



BATTLEWAGON

Bay Colony Historical Modelers

Volume 25 Issue 6
June 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

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

Model Festival 2007 – October 7, 2007 – Milford, CT
Contact Doug Hamilton 203-323-6442
ModelFest2006@aol.com

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 – Terry Sumner



Bob has been bugging me for a bio for a long time, so I guess it's about time I complied. So here goes...

I was born in St. Albans, Vermont in 1952, the son of an Air Force Master Sergeant stationed at the old radar domes on the border to Canada. I have no idea what my Mom did back then.

We moved to Taftville, Connecticut in 1962, and it was around this period that I first became interested in models. I can recall that on Christmas day in 1962, I received 19 model airplanes from Santa! Before Christmas vacation was out, I had all 19 built and hanging from strings taped to the ceiling of my bedroom! None were painted of course! Before night-time, I would give them all a little push and I would fall asleep watching them “fly” around the sky! Back then I had a couple of favorite airplanes...the B-58 and the Ford Tri-motor. And I can remember the first model I built...the Wildcat!

In 1965, the family moved a few miles to the north to Griswold, Ct. The friends I made there were all into car models, so I kind of followed suit and went into a period of hacking together car models for a few years. We experimented with all kinds of paint and putty. I painted a lot of cars with metalflake and candies and molded a lot of the old “Contour Putty”, if any of you guys recall that stuff! We also got into all the Ed “Big Daddy Roth” customs, the Rat Fink stuff and all the surf type cars, not to mention the drag cars too! We did them all!

A couple of years later, probably like many other adult modelers of today, the model cars started giving way to 1:1 girls and cars. My first real car was 56 Chevy that I did a few things to. Then in 1969, at age 17 and a senior in high school, I purchased my first good car, a 66 Chevelle SS396 with a 4 speed. (wish I still had that car...) The 396 in that car got swapped out for a 427, modified to the hilt. Lot's of other chassis modifications too. I ran that car at Connecticut Dragway in C/Modified Production to a best e.t. of 11.22 at 122 mph! Then in 1971, I landed a job at the track as one of the announcers up in the tower. What a great job for a drag junkie like me! Worked every Sunday for \$20 and all the hockey puck burgers you could eat!

Anyway, life continued on. Got married to my first wife in 1972, had 2 great kids from that marriage. I got into motorcycles then and had a Yamaha IT-250 that I raced with the Central Cycle Club. Also I built a custom chopper out of a 1967 Triumph Tiger 650. I was a tool & die maker at the time

and I custom machined a bunch of parts for that bike. The front end was an 18-over girder. The whole bike was about 9' long! And all painted real purty in Tangerine Pearl!

In 1974, my life completely changed when I was accepted in the Connecticut State Police! Everything outside of the training academy had to go! No more drag racing, announcing, racing motorcycles or cars, no second jobs..heck...even my mustache had to go! I passed the academy 4th in my class and became a Trooper stationed at Troop D in the northeast corner of Connecticut. It was then that I learned how sheltered I had been all my life up to that point! I got divorced a few years later (cops know about this) and lived the single life for a few years. Then that all came to a screeching halt in 1981 when I met the woman I have now been married to for 25 years. Carolyn and I were married on May 7th, 1982, and we've had 2 great kids. Some of you guys know my son, T.J. from a few years back when he was into building models.

Anyway, back to modeling. Sometime around 1988 or so, I happened across an issue of Finescale Modeling on a newsstand. Thumbing through that magazine reignited my old modeling flame and I decided to try it out again. I bought a Monogram P-47 and built it. I had no airbrush or skills for that matter, so I hand painted the thing. It looked pretty poor but it definitely fanned the old modeling embers back to life! I bought a few more models and built them, bought some tools and an airbrush, etc. and started back on the road to modeling recovery! One day reading Finescale, I saw that a show was being held not too far from me so I decided to check it out! It was the old RIMMS club show in Rhode Island around 1989 or 1990. I had built what I thought were a couple of nice models. One was a Hasegawa 1/48th F-14, one was a 1/32 Zero and I can't recall the third. I remember getting there early and finding a nice well-lit spot to place my models. I was all proud of them and couldn't wait to hear the accolades from fellow modelers on how nice my models were. That is..until I saw the other models being placed into competition beside mine. That was when the 2 by 4 hit me in the face! Man, my models looked they were built by a 6 year old compared to the others! Well, when I get into things, I usually tend to jump in with both feet, so I vowed to myself that I was gonna get my models to look as good as the ones I saw there. It

