



BATTLEWAGON

Bay Colony Historical Modelers

Volume 26 Issue 6
June 2008

IPMS Region 1 Chapter of the Year 2004

Recon:

IPMS Nationals – August 6-9, 2008 – Virginia Beach, VA

AMPS EAST 2008 – September 27, 2008 – Danbury, CT
Contact John Gazzola (860) 617-1413 or jgazzola12@aol.com

Granitecon XVI – October 19, 2008 – Nashua, NH Contact

Baycon 2008 – November 2, 2008 – South Attleboro, MA
Contact Robert Magina at treadhead@comcast.net or 508-695-7754

Joe McDonald Sr. gets BCHMA Life Membership



The BCHMA 40th anniversary committee, in partnership with the BCHMA executive board, has bestowed upon Joseph McDonald Sr., a BCHMA Life Membership.

Joe attended the first meeting of our fledgling association on March 9, 1968. He has faithfully attended monthly meetings, BayCon shows and a host of other association events since that time. Joe has held every office within the Bay Colony Historical Modelers Association. He, along with his wife, helped their son, Joe Jr, publish the associations first newsletter "Bay Views". He and his family are longtime faithful supporters of our BayCon show. The length of his accomplishments and giving to our association is lengthy. He has been a cornerstone of this association and is well deserving of this honor.

Joseph McDonald Sr. we the members of the Bay Colony Historical Modelers Association salute you and present to you the first BCHMA Life Membership.

John J. Gisetto Sr.
Chairman
40th anniversary committee



Hobby Boss FM-1 Wildcat

By Hal Marshman, Sr.

I've been reading and hearing references to Hobby Boss over the past year or so, but had never seen one "in the plastic", so to speak. At our club meeting a couple of weeks ago, the FM-1 was a raffle prize, and the winner was a dedicated 1/72nd only modeler. Made him a purchase offer, and became the proud owner of my first Hobby Boss kit. I've managed to assemble the basic kit, and can give you a report as follows.

The kit is cast in light gray plastic, with fine panel and surface scribing. Hobby Boss presents the rivets as the flush rivet style, whereas the Wildcat carried many rivets, the heads of which stood proud of the surface. See Tamiya's F-4-F4 for correct surface detail.

Getting down to business, the first thing I noticed is that the sprue connection points, while moderately petite, extend into the mating surfaces of such as the fuselage

halves, and wing uppers and lowers. Not a big deal, but none the less, something a little extra to contend with.

The clear parts are quite nicely done, consisting of a sliding canopy, gunsight, underside observation windows, and landing light lens. The windscreen is a separately packaged item. Hobby Boss is producing several Wildcat versions, and many possess different style windscreens. Obviously you get the proper windscreen for each type, with the rest of the clear parts being common through out the spectrum of versions.

The engine is very nicely cast, with front and rear cylinder banks being separate complete items, with a well done gear box/magneto assembly. Once assembled and painted, it does look nice. Getting it to that point is another story. The parts do not match up well at all, and I ended up cutting down the connection rings and lining the parts up using the center holes as guides. You could wire this engine, and it would look splendid.

The propeller is quite well done also, being the Curtiss Electric cuffed item. Behind the engine, the accessories compartment is very thoroughly represented, with engine mounts, engine accessory pack, oil reservoir, etc. Follow the instructions carefully, and it really looks great when viewed through the wheel wells. Backing that up is a firewall with all the chains and pulleys, etc proudly cast onto its surface. This area must be assembled carefully, as much of it is also necessary for the mounting of the landing gear.

The cowling is its own separate piece on its own sprue, as once again, the cowling and cooling gills also changed from version to version. This is a good time to mention that the wing uppers and lowers are also on their own sprue. Hobby Boss recently released a F-4-F-3, which had a non foldable wing. While we're talking about the wings, left and right wings are separate, not joined with a fuselage bottom as ala Hasegawa or Tamiya. This means careful alignment, if you want the same amount of dihedral on each wing. The mounting tabs engage slots in the fuselage, as in the style of older kits such as Airfix, Otaki, etc. The mounting tabs are quite small, so again, take care. The cockpit is very well detailed, seat, floor, consoles, instrument panel, rudder pedals, and stick all being quite fully represented. The side consoles on a Wildcat were very busy looking, and Hobby Boss did a good job here. Put in a set of seatbelts, and you're good to go.

