



Volume : 32 Issue: 2

October 2013

Recon

Granitecon XXI - Oct 20, 2013, Nashua Elks Club, Nashua, NH Contact Pete Davis at 603-883-4236

Baycon 2013 - Nov. 3, 2013, Knights of Columbus Hall, Attleboro, MA Contact Robert Magina at 508-695-7754 or treadhead@comcast.net

Valleycon 24 - March 30, 2014, Knights of Columbus, Chicopee, MA Contact Al LaFleche at 413-306-1270 or ajlafleche@comcast.net

Downeastcon 2014 - Apr 6, 2014, Thorton Academy, Linnell Gymnasium, Saco, ME, Contact George Bangs at 207-625-8007

Northeastcon 43 Region 1 - May 2-3, 2014, American Airpower Museum, Republic Airport, Farmingdale, NY Contact - Robert DeMaio at (631)707-3442

IPMS National 2014 USA - Aug 6-9, 2014, Hampton Roads Convention Center, Hampton, VA Contact - <http://www.ipmsusa2014.com/>



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2013 - 2014 Dues

If you have not already done so, please renew your dues for the coming 2013-2014 membership year. Dues are still \$10. Please remit your dues to John Nickerson at the meeting or send it to him at 18 Stone Street, Middleboro, MA 02346

Don't forget to ask for the Family Membership if you have sons or daughters as members in the club as well.

Battlewagon



"Ship of Ghosts" by James D. Hornfischer, Published by Bantam Dell, 2006. ISBN, 978-0-553-38450-5 - By Hal Marshman Sr.

All my life, I've hear and read about Japanese atrocities during World War II, from going back to the "Rape of Nanking", to the execution of P.O.W.s at the war's end. Probably, the treatment of the prisoners who were forced into slavery to build a railroad through the jungles and mountains of Burma and Siam, ranks among the most cruel. It's so hard to say that, because it's well documented that the Japanese military, with the benediction of their highest leaders, seemed to almost revel in how badly they treated those helpless individuals in their charge, not only military, but subjugated native populations.

"Ship of Ghosts" details the travail of the survivors of the U. S. S. Houston, a pre war heavy cruiser, along with the Australian cruiser, H. M. R. A. N. Perth, and later on, members of the U. S. Army's 131st Field Artillery Regiment, as they become captives, enslaved to build this "Death Railway" to aid the Japanese military in keeping the Southeast Asian Nations under their thumb.

The book starts out with a history of the Houston, her early years as President Frank D. Roosevelt's "private yacht", and her place as one of the premier ships of the prewar Asiatic Fleet. We seldom hear of the early sea battles off Java, as the U. S. joined the British Royal Navy, the Royal Australian Navy, and the Royal Netherlands East Indies Navy, in the futile battles to protect the East Indies from the Japanese Imperial Navy in its quest to subjugate the entire Southeast Asian area. We are reminded in no uncertain terms, of how Japanese Air Power played a great role in the defeat of the Allied Forces in the Java and Malaya Theaters, and how proficient the Japanese Navy was, with its night battle superiority, and it's use of the superb "Long Lance" torpedo. The reader is also reminded of how the major Allies allowed the Netherlands Navy to command the battle, and the ships of all the Allied Navies. The end battle occurs when the Houston and the Perth wind up in a night battle with the enemy cruisers and destroyers that are protecting the Japanese invasion fleet. Heavily outnumbered, the Allied ships fought until they were sunk, with their colors unstruck. We then see how the survivors manage to save themselves, but eventually all come under enemy control. We also see how the U. S. Army's 131st Field Artillery Regiment joins the sailors. A few prisoners are sent to Japan, but the large majority were sent to S. E. Asia to build the railroad I mentioned above. Yes, this is the same railroad the movie "Bridge Over the River Kwai" is written about, and the author of the book makes mention of that movie several times, and whether it does or does not reflect the true story of building this railroad.