was then that I sought out and had long conversations with 2 guys. And those 2 guys kind of became my "guru's" if you will, for a while. They literally taught me many of the modeling techniques and I thank them both to this day for their kindness and forthrightness in answering the 2 to 3 zillion questions I asked of them. Those 2 guys were our own Hal Marshman and Talal Chouman. Thanks again guys!

One day at a local hobby shop, I put up a notice that I was seeking other modelers to get together with. That's when I met the guy who became the best friend I ever had in my entire life. Joe Wierzbinski called me and one night (while on duty and in uniform) I dropped by his house with a couple of models in a box. He likes to tell the story of when I showed up there and his wife answered the door. She then went to Joe and nervously told him that there was a State Trooper at the door looking for him! Got a good laugh out of that one. Joe and I hit it off and became modeling friends right away. We got into the "modeling zone", and got together sometimes 3 or 4 evenings every week and did nothing but build, build and build! Many times these sessions would last till 3 A.M.! I gradually got better and finally started winning some third and second place trophies. That eventually gave way to a bunch of 1st place plaques! A year later, I won an award I was especially proud of, in spite of the fact that, by the time during the awards presentation that it was announced, I had already left and wasn't even there to accept it! I was awarded Bay Colony's "Most Improved Modeler" award and it remains one of my most prized awards to date.

I retired from the State Police in 1996, and now I manage an independent auto repair garage.

I kind of fell into a modeling lull around 4 years ago and pretty much built nothing. But I'm back now and building steadily. I've attended a few local shows and the past 2 Noreastcons, albeit with nothing I considered good enough to place in competition. But just you wait until next year! I WILL have some good models for Baycon and next year's Noreastcon. And Joe and I are planning on making the Nationals in Virginia Beach next summer.



Tamiya 1/48th P-47M Tunderbolt *By Hal Marshman, Sr.*

The P-47M was the hot rod of the P-47 family. A more powerful engine, and lightened airframe served to pick up a few more mph from the -M, over the previous versions. In conversation I had with Fred Christensen, ex 56th FG ace 2 years ago, he said that the -M was the fastest P-47 he had flown, topping out at 506 mph. That's moving out smartly for a piston engined single engines fighter.

Tamiya has released a new model catering to that version. What they've done is to take their excellent D-25 kit and add a sprue containing the parts necessary to build the -M bird. I've included a picture of the new sprue, to which they've added new cockpit floor, side consoles, instrument panel, rudder pedals, gear housing, 2 different styles of magnetos, new turtle deck and fin pieces, 2 different types of fin strake, new panels for the underwing with compressibility flaps. And a new panel with the landing light for the outer left wing under side. It would appear that Tamiya did their homework well, and if you look at the original -D kits, you can see where they engineered them to accept this conversion, obviously planned from the start.