Now, to the big bugaboo in this kit, the main landing gear. First off, Hobby Boss managed to cast all the gear parts, some of which are quite delicate, nicely to scale, and well detailed. That having been said, assembly must be carefully performed. One minute error in alignment will cause all kinds of difficulties, and your model could end up with a goodly list to port or starboard. Keep the instructions closely to hand, and refer to the drawings constantly, and you should get through it okay.

I mentioned above that I have the -3 bird on hand, and there is a -4 version, plus an FM-2. In spite of the minor and not so minor difficulties I encountered with this kit, I'll still build the -3, and if the FM-2 becomes available, I'll do that too. While I'm at it,

allow me to mention that I sent to Yellow Wings for their Wake Island defenders decal sheet. Just gorgeous! You get all the side numbers and Bu. No.s for each Wildcat that was at Wake. In addition, there's a comprehensive little history of VMF-211's deployment to Wake Island. I don't believe I want to see any of these planes heavily weathered, as they had their upper sides newly painted on the 3rd Dec., while on route aboard USS Enterprise, and the last one flew on Dec 22nd. Just not long enough for the fading, dinging, etc that's all the rage these days. Exhaust smearing, and gun carbon would probably be enough for me.

The kit supplied decals cater to two subjects, a three tone bird off the USS Nassau, with red outline stars and bars, and a gray over white Atlantic scheme off the USS Core. The decals seem well printed, and are in register. I will be using the USS Core option on mine. Love that Atlantic scheme. Well, there you go.

Have fun, Hal

National Watch & Clock Exhibit

By Doug Hamilton RC-1

Hi everyone,

I received this, this morning from IPMS Secretary James Corley. Contact the museum directly if you know of anyone who may be interested.

Semper Fi
Doug

May 13, 2008

James Corley

IPMS/USA Secretary

Dear Mr. Corley,

The National Watch and Clock Museum will be presenting an exhibit in 2009 that will highlight the importance of time and timekeeping to the fields of exploration and navigation. Trade, sea power, and exploration have always depended on effective navigation. Early navigators turned to the skies and nature to find their way on the surface of the earth. Modern navigators have once again turned to the skies, for different reasons, to pinpoint their location on earth. Explorers of all ages need to be able to accurately navigate and document the locations of their discoveries. Technological advancements have affected methods for doing so over the ages. This exhibit will present navigational instruments and stories from the world's explorers, both modern and historical, and investigate how navigation has changed over time and the importance of time in determining one's location. Objects for this exhibit will include astrolabes, marine chronometers, compasses, sextants, surveying equipment, chronometers, GPS devices, etc.

I am writing because we would like to augment the exhibit with displays of scale models of vessels, aircraft and spacecraft of importance to the fields of exploration and navigation. Would IPMS/USA be able to assist us? You can learn more about the museum at our website: <http://www.nawcc.org/museum/museum> . This year we partnered with the American Political Items Collectors for our *Time in Office: Presidential Timepieces Exhibit* and it worked out great for both of us.

Feel free to email me your thoughts and to arrange a site visit if you like.

Thanks,

Noel Poirier

Mr. Noel B. Poirier

Museum Director

The National Watch and Clock Museum

The National Association of Watch and Clock Collectors

514 Poplar Street

Columbia, PA 17512

npoirier@nawcc.org

(717) 684-8261 ext. 236

Region 1 Update 03-14-08
By Doug Hamilton RC-1



Hello again,

Post Noreastcon Debrief

I had hoped to get this out to everyone last week; however I've been as busy as the proverbial "One Legged Man" since we all returned from Schoharie. Two members of my staff have come down with medical issues, and it's been crazy trying to provide coverage at these two facilities, interview prospective staff additions, on top of the regular BS. In short, sorry for the delay!!

Let me begin by thanking our hosts, IPMS Northeast New York for another fine event. They've do it so many times it almost seems it runs itself. But we know better!! Art, Nick, and the rest of the NENY gang get an everlasting tip of my cap for their efforts.