Several chapters detail the day to day terrible routine of cutting a railroad right of way through dense jungle, over and through mountains, and continuing this toil, even in the teeth of the months long monsoon

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season. I am defied in my effort to find superlatives to describe the absolute horrendous conditions these men worked under. This was manual labor that could wear down a healthy strong man, so imagine how it effected prisoners who were very ill fed, and denied the medicines necessary to fight the numerous fatal tropical diseases the jungle was rife with. You see, the Japanese could not have cared less how many prisoners died, nor how they might suffer. "Speedo-speedo" build the railroad as rapidly as it can be done with completely no regard whatsoever for those that are tasked to do it. Yes, and do it with crude hand tools, with only a bare few modern pieces of machinery to help. In retrospect, this must be the way the Pharoahs built their monumental pyramids, over the bodies of the slaves they worked to death. Indeed, Japanese Col. Yoshitada Nagatomo initiated the prisoners with a speech that in part said, "You will build the railroad if we have to build it over the white man's body. You are merely rubble....and there are many of you who will not see your homes again."

The brutality of the Japanese military system started with the officers who meted out corporal punishment to their NCOs. The NCOs visited that brutality on the common soldiers. It didn't stop there, the Japanese employed Koreans as guards, and the Japanese soldiers beat them. Who was lower than the Korean guards? Simple answer, the helpless prisoners in their charge. Of course the Japanese themselves, could and did beat the POWs often, it wasn't just reserved for the Koreans. Allied rank meant nothing, officers were forced to join their soldiers in the labor,

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From The Bridge

We are now in our 45th (2013 – 2014) membership year. We are still holding the membership fee to only \$10 per year and you can pay a couple years in advance if you wish. There is also a family membership plan. Mail your payments to me or see me at a meeting, checks to be made payable to Bay Colony Historic Modelers.

I mentioned the letter from the New England Air Museum at Bradley in CT. in the last issue. We briefly discussed this at meeting and decided to push it down the road some. So please hold me to this and bring it up for discussion at a future meeting if I don't.

It has become a tradition, so once again we will hold a kit swap at the December meeting at Chris & Debbie Libucha's. (I mention Debbie because I believe she deserves a share of the kudos because she prepares much of the food we so enjoy!) Bring a kit you no longer want, wrapped in holiday wrap or newspaper or plain brown wrap, etc. so that the contents are concealed. The only rules are that it must be a complete, un-built, kit. Now, based on my observations, I just want to make sure everyone understands, there is nothing in the rules that say you have to go home with the kit you select. When I originally proposed this concept I

realized some people would be thrilled with what they selected and others would be disappointed. I had hoped that it would trigger a round of trading. "I'll swap this 58' T-Bird for that Verlinden figure!" I also hoped it would get some people to try to build the kit they won even though it was not their normal subject matter. That would make an interesting article for the newsletter, a first hand account of what someone won and their experience building it.

We have set aside a club table again at BayCon. As of yet I am unsure who is going to man it so we may need some volunteers. Keep an eye on the forum for more info. We will be using the same rules as we did last year and I believe they are still posted.

The October meeting was held at Summerfield. That is the new community being built on the old South Weymouth Naval Air Station. There is a museum dedicated to Naval Air and the history of the So. Weymouth base. Joe Ravino and Hal Marshman managed to convince them to allow us to use their facility. Thanks guys, it was a very interesting day, and thanks also to ANA Patriot Chapter. Because we got to use the hall for zip, the club made a \$25 donation to ANA Patriot.

Once again, it is re-charter time for all IPMS chapters. Due to my involvement in BayCon preparation and if things follow the norm I'll get that paperwork taken care of after the show. I think I know most of the IPMS members within our group but if you think I may not know that you are a member please get your IPMS membership number to me so you can be registered on the charter.

Ok, I tried to resist but I can't help myself! There were a mess of articles of interest in the November issue of Fine Scale. "Your Most Wanted Kits" is the results of a survey they undertook. I found the results surprising

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to say the least. Without going into too much detail, in 1/72 scale a/c four of the top five were all big C- type a/c, C-141, C-124, etc. In 1/48 the F2H Banshee led the list. In ships, 1/72; No. 4 is the USS Nautilus (SSN-571). What! Are they crazy? Where the #%\$& are they going to put it? No. 5 is the USS Monitor. Good choice. In 1/200, No. 1 is Iowa Class battleships. See above statement. No surprises in armor, in 1/35 No. 2 is WWI tanks, another good choice. In cars, 1/24-1/25, Kev, three guesses, No. 2 1967 Eagle – Weslake F1. And in Sci-Fi / Space, No. 1 is the long awaited “Serenity” from “Firefly”. Also in this issue, “Finishing with Filters”, “Scratchbuilt Apollo 7 Saturn IB”, and “Italian Dazzle Camouflage” for the cruiser Gorizia.