The P-47M production was limited to 130 examples with just the one sub-designation, the M-1. Nearly all the production went to the 56th Fighter Group in the ETO. As you may know, the 56th was the only fighter group in the 8th Air Force at that

time, to still be flying Jugs, and that at their own request. In any case, the 56th was where the -M's found a home. The introduction of this hot rod fighter did not go smoothly, with teething troubles galore. One particular problem was with the wiring harness shorting out. While the factory reps were rectifying this problem, the disgruntled pilots had to fly Mustangs for a couple of weeks. All this having been said, it's no surprise that Tamiya's decal sheet caters exclusively to 56th FG subjects. They are Russ Kyler's "Lorene", and Witold Lanowski's plane, both of which are in semi gloss Midnight Blue and belonging to the 61st FS. From the 63rd FS, you are given George Bostwick's machine, an Insignia Blue and PR Blue camouflaged example. The decals (check the photo) appear very well done, and the white is white, not ivory. About time! I have the Aeromaster sheet nr 48-015,"P-47D/Ms-56th Fighter Group" on hand. It includes Lanowski's 61st FS plane again, plus "Dottie Dee II" and "Fire Ball" from the 63rd. It is my intention to do "Fire Ball", flown by Lt Phillip Kuhn. Blue/Blue camo over NMF bottom, red cowl ring, light blue serial numbers and rudder, NMF code letters outlined in red, and the name legend in red with a flaming red and orange fireball. Lt. Kuhn's bird displays one victory. A very colorful jug, indeed.

I might mention that these machines carried the symmetrical Curtiss Electric prop, and open spoked wheels (6 spokes). I can heartily recommend the Ultra cast resin wheels, although those provided in the kit are quite nice, indeed. As far as I'm concerned the kit interior needs very little embellishment, so I'm going to save bucks by not buying a resin substitute. P-47Ms were issued without belly or wing shackles, so no need for aftermarket drop tanks or bombs. Of course, once in service, these were retrofitted to many examples, so check those references. Speaking of references, if you have any pics or profiles purporting to be a -M, and it's not 56th FG, the serials run from 44-21108 thru 44-21237, so you can verify it for yourself.

Just so we're all on the same track, current wisdom says late Thunderbolts had Dull Dark Green interiors. I've found that Model Master Euro One Green is a good match. The wheel wells, and wheel covers interiors were Yellow Zinc Chromate. Every color shot I see of these planes seems to show an orangey cast to that color, so I intent to add a dash of Testor's Gloss orange to the Yellow ZC. I might add that the turtle deck inside the canopy, behind the seat, should be OD. The birds were shipped in NMF, with an OD

antiglare panel both fore and aft of the cockpit. When the ground crews repainted the planes in those wild 56th schemes, they left the inside turtle deck alone. Should you elect to have the flaps deployed, the area that slides into the wing was left NMF. While I'm on NMF, it wraps around the leading edge of both wings and stabs to the first panel line. It's good to bear in mind that the blast tubes for the guns were stainless steel, as was the super charger exhaust housing on the underside of the rear fuselage. Been a lot of noise on the net these days claiming that the gear legs of T'bolts were painted ODF at the factory, and this claim is basically true. Checking photographs, I see many later Jugs with what appear to be silver painted legs, and I believe the -M would fit into that category. Your model, so do as you choose, mine will be silver.

Well, that's about. Thanks a lot, Tamiya; this kit fills in a definite gap. Have fun, Hal
-M Jugs, fast and pretty!



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



Noreastcon 2007 was held April 27/28 at the Poughkeepsie Best Western Hotel and Conference Center. Hosted by IPMS Mid Hudson, and IPMDS Stratford, this year's version was certainly a memorable event.

A few brief look at the event statistics show there were 367 models on the tables entered by 113 competitors, and 230 visitors, a tidy sum by any count.

Things kicked off Friday, 27 April with setting up the area, and welcoming in the vendors to set up their spaces. The vendors made their way into the facility and proceeded with setting up their shops, and were open for business at about noon. There were some awesome deals to be had, and a fantastic selection of tools, new kits, old kits, and other sundry items relating to our hobby. A few of the regular vendors we normally see didn't make the event this time out for various reasons, and while they were missed, the ones that did make it saw high sales, and a continual stream of customers. I found some really cool stuff to add to my stash, and I know most others did as well.