The base numbers show 110 Registrants and 343 models on the tables. 112 Walk in's, and 30 families also came through the doors. What those numbers don't tell is the high quality of the models on the tables. Best in Show went to Keith Bender for a very nice battleship, USS Connecticut. Congratulations to all that went home with an award!!

The business meeting was well attended this year, with 21 people in attendance, representing 9 Region 1 Chapters. I began by welcoming Region 1's newest chapter, IPMS Penobscot Valley Modelers. Unfortunately, no one for this chapter showed up this year. I had been hoping they would have had a rep attend, but I guess we'll have to wait till next year!!

I mentioned the IPMS Reviewers Corps is still looking for new members, and anyone interested should contact IPMS 1st VP Dave Morrissette for more information.

The fall mini-meetings were also covered briefly. I'm not sure if they'll be held this fall

yet, and if so, where. I'll have more on this topic as the year progresses.

The IPMS Nationals will be held in Virginia Beach 6-9 August this year. All Region 1 members are urged to attend this year, as this will be about as close to our area as we can hope for it to be held. The main hotel is sold out, but there is plenty of other lodging available. Check the event site, which can be accessed through the IPMS web site for more details.

Everyone is urged to check the link to their chapters web sites on the IPMS home site. It's been reported some of the links don't work due to chapters changing sites and not passing along an update to the home office. Some have updated their info on the fact sheets, but that doesn't always insure the links will be updated. Let me know if the link to your chapter's site doesn't work, and we'll get it working again. We talked a little about the Make and Take program, and some have indicated no response to requests to the IPMS Make and Take Coordinator. I've heard back from Steve recently, and he tells me he's been behind the curve lately due to some personal issues, but is close to being back on track.

Finally, the banquet saw the awarding for the 2007 Region 1 Chapter of the Year award to IPMS Mid Hudson, the 2007 Region 1 Person of the Year award to Howie Belkin of IPMS Long Island, and the Noreastcon Cup awarded to our hosts, IPMS NENY, for the second year in a row!! It was a great pleasure to award Howie the Person of the Year award. Howie has been at this hobby a very long time, and he'll be the first to tell you he has IPMS # 16!! He's been an instrumental part of so many things here in Region 1, and he's a really good guy on top of it all!! Congratulations again Howie!!

Next year, Noreastcon will again travel west, when we once again shuffle on off to Buffalo!! That's right, IPMS Niagara Frontier will again be our hosts. And we all know the great job they do in hosting!! With our event being so far west,

we can enjoy a good turnout from Region's 4, and 2, as well as our Canadian brothers coming in force!! I'm looking forward to it!! While I won't announce where we'll be going after that, I will say we have a very cool host lined up, and I know we'll have a great time with them!!

That brings us to the close of the Noreastcon debriefing for another year. Again, I'd like to thank our hosts, IPMS Northeast New York for a fine event, and remind everyone to model on!!

Doug Hamilton, RC-1

Del's Corner

Del Stator at large.....

Mules: As some of youze may know, a mule is a utility animal. So what's that got to do with modeling youze ask. Well, not a heck of a lot, but let me lay it out for youze, this way. Did youze ever have a kit youze screwed up while

under construction? Done enough damage that the effort to fix it isn't worth it? Like glued the fuselage halves together and forgot to put in the cockpit tub? Did youze ever screw up what was to be your masterpiece tryin' out some new finishing technique you read about? (Ok, I know, some of youze guys didn't read the article, youze was just following the how to pictures.)

Save that mistake kit, don't throw it out! Glue it together, youze can use tube glue here, we're not going to super detail it, we just want as much surface area as possible. Youze can leave off things like landing gear and antennas, etc. Now when youze get that brain storm of some new finishing trick youze can try it out on the 'mule' you saved, like can I shade or weather Alclad with oils? Works for body putty and glue experiments also.

Del out.

