



Volume : 32 Issue: 5

April 2014

Recon

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

**North Shore Con 2014 - May 18, 2014,
Gloucester High School, 32 Leslie O.
Johnson Rd., Gloucester, MA Contact -
David Readon at 978-325-0049**

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

**Patcon 2014 - Sept. 14, 2014, Hudson Elsk
Lodge 959, 99 Park Street, Hudson, MA
Contact - David Schmidt 978-706-1211**

**Granitecon XXI - Oct 19, 2014, Nashua
Elks Club, 120 Daniel Webster Highway,
Nashua, NH Contact Rodney Currier 603-
726-3876**

**BAYCON 2014 - Nov 2, 2014, Knights of
Columbus Hall, 304 Highland Ave, South
Attleboro, MA Contact Robert Magina
508-695-7754 or treadhead@comcast.net**



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2014 - 2015 Dues

If you have not already done so, please renew your dues for the coming 2014-2015 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



In Box Kit Review, HobbyBoss 1/48th Fw-190D-9

By Hal Marshman Sr

I just received this kit today, and would like to relate some of the high points of the kit, as well as a couple of low points. As a prelude to my commentary, let me advise you that I've built at least three of the Hobby Boss Ta-152C kits. There are many similarities between the "Tanks" and the Doras, as well as a few differences as regards parts and assemblies.

HobbyBoss has packaged this kit beautifully with a sturdy box. The parts sprues are all bagged in plastic, with the clear parts suite wrapped in foam before it was bagged. In addition to the plastic, there's a several page instruction leaflet, a full color rendering with color call outs and upper and side views of the two aircraft catered to on the nicely presented decal sheet. Speaking of the decal sheet, swastikas are provided, but presented in two halves. There's a complete selection of stencils, as well as the national markings, and tail stripes for the Jg-301 example.

The castings are beautifully rendered, with smooth outer surfaces, and no dimples or press marks. Surface detail is restrained. Fabric surfaces reveal the underneath

structure, but is also restrained. There's no unrealistic fabric texture. Simulated fabric texture may have seemed like a good idea at one time, but if you examine a real fabric covered airplane, you'll quickly notice that the fabric has received sufficient coats of paint (dope) to render them very smooth.

I mentioned the clear parts tree above, so here's what it contains, the windscreen, one blown canopy, a gunsight, and very wee navigation lights for the wing tips. (The instructions erroneously advise you that the port light is red and the starboard is green. reverse those to be correct. The framework on the windscreen and canopy are dulled so that they are easier to see for masking purposes. Good idea, HobbyBoss. Unfortunately, they did not provide the earlier straight topped canopy that many D-9s wore. (For the low price HobbyBoss asks for this kit, I suppose that would have been like gilding the lily.)

One of the places where the earlier Ta-152 kits were deficient, was in not providing a firewall between the cockpit, and the open engine rear compartment. I had to make one from sheet styrene for my models. HobbyBoss has seen fit to provide one in this kit, so no need for a scratch built one. Another difference between this kit and its predecessors, is in the exhaust stacks. The Ta-152 kits had their stacks in two halves, divided longitudinally, while this kit has them as one piece entities. While we're on the engine area, this kit provides both the open and closed cooling gills, is detailed, whereas the rear is not. The rear detailing would generally only be viewable to the "Flashlight Nazis" in any event. There is an error in the cooling gills, however. The flap in front of the supercharger intake was

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kept shut on the original airplanes, thus when the flaps were in the open position, that one would still be closed. Hobby Boss shows it open. They also show the area between flaps as filled, when they should be open.

There is a separate sprue with drop tank, 250k Bomb, and four 100k bombs, all with sway braces and racks. I've seen no pictures of a Dora fitted with the wing racks for the 100K bombs, so the jury is still out on that one. The racks provided for the bomb/drop tanks is somewhat shallow in comparison to the real article, and although they provide two of them, they do not give you the alternative of long or short racks. FW-190Ds did carry the two different styles.

The interior is complete with seat with cushion, rudder pedals, joy stick, seat rails, and instrument panel. The panel is a one piece casting, although nicely staggered, and displays raised detail. The decal sheet does provide instrument and consol decals.

The landing gear looks quite decent, however someone on the net suggested the gear covers might be a wee mite short.. Wheels with treaded tires are given, but quite a few Doras operated with smooth tires.

This brings me to the engine. As most of you are aware, the inline powered FW-190s displayed the rear of the engine, (mostly the supercharger) through open wheel wells. HobbyBoss does indeed give you that engine rump, and the wheel wells are appropriately open to view same. It's a beautifully done representation, but much simplified over shall we say, the Eduard example. Plus side, it's nowhere near as finicky to assemble. No one says you can't add more detail.

Okay, there's the kit, and I've detailed as

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From The Bridge

The President's Column

We are now close to entering our 46th (2014 – 2015) 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.