The rest of Friday saw many participants arrive, place their models on the tables and by the close of the model room Friday night, it was apparent that the overall quality of the models would be quite high. Friday evening a mixer for IPMS members was held, and was really well attended. All that gathered were in fine spirits, with much camaraderie and mirth being evident. One of the funnier things that happened Friday night saw Stratford member and event Co-Chair Gil Hernandez present current Stratford President Mike Gondor with a rose. Gil had been breaking Mike's stones nearly all day, and this was carried on with the rose. It was very funny, and

the look on Mike's face when Gil gave him the flower was priceless!! Mike has vowed retribution, and assures me it will be served cold!!

Saturday saw the usual Noreastcon activities beginning with the well attended Region 1 Business Meeting. The topics covered, and a brief rundown are:

- Fact Sheet usage. IPMS has changed the rechartering process somewhat with the addition of the fact sheet. Dick Montgomery, IPMS Director of Local Chapters has designed this sheet with the intent of streamlining and making easier the rechartering process and the fact sheet will play a very important role. By utilizing the fact sheet throughout the year and making updates to it rechartering will be an easy task to complete. Dick has sent out two broadsheets outlining how to maintain these sheets, and two more will follow. I have up to date copies of every chapter in Region 1's fact sheet, so if you need a copy, please contact me. I'll be happy to send you another one.
- I mentioned I send out welcoming letters to all new IPMS members, and in it, I mention any chapters that are close to the new members home. This is done to welcome new members, and provide them information regarding a local chapter to join, if they're not members already. It was suggested that I let the local chapters know who the new members are so they may contact them to invite them to a local meeting. I think this is a natural extension of the program, and will do so with the next batch of newbie's.
- RC Evaluations. A new process of the local chapters evaluating the performance of the RC's has been instituted. I'll be sending to all chapters an eval form that should be filled in and sent to DLC Dick Montgomery. (These will be going out shortly) I'll ask each chapter to complete the eval, honestly, and send it back to Dick. Dick will share the responses with me in order to serve you, the membership and chapters better. The deadline for submitting the evals will be on or about 1 June.
- Scheduling of events. Beginning next year, I will not approve any event on either weekend around Noreastcon. As Noreastcon is our Regions premier event, there will be no conflicts with local shows interfering with the draw. I had originally set a two week window, but further discussion showed this to be problematic and was revised to the one week window. I also thanked IPMS Wings and Wheels and IPMS Long Island for working with me this year and moving the dates of their events to open up some time in April. I was able to attend both events this year, and believe the changes improved the turnout at both these fine shows. Scheduling events is an on going issue, and is being looked at to continually improve the local events so as to maximize the vendor and competitor turnouts, and to avoid conflicts between events.
- In order to improve vendor turnout at events, I've been asked to create a listing of Region 1 vendors. This will be done as time permits, so I'll ask each chapter to send me a listing of the vendors they had at their events over the past year. The list will be made available to every chapter, and they'll be able to contact the vendors directly should they wish to.
- Dick Schulenberg of IPMS Niagara Frontier raised the issue of the expenses needed to host future Noreastcon's. Dick's concern involved the escalating costs of hosting the Regional, and way that may be implemented to hold those costs down, thereby making the event more affordable for the hosts, and in turn the attendees. One thing I mentioned was the Sturbridge (Mass.) site we've used for past Noreastcons. The tax issues that had plagued this facility and our subsequent abandoning of the site have been resolved, and we could put that facility back into the mix. I suggest that we use that location as a fall back site under a number of different scenarios. They would be;) a chapter or chapters wishing to host but not having a suitable/affordable facility available locally or) an outlying chapter wishing to host at a more centrally convenient location. Everyone in attendance thought this is a good idea. I understand Dick's concern with

the escalating costs associated with our event, and also realize the importance of keeping the event affordable to all. I'll keep this issue at the front of things, and will ask if anyone has any ideas that work toward this end to please contact me.