November 3rd is BayCon 2013 and once again we will be returning to Eastern Standard Time early that Sunday morning. Spring forward, fall back! And once again it's the October issue, the last issue before BayCon. I announced at the October meeting that I intended to put out a donation can for Homes for Our Troops. Membership thought it was a good idea and decided that as we go forward we would sponsor a different charity each year. HFOT is a top rated charity based out of Taunton that build homes for wounded and disabled veterans across the country. So if you find yourself with a couple leftover bucks after your spending spree down the vendor aisle please consider dropping it in the donation can.

As always I want to encourage all of our members to come out and participate. This is the clubs biggest event of the year. It is our showcase where we get to show the public what we do and how well we do it. We also invite other model builders to bring their models to display along side ours. The more the merrier. This is my annual pep talk to the membership to get as many

members as possible to make an appearance and lend a hand. There is a lot to be done that day and as the old adage goes, “Many hands make light work”. It's my goal to get you to spend some time helping out. Set up will be at 8:00 am if you should care to help set up tables and put the leg extenders on. This job goes very quickly if we can get two teams of four. Next we cover the tables with white paper and tape it down. This takes a little bit longer. We then put out the category cards and the category dividers and we are now ready for models to land on them. Next we get the paperwork set up for registration and as soon as that is done we are ready to check people in. The registration table is a busy place to be for the morning but it slows down for the afternoon. We almost always need someone manning that table and two people are required for the morning hours and we are hoping to get a third to help with registration forms. We can always use people there, even if just to spell someone for a few minutes. While this is transpiring the club table is getting set up and ready to start selling. Most of the people involved in running the club table also have committed to do other jobs so they will need some help throughout the day. At some point the trophies will need to be setup for the awards ceremony and after that there is breakdown and clean up. As you can see, there is plenty to do that day so please lend a hand.

So now let's talk about entering. There are no more excuses. We have 46 categories and numerous special awards to give out. Last year we had 212 awards to give. Last year 91% of the entrants took home awards, which in and of itself is amazing! But what I find even more amazing is that we only gave out 77% of the awards! One of the hallmarks of our show is that we give out a 4th place awards, and yes many

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of the 4th place awards weren't given. Of those 49 awards that weren't awarded there were many 2nd and 3rd place trophies and even a couple 1st up for grabs. So if you would like to have the experience of winning some hardware, now may be the time. I'm sure you have heard the expression ... "You can't win if you don't buy a ticket"... applied to the lottery, well our show is a lot like that, you will never bring home an award if you don't put yourself out there and enter. Come on, this may be your year!

To deviate slightly, I hear the same complaints after the show every year, "The judging sucks!", "The Judging is biased towards the club members!" and "I got gigged for what I didn't do, you can't knock a model down for what I didn't do!" I'm going to try to put these to rest but I suspect those that need to read this, won't. We use the best judges that volunteer for a thankless job. Is there room for improvement? Of course. Do we get it right every time, of course not. If you think there is a problem with our judging and you're not volunteering to make it better then you are part of the problem. The sad part of it is that some of the people listening to you believe you know what you are talking about. And as to the bias, last year Bay Colony members took home 30.8% of the awards given. That means that 69.2% of the awards given went to non-members. Where is the bias there? And on top of that many of the people that volunteer to judge are non members. Why would they show a bias towards Bay Colony members? "You can't knock a model down for what the modeler didn't do." At first glance I'd agree. There shouldn't be an imaginary bar for the modeler to jump over. For example, a model shouldn't be penalized because it doesn't have PE. Now let me offer an example of how you can get fairly gigged with a legitimate judging system that works. Let