IPMS/USA NEW MEMBER APPLICATION			
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VISA/MasterCard	Account #	-	-
Exp. Date:			
Signature:			
<input type="checkbox"/> Adult: \$25	<input type="checkbox"/> Junior (17 years old or younger): \$12	DOB: _____	
<input type="checkbox"/> Canada & Mexico: \$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:

April Meeting 12th - Ted Conway

1/48th Junkers D-1 – Joe McDonald Sr.
1/72nd RWD-5 – Joe McDonald Sr.
1/35th Lanoë Hawker RFC – Joe McDonald Sr.
1/35th Sheriff – Joe McDonald Sr.
1/35th Viking at Rest – Joe McDonald Sr.
90mm Wermacht (Winter) – Joe McDonald Sr.
77mm Groton's Fisherman – Joe McDonald Sr.
1/35th BR-52 & Case (WIP) – Kevin Conlon
1/35th Marder III H – Mike Kenney
1/35th Tiger I Initial (WIP) – Steve Kwasny
1/35th M4A1 Sherman (WIP) – Steve Kwasny
1/35th CH-47 Chinook (WIP) – Ted Conway

Raffle: ICM Studabaker Truck 1/35th – Joe McDonald Sr.

May 10th Meeting – Steve Kwasny

1/35th M3A1 Scout Car (WIP) – Bob Magina
1/35th Panzer III L (WIP) – Steve Kwasny
1/35th Stug III G (WIP) – Steve Kwasny
1/35th Panzer IV H (WIP) – Steve Kwasny
1/32nd Me109 K-4 – Steve Kwasny
200mm USMC Bust – Korea – Ray Rosario
1/48th Steyr 1500A – Chris Libucha
1/48th Kettenkrad – Chris Libucha
1/72nd Mig 21 - Iraq – Javier Brown
1/72nd M-101 Merlin SAR – Javier Brown

Raffle: 1/32nd Gee Bee – Bob Don
1/48th Yak-3 – Kevin Colburn
1/48th German Ground Crew – John Nickerson

In Attendance:
Bob Magina
John Nickerson
Jim Hayman
John Gissetto Sr.
Kevin Conlon
Kevin Colburn
Ray Rosario

Ted Conway
Paul Champigny
Gian Montecalvo
John Gisetto Jr.
Steve Kwasny
Joe McDonald Sr.



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Robert Magina
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Kevin Colburn
Ray Rosario
Javier Brown



Up Scope:

July 12th 2008 Meeting

- **Host – John Gazzola –**
860-774-0544
188 Laurel Point Rd. Dayville, CT

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 9th 2008 Meeting

- **Host – Mike Kenney –**
68 Grandview Ave, Lincoln, RI 02865
Telephone: (401) 723-9437

From the North:

Take Route 95 South to Exit 4 (Route 295 South) continue on 295 South to Exit 9A, Route 146 South (Lincoln) (Exit 9A merges onto Route 146 South). Continue on 146 South to Breakneck Hill Road Exit (Route 123). Go Left at end of ramp on to Route 123 (Back over the highway). Continue on Route 123 (down a big hill) to Great Road at the 1st set of lights. Go Right at lights on to Great Road which becomes Smithfield Ave. Go ½ mile to pond and waterfall on right (This is my street Grandview Ave). Go right on Grandview and continue all the way to the top. Keep bearing right as you go up the hill. You're close when the road goes hard left. We are at #68 on the right about five houses up. Beige Cape with black shutters and maroon door.

From the South:

Take Route 95 to Providence to Route 146 North. Continue on 146 North to Breakneck Hill Road Exit (Route 123). Go Right at end of ramp on to Route 123. Continue on Route 123 (down a big hill) to Great Road at the 1st set of lights. Go Right at lights on to Great Road which becomes Smithfield Ave. Go ½ mile to pond and waterfall on right (This is my street Grandview Ave). Go right on Grandview and continue all the way to the top. Keep bearing right as you go up the hill. You're close when the road goes hard left. We are at #68 on the right about five houses up. Beige Cape with black shutters and maroon door.

GPS Information:

N 41' 53.636.

W 071' 25.259

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



Here it is June again, putting us into the beginning of our 2008 – 2009 membership year, making it time to renew your membership. The membership fee is still only \$10 per year. A bargain like that is hard to find in this day and age. 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.