- Next years event will be held back down the Ho Chi Mihn Trail in beautiful Schoharie NY, at the Holiday Inn Express. On 25/26 April 2008. That was the site of the 2004 event. IPMS Northeast New York will again be our hosts. Thanks Guys!!!! At this point, we don't have a firm bid for 09, but may have a chapter willing to host. If your chapter wants to host the premier Regional event in all IPMS, please feel free to contact me for the skinny!! I'm very happy to help.
- My thanks to Lynn Meyers of IPMS Mid Hudson for taking the minutes of the meeting, and doing so with nice handwriting I can actually read!! Thanks Lynn!!!!!!

Judging for the event went very well, and due to the overall high quality of the models, the judges had some very hard decisions to make. This was accomplished in an open model room, and the judges worked very hard to evaluate the models. I'll offer my congratulations to all the winners at this point, and say your awards were very well earned. I'd also like to congratulate Billy Youngman for his very fine Toyota 040, which won Best In Show. This model was a great example of the modelers' craft, and was detailed tremendously. For those that don't know Billy, I'll tell you he is involved in the racing industry, and has first hand knowledge of what goes into a racecar. It was a difficult decision to pick Best in Show due to the excellent models under consideration.

The show ended with the awards banquet and ceremony. We were all treated to a fine meal, and

one of the funniest awards presentations I've ever witnessed. I had the honor of presenting the Noreastcon Cup to this year's winners IPMS Northeast NY. I was also honored to present the 2006 Chapter of the Year award to IPMS Long Island. Secretary Fred Seitz accepted the award for this great chapter. The 2006 Region 1 Person of the Year was awarded to Dr. Nick Fillipone of IPMS NENY. Nick's accomplishments and dedication to IPMS are remarkable, and I was very pleased to present Nick this award.

The afore mentioned Gil Hernandez, Event Chairman Tom Walker and the hardest working guy all weekend, Doc Wiseman presided over the rest of the awards. The result was pure mayhem, and was all ad libbed. I thought it was terrific, as did everyone else in attendance. While I can appreciate a solemn presentation, I appreciate a comedy routine that rivaled the Three Stooges in terms of comedy. I offer a tip of the hat to these guys for making the presentation the funniest thing I've seen in a long time.

Overall, the vent was a really good one in all the areas that matter. The vendors were good and the models even better. The hotel was ok, and our hosts put a huge effort into making this a successful event. While many hands made this a great event, Co Chairmen Tom Walker and Gil Hernandez, Doc Wiseman, Mike Gondor, Mike and Kathy Connolly, Lynn Meyers, and Roger Griemsmann all deserve a special shout out for their efforts. As well as the other officers and members of IPMS Mid Hudson and IPMS Stratford.

Until next year, that wraps up the Noreastcon debriefing. We now resume our regularly scheduled programming!!

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard Account # - - - - -

Exp. Date: _____

Signature: _____

Adult: **\$25** Junior (17 years old or younger): **\$12** DOB: _____

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

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

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:

April 14th John Gisetto Sr.

1/35th Sdkfz 251C dio – Robert Magina
1/72nd P-47D-25 – Frank Knight
1/72nd P&W R-4360 – Ray Laskorski
1/72nd F4U-1 Corsair – Hal Marshman Sr.
1/48th F4U-1 Corsair – Hal Marshman Sr.
1/72nd Tiger I – Mike Kenney
1/72nd GMC 2 ½ Ton – Bob Don
1/35th BR52 (WIP) – Kevin Conlon
1/72nd Bucker Jungmeister – Joe McDonald Sr.
1/72nd Gee Bee – Joe McDonald Sr.
1/72nd Arado 231 – Joe McDonald Sr.
1/48th Luftwaffe Pilot – Joe McDonald Sr.
77mm Oliver Hardy - Joe McDonald Sr.

May 12th Meeting – Kevin Colburn

1/144th F-18 Dio – Joe McDonald Sr.

120mm 54th Mass Bust - Joe McDonald Sr.