me state up front that this is just one method of many for judging. I'll set the stage, it's a hot rod category with 10 entries, all by different modelers. The judges agree that all of the models start with 10 points. You model stands out because it has the best finish. Because you wrote on your entry slip that you did 3 hand rubbed color coats and 2 coats of gloss and a layer of wax, they understand why the finish is obviously better. The other 9 models all get gigged 1 point. One other model has a nice finish but not up to the standard you set. Eight models get gigged another point. Because it's a Hot Rod cat, all of the models have exposed engines. You wired the plugs, but the others have battery cables and fuel lines, you get gigged a point. Four of the models have throttle linkage. You and 5 others get gigged another point. You and 6 others have brake lines, the other 3 are gigged a point. You and three others are convertibles, your windshield is polished and with out glue smears, add a point. Another coupe has some visible glue on the back window, gigged. Another model has shaded panel lines. The modelers set the bar by what they do. The models are compared to see who else followed through and points are awarded or removed based on whats been done until a clear winner and other places can be determined. It's a system that works.

So now that we have briefly touched on judging, we need a good number of people to volunteer for the job. As I mentioned above, it can be thankless. Even if you just help with a category or two it helps speed things along. You free up another judge to judge elsewhere. Make yourself available at the judges meeting when it is announced. If you're new to judging tell the line judge, ask to be an observer, or assigned to a team with some experienced judges that you can learn from. Can you say 'on-the-job-training'? You

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Up Scope:

Nov. 9th 2013 Meeting

Bob Don
11 William Drive
Foxboro, MA 02035
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 traffic 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).

Jan. 11th 2014 Meeting

Bill Collins
113 Powderhorn Drive
Taunton, MA 02780
508-695-7754 or 508-641-5873

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



Dec. 14th 2013 Meeting

Chris Libucha
271 Gaskill Street
Woonsocket, RI 028951
401-765-5306

From Providence/Fall River

I-95 to Rt 146 North. Follow Rt 146 toward Worcester at the split with 146A, (bear left). Exit Rt 102-5 Slatersville/Forestdale. Right off ramp. Right again at end of road onto Rt 146A (Great Rd.) Left at first traffic light onto St. Paul Street. Follow to end. Right onto Main Street (Rt. 122). Past Almac's and former Cumberland Farms store. Next left onto Gaskill St. House on the right after Woodland.

From Attleboro Area

Rt 1 to Rt 120. Follow Rt 120 (Nate Whipple Hwy) to the end in Cumberland. Right onto Mendon Rd. (Rt. 122) Follow into Woonsocket to the 9th traffic light since turning onto Rt. 122. Left onto E. School Street. Follow to end. Right onto N. Main Street. Follow to end. Left onto Gaskill St. (Cemetery in front of you). House on left after Prospect St.

From I-495

I-495 to the King Street/Franklin exit. Off ramp turn toward Woonsocket. Stay on King St. for several miles, it will eventually merge with Rt 126 in Bellingham. After crossing the line into Woonsocket the first traffic light will be the intersection of Rt 114. Turn right here onto Diamond Hill Rd. (Auto parts store on left, tuxedo rentals on right) Go through light at Rathbun St. Next left onto Roland St. (Cemetery on right). Follow to end. Right onto Privilege St. Go around big curve and turn right onto Winter St. (car wash on left). Right at first traffic light (N. Main St.) Left at end onto Gaskill St. House on left after Prospect St. Take 95 to Exit 8 (Sharon/Foxboro). Go onto Gaskill St. House on left after Prospect St.

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can find our judging guides for most categories online at our website. These will give you some idea of what we look for when we review a model. They will also serve as a quick checklist when you review your own models before bringing them to the show. As I have stressed for years, ever since I was asked to perform my first judging stint, you can learn more about your model building by taking a good close up look at other peoples work. (I have been asked, is it tougher to judge now than it was back then? I'd say yes.)

Before I sign off, I'd like to encourage you one more time to take part in BayCon, enjoy the show and take pride in your work. See you there! Respect my authority!