Ok, now I can safely say that our make-n-take season is finally over. That last one in Raynham was the first that almost got away from us! I suspect we will start up again in the fall. We are going to try to set a limit at 3 or 4 per season. If you know of an organization or civic group that might benefit from a make-n-take, please let us know, but you need to give us some contact information and lead time so we can set it up properly and with the age appropriate models.

I suspect most of you have heard this but just in case, Frank Knight lost his son Jimmy back on

May 6. A number of members made it to the wake to pay their respects. A fund has been set up for Jimmy's sons and it was requested that in lieu of flowers donations be made to the fund. For any of you wishing to donate, checks should be made payable to the Knight Children Fund, c/o Benjamin Franklin Bank, 1 Mechanic Street, Foxboro, MA 02035. The club voted at the last meeting to make a donation.

Another sad note, Bob Magina has confirmed that lost sheep member Dave Savadega has died. It's at least 10 years since Dave made a meeting. Dave was an avid modeler of WW II German armor, doing some in 1/35, such as his 'Flak Tower', a project of impressive scope, but most in 1/72. He kit bashed a lot of vehicles, and scratch built a few others, that weren't readily available. Considering he was working with Airfix and Hasegawa kits as his basis, today's variety of kits just weren't available, he was up for just about any modeling challenge.

The IPMS Nationals, Virginia Beach August 6th thru 9th, are getting closer. There are still a number of un-sold trophy packs. Check out their web site at www.ipmsusa2008.org for more info. They are expecting 2000 or more models on display! I know from personal experience what it's like to try to look at that many models, after a certain number you just have to walk away and clear your brain, visit a vendor table or two, then go back and look at a few more models. I know that there are a few members planning to go. This is about as close as it gets to our region and it won't be back on the east coast for about three years, so if you are even considering the possibility you should start making plans now.

NoreastCon 2009 will be just outside Buffalo. That's a long trip for most of us. Doug Hamilton announced that he had someone online for 2010 but didn't say who. (Imagine that, the first decade of the 21st century is almost over.) Those members that made the trip this year to Schoharie NY enjoyed themselves and were

treated in general to some great models on the tables. Best of Show was the USS Connecticut, a most impressive model. I was impressed this year by the level of quality models throughout the hall. The category we sponsored was 'Open Top, Visible Interior, Modern AFVs. Four of our members took awards, Bob Magina, Bob Don, Mike Kenny and Kevin Conlon. There were not an abundance of vendors but many had deals available. As always, Kevin walked away with what may be considered the deal of the day, I think it was a ¼ scale T-34. The box was so big and there are at least 50,000 parts in the box, 20 pounds of etched brass, cast iron tracks, we all helped carry it to Mike's van. I heard Mike exclaim as they drove off, "Now nobody sneeze!"

This had to be one of the fastest awards ceremonies I've ever seen, - Arie Papas and Bill Elliot were drafted for the job, Bill was still eating his meal as he was called forward. For those of you that have not had the opportunity to see the 'Arie and Bill Show' you are missing something special. They are humorous and quick witted but remain respectful and work to pronounce every name on the results forms. Arie did point out that on one form that he was struggling with that he could read every judges signature but none of the award winners or their models. The banquet started promptly at 7:00 pm and we were back in the model room by 8:30.

I had the opportunity, once back in the model room, to have a discussion with Arie Papas, (IPMS/USA Chief Aircraft Judge), and Nick Philipone from NENY. Frank Knight and Ray Laskorski were in the conversation also. It revolved around the 1st place winner from the Biplane/Rigged Aircraft category which was an etched brass skeleton of a Fokker Eindekker. This was a beautiful model and must have been a nightmare to build well, but my argument was that it didn't meet the criteria of the category. The model was not painted nor rigged, which the

original was. There was no skin to paint! It was as if, in my opinion, the other models on the table were penalized for meeting the criteria of the category. Arie and Nick disagreed. This will be continued.....

This is still our 40th Anniversary year. Don't forget that there is a 40th anniversary theme award for BayCon called '1968'. You just have to tie the model to the year 1968 somehow. This could be a '68 Chevy, an event from 1968, such as a space launch, or an incident from the news, or a figure from that incident. We have a second theme award because this is our 25th Anniversary of the first BayCon. This will be '1983' and will be done on the same manner as the '1968' award. This could be an '83 Ford, a ship as it appeared after it's 1983 FRAM, etc. The important part is to tie it to the date, such as an F/A-18 as it appeared as the squadron transitioned to it in 1983. That tie, that link to 1983 is the research part of the project.