***Raffle: 1/35th Stryker M1126 – Frank Knight
Luftwaffe Book – Chris Libucha***

In Attendance:

Pete Merrill	Bob Magina
Frank Knight	John Gisetto Sr.
Joh Gisetto Jr.	Betty Gisetto
John Nickerson	Kevin Conlon
Chris Libucha	Ray Rosario
Gian Montecalvo	Mike Kenny
Hal Marshman	Bob Don
Ray Laskorski	Kevin Colburn
Joe McDonald Sr.	

1/76th Panzer IV Munitionschlepper – Joe McDonald Sr.

54mm Gallic Warrior – Joe McDonald Sr.

1/35th (WIP) LA Swat Figure – Brian Millette

1/35th Rubber Raft – Bob Don

BATTLEWAGON

Bay Colony Historical Modelers

1/35th BR52 (WIP) – Kevin Conlon

Raffle: 1/48th P-51B Mustang – Joe McDonald Sr.

1/48th Japanese Army AF Personnel – Bob Magina

Descending from the Clouds Book – John Nickerson

In Attendance:

Kevin Colburn

Kevin Conlon

Norm Robbie

Chris Libucha

Gian Montecalvo

Bob Don

Mike Kenney

Bob Magina

John Nickerson

John Gissetto

Joe McDonald Sr.

Gil Costa

Brian Millette



Club book library

The following books are available for your reading pleasure from the club library. If you wish to borrow one let me know prior to a meeting and I'll bring it along.

“ Iron works, the story of Grumman and its aircraft”

By Terry C. Treadwell

“ Flyboys, a true story of coverage”

By James Bradley

“ the wild blue” a novel

By Boyne and

Thompson

“ To fill the skies with pilots, the civilian pilot training program 1939 to 46”

By Dominick A. Pisano

“ Boyd, the fighter pilot who change the art of war”

By Robert Coran

Del's Corner

Del Stator at large.....

Scale wood! So I've been to the grocery store again shoppin' for more hobby goodies. Found these at Shaw's; 100 disposable wood coffee stirrers. Packaged on card in a clear plastic bubble are 100, (so, ok, I didn't count them), 5 1/2in. long pieces of scale lumber. These are perfect for snapping and cracking and burning and just plain strewing about that diorama you're working on, or hanging on some piece of armor. I found mine in the coffee aisle hanging on a peg for \$1.79 . Good deal! Better yet, maybe you can find them for free at work by the coffee machine.

Del out.

Up Scope:

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 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).

July 14th 2007 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.

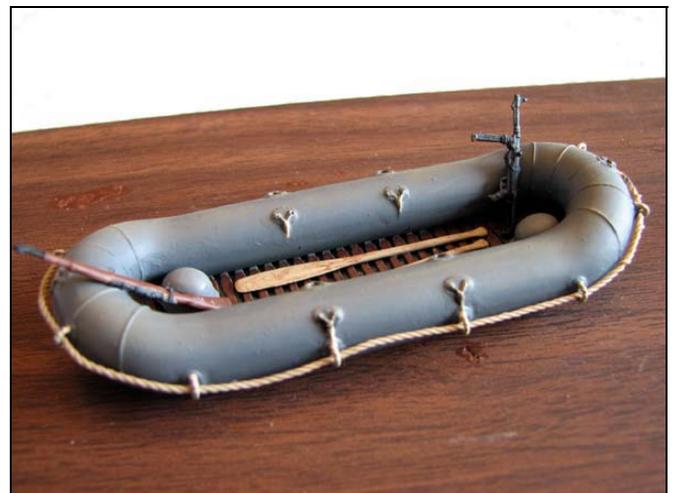
August 11th 2007 Meeting

- **Host – Joe Ravino** –
64 Judson Rd Weymouth, Ma., 02188

From Rte 3, exit 16 for Weymouth, rte 18 North. Go left at first light, and immediate right on Front St. Go left at first blinking light on Federal St. Go right on Summer St, and immediate left. Now, almost immediate right on Judson Rd. When Judson turns left, first house on the left, blue shingle Cape.