God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net

and shared their beatings. It was in no way uncommon for a prisoner to be beaten to death. He could be beaten with the fists, feet, rifle butt, or flat of the sword. To strike back was to be executed, as was any attempt to escape. That anyone survived is a genuine miracle, but many did, and lived to see the day when their tormentors paid for their deprivations. The book ends with a listing of all those from the Houston, and the 131st F. A. R. who died.

I feel that this book is a fitting tribute to the indomitable spirit of the dead and the survivors, and I offer my deeply heartfelt recommendation that anyone even slightly interested in World War II take the time to read and absorb this narrative.

Hal Marshman Sr

Continued from Page 3

Del's Corner

Del Stator at large.....

Plastic Spoons:

This is my latest supermarket find - plastic spoons! You know, the kind you can buy a box of 100 for a couple bucks or can find at your local fast food establishment, one or two at a time. So what do you do with these plastic spoons you ask? You paint them. Yup, paint them with your airbrush. Ok, why you ask? Well first off, it has a convenient handle to hold it by. Then, most of them are styrene plastic so if there is a problem between the paint mix and styrene plastic it will show on the spoon. The bowl of the spoon is dual curved, one side is concave and the other convex and will show you how the paint will look on a curved surface. More important than you think. You can save the painted spoon as a finish sample and write the mix or source of the paint on it with a Sharpie.

Del out.



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In Range:

Aug 10th Meeting - Gian Montecalvo

- 1/35th Firefly 1C (WIP) – Steve Kwasny
- 1/35th Stryker (WIP) - Steve Kwasny
- 1/35th Challenger II (WIP) - Steve Kwasny
- 1/48th FW-190D-9 - Hal Marshman Sr.
- 1/72nd Polish MI-2 – Bob Don
- 1/35th JS-II - Gian Montecalvo

In Attendance:

- | | |
|------------------|------------------|
| Hal Marshman Sr. | Gian Montecalvo |
| Robert Magina | Steve Kwasny |
| Kevin Colburn | Eric Petersen |
| Ed Rosario | Warren April |
| John Nickerson | Frank Knight |
| Kevin Conlon | John Gisetto Sr. |
| Bob Don | Mike Kenney |
| Paul Champigny | Ray Rosario |

Raffle:

- 1/35th M22 Locust - Warren April
- Sanding Sticks - John Gisetto Sr.
- Sanding Sticks - Hal Marshman Sr.
- X-Acto Blades - John Nickerson



Sept. 14th Meeting - John Nickerson

- 1/72nd B-18 - Bill Collins
- 1/48th P-80A - Bill Collins
- 1/32nd Mig 3 (WIP) - Steve Kwasny
- 1/35th HST and 155 - Jeff Maronn
- 1/24th X-34 (WIP) - John Gisetto Sr.
- 200mm - Templar Knight - Ray Rosario

In Attendance:

- | | |
|------------------|------------------|
| Bob Magina | Peter Jardin |
| Steve Kwasny | Ray Rosario |
| Kevin Colburn | John Nickerson |
| Warren April | Joe Russum |
| Bill Collins | Eric Petersen |
| Hal Marshman Sr. | Jeff Maronn |
| John Gisetto Sr. | Gian Montecalvo |
| John McCormick | John Gisetto Jr. |
| Bob Don | |

Raffle:

- 1/25th 1956 Ford Victoria - John Gisetto Sr.
- X-Acto Blades - Gian Montecalvo
- Sanding Sticks - Jeff Maronn
- 1/350th German Z-43 - Ray Rosario



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IPMS Bay Colony Modelers meet the second Saturday of each month from 1:00 to 4:00 PM. The meetings take place at selected members houses. Look at the Battlewagon or the club website for locatiion and directions. Guests are always welcome. Membership is \$10.00 per year. Members and guests are encouraged to bring completed models or works in progress for display and discussion.

The Battlewagon is published six times per year. All opinions expressed are those of the authors and do not necessarily reflect IPMS Bay Colony or IPMS USA views. Submissions relevant to modeling are welcome, and may be published at the discretion of the editor. All material is subject to editing. There is no payment for articles.



IPMS Bay Colony Historical Modelers

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2013 - 2014 Club Dues

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