The letters to the vendors have just been sent out, inviting them to return to BayCon this year.

From the business meeting Doug announced that we, Region 1, have a new chapter, The Penobscot Valley Modelers, from way, way up there in Maine, Down East, 'tater country. And for the IPMS members in our group, Doug said that Dave Morrisette is looking to expand the 'Reviewer Corps'. Anyone interested in receiving 'FREEE' - (my favorite four letter word) - stuff to review can contact Dave or me if you need the contact info. Remember, you do need to write a review!

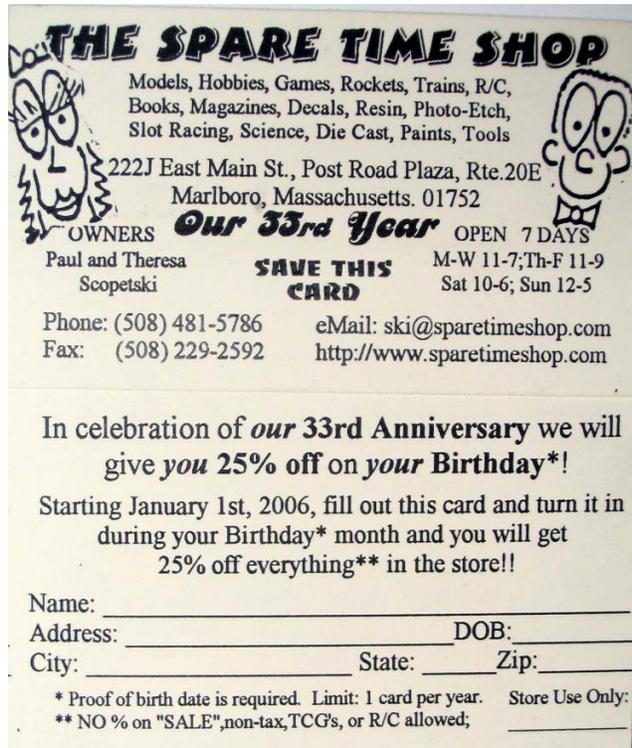
God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net

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Address: _____ DOB: _____
City: _____ State: _____ Zip: _____

* Proof of birth date is required. Limit: 1 card per year. Store Use Only:
** NO % on "SALE", non-tax, TCG's, or R/C allowed;

war Mahogany Marvel in 1/35th scale at a measly hundred and a half.

What do you get for the price of five Baycon trophy packs? You get a big box full of stuff. Neat clean plastic which includes some really intricate stuff such as gun guards to keep the crew from settling differences with the skipper, inventive muffler linkage, really intricate torpedo launch racks. Easy to follow instructions (and you need them). A large sheet of etched brass and I even used every piece of it. Really. Even the sixteen pieces of deadlight grills and the four pieces of 40mm gun sights. Rope in scale? Good decals for one boat. Wire for torpedo hold downs. Two swing out rocket racks and reloads for the 50's, 20, 37, and 40. Even a life raft and a dingy.

A "souvenir" booklet of PT pictures and potted history of the boats. They even have a lot of shots of our 617 boat, the only existing Elco on display in the world that still looks like a WWII boat.

Taking My Own Advice

By Joe McDonald Sr.

Waited for years for a good MTB model. I didn't want to plank it (Dumas) or sand a solid block hull (BlueJacket). I didn't want to do another Revell PT 109 (having lost count of the ones I've done for members of PT Boats Inc.). I certainly did not want to do either of Lindberg's efforts especially that large monster. Now a year after I spent a day with the boys from Italeri showing them the inside and outside of Battleship Cove's wooden wonders it has arrived. A mid/late

Is it overpriced? Sure it is, but after a forty year hiatus between PT 109 and PT 596? I bought it and you know how cheap I am. Compared to the price of modern 1/350th ships and the newest imported A.C. in varying scales it sure seemed reasonable. After all the Italeri kit has four torpedos and the Trumpeter 1/32 TBF only has one.