If you get mixed up, call Joe at the above number, or Hal at 781 335 3086 cell 781-710-6294.

call Joe at the above number, or Hal at 781 335 3086 cell 781-710-6294.



The President's Column FROM THE BRIDGE



It's June again, start of 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.

A bunch of us made the trip to Poughkeepsie for NoreastCon. I think we all had a good time? Most of us came back with some stories to tell if not some awards. Their official count was 367 models, 113 entrants in 83 categories. There were some good models there. There may have been some great models there but the hall was too dark to tell. The vendor room wasn't much better. I personally witnessed one vendor running after a would be customer, who when confronted, stated that he was just taking it under the lights so he could see it. There were some bargains to be had. I think Bob and Kevin were on a mission to find them all before anyone else. They did well. Bob complained to me that

Kevin had filled the back of his truck and there was now not enough room left for their luggage. Friday evening I managed to grab the new Revell 1/72 Condor for \$14. I think it was left behind because it was an aircraft. If it was armor they would have scooped it up long before I got there. Joe W. and Terry escorted me back to my room to check the kit out. I think Joe was shredding a couple cocktail napkins to leave a trail to follow back to the lobby. (My room was downstairs and the convention hall was downstairs, but I couldn't get from my room to the convention without going up to the lobby.) From the lobby you went through the double doors and took a left, followed that corridor about half way, right thru the door, down the stairs, reverse direction, thru the door, turn right, follow the corridor to the end turn right follow the corridor, over the bridge, thru the campground, third door from the end, on the left. Saturday afternoon before the banquet I made the trip. I was going to put my feet up for a few. But when I tried my key card it wouldn't work. Trek back to the front desk, get the key recharged and trek back. Change my clothes and head back for the banquet! I was exhausted! So I digressed, we spread the Condor out on the bed and checked it out. Some kit! I think if one of us had some glue we would have been building.

Hal Marshman, Javier Brown, Bob Don, Kevin Conlon, and Bob Magina all took awards. Javier, Bob and Kevin managed to take a first or two. Supporting them and cheering them on were Chris Labucha, Ray Laskorski, Frank Knight, John Gazzola, Terry Sumner, Joe Wierzbinski, and myself. Needless to say we didn't walk off with the NoreastCon Cup, Northeast New York did though. Long Island is Region 1 chapter of the year, and Nick Filippone is Region 1 person of the year.

One of the NoreastCon traditions at the banquet is the moment of silence and reading of the names of the deceased members from region one. When Doug Hamilton asked for names at

the business meeting, none were put forward. I think that means we had a good year here in region one. Also discussed at the business meeting was the position of chapter contact, evidently they are considering expanding his role. Bob Magina is our chapter contact. We were also told that we would be receiving an evaluation sheet for the regional coordinator. Evidently there were problems with a couple regional coordinators and it has been decided that we, the chapters, will do an annual evaluation of our regional coordinator. More on this elsewhere. Event scheduling approval is one of the duties of the RC. There have been some problems in the past. Doug has decided, in an effort to try to keep NoreastCon as our Region One premier event, that there will be a three weekend "no fly zone" around NoreastCon. That means there will be no other region one events the weekend before, the weekend of, or the weekend after NoreastCon. This will be a problem to some clubs, especially those from up north such as Champlain Valley, that try to schedule their events for after the snow season without conflicting with NoreastCon, Easter, mother's day, and graduations. As of this time, this has no direct effect on us.

We have received our region one coordinator evaluation form. I have posted a thread on our forum about it. If you have any comments, negative or positive, on Doug Hamilton's performance as a region one coordinator, or any suggestions as to how he can improve the position, you can post them there. Or if you wish you can write or Email me directly. I will boil down any comments to fit the evaluation form. If you wish to respond to this please do so by mid June so that I can return the evaluation form to Dick Montgomery, director of local chapters, by July.

