF-7 (WIP) – Ray Laskorski
200mm Scale Samurai Bust – Joe McDonald Sr.
1/25th Scale 48 Ford Convertible – Joe McDonald Sr.
1/32nd Scale Jeep & 2 Mechanics – Joe McDonald Sr.
1/48th Scale P-2 – Joe McDonald Sr.
190mm Scale Medieval Fire Thrower – Joe McDonald Jr.
1/48th Scale P38E – Bill Collins
1/35th Scale Hi-8 – Bill Collins
1/25th Scale Bat Ski Boat (WIP) – John Gisetto Sr.
1/35th Scale Door to Door Service – Kevin Conlon
1/35th Scale Extraction Under Fire (WIP) – Kevin Conlon
54mm Scale Alexander Neusky 1242 – Chris Libucha
1/72nd Scale M-29A Polish Air Force – Javier Brown
1/72nd Scale M-29UB Indian Air Force – Javier Brown
1/72nd Scale Mig 29 SMT Russian – Javier Brown

Raffle: None Held

In Attendance:

Bob Magina	Bob Don.
Norm Babcock	Javier Brown
Hal Marshman Sr.	John Nickerson
Frank Knight	John Gazzola
Kevin Conlon	John Gisetto Sr.
Ed Arnold	Ray Laskorski
Gian Montecalvo	Kevin Colburn
Bill Collins	Chris Libucha
Joe McDonald Sr.	Jim Hayman



Up Scope:

July 10th 2004 Meeting

- Host – John Gazzola/Ed Arnold -

188 Laurel Point Rd
CT
860-617-1413

From Worcester and Metro West: Take the Mass Pike to Exit 10 (Route 12, I290, & 395). Take I395 into Connecticut until exit 94. Take a right off the exit, go over the railroad tracks and take an IMMEDIATE left onto Maple Street. You will see seven small homes on your right then the entrance to "Frito-Lay - Killingly" on your left. Immediately across the street (your right) will be an old red farmhouse. Just past the farmhouse on the right you will see a road marked "Laurel Point Road - Private Way." Turn right on to Laurel Point Road. The road will quickly come to a "Y," bear right. Follow the house numbers down to "188" (about 6 houses down past the "Y" in the road).

From Rhode Island: Take Interstate 195W, 95N or S, or 295N or S to Route 6W (Hartford, CT). Follow Route 6W until it splits with Route 101W, just past the Scituate Reservoir. Continue on Route 101W past the Connecticut border. Go straight through the first two sets of traffic lights. At the third set, take a right onto Upper Maple Street. You will see "Killingly Intermediate School" on your left, continue on straight past the school. You will pass twin apartment houses on your right (white with brick fronts), then a restaurant on your left ("The Lake"), then a miniature golf course on your right. Keep going straight, you will see a lake and a row of waterfront houses on your left, with railroad tracks on your right. Follow the row of houses until it ends. You will see "Laurel Point Road - Private Way" on the left. Turn left on to Laurel Point Road. The road will quickly come to a "Y," bear right. Follow the house numbers down to "188" (about 6 houses down past the "Y" in the road).

Notes:

*The house is waterfront, so feel free to bring boating, swimming, or fishing gear if you wish.

*There is a good sized hobby shop 2 miles away on Maple Street. Lots of kits at good prices.

August 14th 2004 Meeting

- Host – Mike McDade -

292 Smith Street, Apt D
North Attleboro, MA
508-695-5855

Rte 495 to Rte 1 (exit 14) towards North Attleboro. Go through 5 sets of lights. (Past a Dunkin Donuts at the 3rd set on the right and an Army Navy Store on the left). At 5th set of lights (Cinema Pub on right) take a left onto Orne St. Pass a Bicycle Shop on left. Take next left onto Smith Street. Apartment Building is across from VFW or K of C Hall. Apartment on top floor.