Now for a decent Higgins PT. There never has been one on my memory chip.

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Norton, MA. 02766

Behind the Dunkin' Donuts

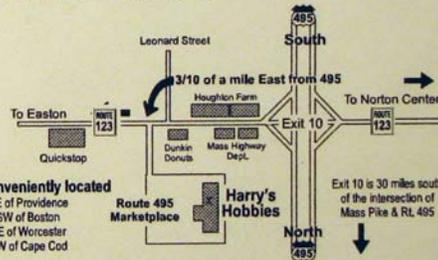
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WWII Russian Officer by Alpine

By Ray Rosario

This is a 120mm resin kit depicting a Russian Officer using signal flags. This is my second Alpine figure and I was not disappointed. The figure comes with twelve pieces gray molded pieces including two heads (one with a peaked cap and the other with the traditional Russian winter cap; I chose the latter). There were no assembly issues, though I would suggest not putting the left arm on until you have painted his coat. Also, because of such a snug fit the map case under his left arm was not glued in place.

I did choose to replace the signal flags with lead foil and bass wood. I felt the kit's flags were too thick. It did require some surgery on the hands as the flags' rods were molded into them. I feel the change was worth the extra and work.

It took about thirty-five hours to complete the figure. It retails for \$45.00; for the quality, I would say it is worth the price.

U.S. Navy Flying Boats & Amphibians in WWII by Al Adcock

A Book Report by Hal Marshman Sr

Recently, Squadron Signal released a paper backed book about the floatplanes used by the U. S. Navy during World War II. Hard on the heels of that release, we now find this closely related book. To me, and to a great many folks I talk to, flying boats occupy a special place. Be they made by Dornier, Kawasaki, Beriev, Boeing, Shorts, or whomever, They are by nature sleek machines, answering to both

aerodynamic and hydrodynamic laws. Along with float planes, amphibians and flying boats have a beauty and charisma all their own. Flying boats were originally designed as patrol aircraft, but saw usage as passenger transports, cargo lifters, torpedo planes, bombers, and depth bombers.

This new book by Squadron Signal is divided into sections denoted by manufacturer. Starting out with Boeing, and ending with Sikorsky, all the American makers are covered, including a few that many may have forgotten, such as the Naval Aircraft Factory in Philadelphia, or Hall Aluminum. Were you aware that Boeing made PBYS? Yes, and under their own designation, the Boeing PB2B-2, as did the Naval Aircraft Factory with it's PBN-1. Both aircraft looked like the Consolidated original, with slight differences in fin height, nose armament, and exhaust systems. (Due to different engines being used.) The very attractive Boeing XPBB-1 is here, and covered with 6 photos of her at different times of her career, and in different color schemes. As is to be expected, the Consolidated Catalina is covered with several pages of pictures. A couple of airplanes we don't usually associate with military usage, the Boeing 314 Clipper, and the Martin M-130 Clipper are covered. As an amphibian, the Grumman Duck is very well covered, as are the Grumman Goose and Widgeon Flying Boats, although I would have liked to have seen more on the Widgeon. I could go on and on about which aircraft are catered to, but then I'd have had to do more than this one page report.

Squadron Signals" book is 80 pages long, each page covered with black and white photographs. There are 24 full color profiles, excellently rendered by Don Greer. Wait till you see the immense Martin Mars in overall Gloss Sea Blue! Then there's the Boeing 314 Honolulu Clipper in naval camouflage. The huge Consolidated Coronado is there in both prewar and war time color schemes. The cover has a full color rendering by Don Greer of a Grumman JRF duck in Coast Guard colors, while the rear cover displays 3 color pics, being a Catalina in U.S.N. blue gray over U.S.N. light gray, a Martin mariner in prewar yellow and silver, and 2 Grumman Gooses (yep, Gosses, not Geese.) in U.S.N. 3 tone camouflage with red outline star and bar insignia. What a colorful bird!

If I have waxed overly enthusiastically, I guess it's just because I love those water borne birds, and this book at \$17.95, covers them so very well.
Hal

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