Five of us trekked off to New Bedford Airport on May 5 for their first Aviation Fun Day. We set up a small display, there wasn't much room, with an assortment of our models. We were in

the terminal building, there isn't an abundance of space available, among some local artists including fellow club member, aviation artist, and now author, Bob Keith. Bob has written a book about his years of civilian aviation flying, "Blue Collar Wings, Remembering 30 Years of Private Flying". He was signing books that day. If you're interested in more information about Bob's book, his e-mail address is rjkeith@comcast.net. Our display was well received; people stopped and looked, and ask questions. We received many positive comments and a lot of "my dad, brother, uncle, would love to see this" Bob send me an e-mail after the show indicating that the sponsors felt it was a good day and are thinking about doing it again. I think we will be invited back. Gian Montecalvo, Bob Magina, Mike Kenney, Ray Rosario, and myself were the club members that put together the display.

The 'out of the box' trophy issue is still open. You can still add to the out of the box trophy questions on the forum if you wish some input on the matter. It is very evident that there are some very diverging opinions about what an constitutes an 'out of the box' model, how it should be made, how it should be judged and how it should be awarded. It is going to take us awhile to boil this down and try to come up with a reasonable set of guidelines. I'd doubt we will be able to resolve this issue in time for production of trophies for this year's BayCon.

As I write this I am preparing for my annual trip to DowneastCon I believe there are a number of us Bay Colony members heading down east this weekend. It's not a large show. Some good models, though. And a lot of Bay Colony guys having a good time. We will update you on how we all did in the next issue.

And last but not least, remember to check the club forum to keep up to date on what's happening, Club wise and Hobby wise. 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. Note the new address. God bless America! Happy modeling and give kits to kids!

John J. Nickerson

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Kit Review – 1/35th Lorraine Universal Transport by RPM

By Joe McDonald Sr.

I do a tank every now and then but I really like the obscure tracked vehicles that are only seen as background in WWII pictures in the history books. RPM gets better all the time in this respect. This tiny French machine is neatly molded and easy to assemble but my two betes noir. (1) Piece by piece, link by link tracks. This little sucker has 5 trees of links with 64 o each tree. Each tread needs five cuts to free it. At 320 tread pieces that totals 1600 cuts. Then the 320 pieces have to be put together, etc., etc., etc. Rubber band tracks forever.

Oh, and before I forget the brass barons, they give you a sheet of brass whose size alone would probably cost more than the kit did on the after sales market. 169 pieces more or less. I have so far demurred and only used two.

Product Review – 1/35th Scale Sunflowers (35 D-03) by Aber

By Robert Magina

Recently Aber, who offers quite a nice line of Photo Etch for Armor, released a very nice set of PE Sunflowers in 1/35th scale. I didn't really notice this release until I started to see these gems appearing in various

Military modeling magazines in dioramas. I was very impressed.

Well, fast forward to Steve's 251C armor challenge for Baycon 2006. I figured here was my chance to try these sunflowers. So, bravely I ordered 2 sets with the idea of creating a partial field of sunflowers for my diorama.

When my order came in I was not disappointed. They are as good as advertised. First, I would suggest you paint these flowers on the PE fret as it is much easier this way than off the fret when painting with an airbrush as they are very delicate. Cutting them off the tree with a sharp X-Acto knife works best on these. I tried the PE cutters and they just seemed to bend everything up. These sunflowers are very delicate to work with. Another words they will bend very easily. Once off the fret, you have a flower which is in three parts, the stem and a front and back for the flower. For assembly, the first thing you need to do is take a pair of needle nose pliers and bend the peddles of the stem into position. Once done you mount the front and back of the flower to the stem. I did this with super glue which seemed to work fine. From here it was onto the diorama and you know the rest of the story.

I would recommend these sunflowers highly. My only caution is that they are delicate so patience is required when working with them. When you have them all painted and assembled the effort will have been worth it. Check out the photo of my finished sunflower.



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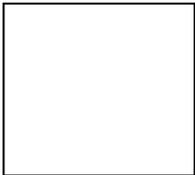
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