Sept 11th 2004 Meeting

- Host – Battleship Cove -

BB59
Battleship Cove
Fall River MA

The meeting will be aboard the BB-59 in the same room off the Memorial room as before. Go through the Gift Shop and let them know you are part of the Bay Colony Modelers Meeting aboard the BB-59.

NOTE: SINCE THIS ROOM IS THE BOARD OF DIRECTORS ROOM – **NO FOOD OR DRINK ALLOWED.**

The President's Column FROM THE BRIDGE



Here we are at the start of a new membership year, 2004 - 2005. June is our annual renewal month. 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.

I have now mastered the art of going to a show without models and receiving an award. Twice in a row! They gave me an award at Noreastcon! I'm not letting anyone touch this one! Really, it gives me great pleasure to announce, at least to those that have not received my email, that you are the IPMS USA 2003 Region 1, "Chapter of the Year"! Congratulations! I was feeling very proud of "all my guys" when I accepted this award. It's your efforts that earned it. Our projects over the last year. Oh, by the way, this makes us eligible to be the National Chapter of the Year. Keep your fingers crossed but don't hold your breath. Do keep up the good work!

Norm Babcock made a rare appearance at the May meeting at Jon Gisetto's house. He was in an exceptionally generous mood that day and made a sizeable contribution to our Baghdad Hobby Club program. Thanks very much, Norm. Just as a note, our original contact with the BHC has rotated home and is being replaced by Sgt. Dean Flyte.

A couple meetings back, Jim Hayman spoke about some acquaintances of his that build models but are intimidated by the quality of our models. We pride ourselves on being open to all skill levels. I thought about what Jim said, and he is correct in that as a club we push our members toward excellence. We need to make sure that we keep a place for modelers that may not have, nor wish to upgrade their modeling skills beyond where they are now. I would like to expand what is currently our Novice category in the future. I think we need to come up with a new name, instead of Novice, for those categories. Something that doesn't belittle the efforts of the modelers that enter. I'm open to suggestions here. We also need to revamp the rules for those categories.

I've been in contact with Mrs. Dodenhoff and we are going to help her dispose of Ron's models that the family didn't want. Some of Ron's built models will end up on the Battleship Massachusetts, possibly some will go to Quonset Point, and others to the National Museum of Military Miniatures. There are about seven ship / boat models in his collection. Most need some minor repairs and all need some cleaning. If anyone

would like to help out with these repairs contact John Gisetto, by phone, 508-947-1546. John's computer is down, hopefully it's back up and running by the time you read this. There are also a few armor models needing work. Of the few unbuilt kits that were there, most will go to the BHC. Mrs. Dodenhoff thought this to be an excellent idea. He had some started projects, spare parts and accessory kits that will be distributed to any interested members. Ron also had HO scale trains. If any members have layouts and would like to have some rolling stock to remember Ron by, let me know.

I don't mean to be morbid, I just want to give you something to think about. You need to plan ahead in regards to your models. Not wishing any bad luck on anyone, but you need to keep your paperwork up to date. A will is always helpful, but you need to have a plan for your models and you need to let people know what you want to happen to them. Tell your wife about your wishes. Write them down, put them in an envelope and leave them in your desk or some other easy to locate place. Many people do not know the value of our kits and models. Many of us have tried to keep it secret. I realize that it won't make much difference to you, but imagine your kids having a yard sale with your kits, getting 50 cents a piece for those old Aurora kits of yours. This is an area where the club can help, a lot! When you write out your instructions include the name and phone number of a couple of your friends from the club. We can help identify those kits that may be of value, which to yard sale and help come up with a means to dispose of your collection. We can also help get your built models into museums. We have the contacts and the technology. Even those of you with just small collections, 30 to 50 unbuilt kits, need to think about this. Go back to my analogy above, sell those 50 kits for 50 cents a piece in a yard sale or get \$3 to \$5 a piece, discounted prices to be sure but priced to sell, could make a big difference to your family.

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

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