We announced at the March meeting, the BayCon 2014 show date as Sunday November 2nd. Once again we will also be returning to Eastern Standard Time on the same day. On the day of the show there is much to be done and we appreciate all of the effort that the people who volunteer provide. On top of that there are a number of tasks that need to be performed in advance to make the show happen. If any member would like to fulfill any of those functions and become part of the show committee please let me know at a meeting. It is easier on a face to face basis. If there is a function you would like to perform please let me know.

Another item discussed at the March meeting was having a Swap Meet. Many members were in favor of this idea. At the moment we have two plans on the table.

One would be to have it at a monthly meeting. If we were doing this we would have to set a limit as to how much each member could bring, such as one box, because of the amount of room it would take. Another possibility would be to rent a hall on a separate date and sell table space, depending on the hall size and number of tables available. Our goal would be to recoup the hall cost with the table fees. If they were eight foot tables we could possibly sell half tables at a very reasonable fee. We have done this a couple times before and it worked out well each time.

Update: This column was finished just prior to the April meeting. Word had it that Bob was in Vermont so I was in no hurry. At the April meeting the members in attendance voiced their preference for a separate venue event. More info as plans firm up.

We are now into spring show schedule and the next event on the docket is NoreastCon, down on Long Island, which will be upon us very quickly. If you are thinking about going you need to be finalizing your plans and finishing those models. Which is soon followed by the North Shore Club's event at Gloucester High School. After that there is a short break before the IPMS Nationals.

I doubt I will be making it to NoreastCon again this year, this time for an entirely different set of reasons. At each NCon there is a regional business meeting held in the morning, usually just before the judges meeting. Normally runs about an hour. If someone is planning to attend the show and would like to act as our representative, please let me know. Duties you ask? The Regional Coordinator will speak about the state of the region, presentations will be given from any prospective NCon hosts and possibly the next NCon location will be announced. You will just have to take a few notes, to report back to us, and vote as the voice of the club if a vote is taken.

It may be the last thing on your mind but you do need to think about recruiting new members for the club. It's not a financial necessity, we don't need for the influx of cash. After all, membership is only \$10. One or two new members wouldn't affect the treasury enough to make a difference. New members help to provide more muscle, new thoughts and hopefully some young blood. (Some how that doesn't sound right.) If you look around the club you will see mostly older members. Our current younger members keep getting older. One of the things I do, (I don't expect you to do this because I have the forms), is to go through the entry forms from the show looking for people within our geographical area that don't list a club affiliation. I found five this year. I send them a letter inviting them to check out our club and maybe become a member. Because our new membership year is about to start I am now in the process of doing that. The show itself is a good source for new members. People come up to me during the show and ask about becoming a member. Unfortunately this happens mostly when I am in the middle of something. We do place an informational flyer out on the info table along with a membership form and that is where I direct them when I am busy. But when I have the chance to talk to them I do tell them about the club and sometimes even sign them up. While you are at the show, if you see a face you don't know, possibly take a moment and talk to them about the club. It can be an easy spiel. Ask where they are from and how they heard about the show, if they are from our area, ask if they have heard about the club. Tell them about our meeting schedule, where to find us on the internet, and that you can hook them up with a membership form.

When I write this column I try to provide information that is important to our membership such as things that are happening in the hobby, within the club, within IPMS, etc. I sometimes offer my opinion, and I try to provide something educational about models or history for you to think about. So here goes...

How much does the box art influence your choice of model kit? Do you walk into that hobby shop looking specifically for a Stug. III ausf. F for your collection, or are you looking for a piece of armor and the box art catches your eye? I used to be very influenced by the box art but now I walk in with a short list of kits I am looking for. And then there are times when I find things I didn't expect. And then there are times when I find all of the kits on my short list plus some unexpected items. Then I'm in trouble! Decisions, decisions...

I recently had a revelation. I was doing some research and I came upon a dissertation on World War II identification models and how they were produced and used. It reminded me of a medium green, hard rubber like substance, Lockheed PV-1 Ventura I had as a kid. I don't know how I acquired it or its final fate. It was cast in flying configuration without props and some small raised letters on its belly telling me it was a PV-1 Ventura. Move a few years into the future to a time when my allowance or my after school job pay was burning a hole in my pocket and I was looking for a new kit to build, and stumbled into a local office / art supply shop that carried a few kits, when an Airfix Craftmaster Lockheed Hudson kit caught my eye. I know it was the box art that got my attention. It was in the window, it's why I went in. I was headed to the Woolworths across the street. Never made it there. The

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Lockheed Hudson has been one of my favorite modeling subjects for years. I thought it all went back to that Airfix kit in the window with that great box art, but now that the memory of that medium green PV-1 came flooding back, I wonder if it goes back to earlier years of my childhood? Notice the similarity of lines between the Hudson and the Ventura, they are both built by Lockheed. Do ya think?

Another dilemma? I recently wrote about the resurgence of 1/72 scale aircraft and the role Airfix and Revell are playing in it. You have to be very careful when shopping for these kits. The new Airfix kits are being released in the new Airfix “red” boxes, but there are a lot of reissues in red boxes also. Many times I will go to Squadrons web site to read the descriptions of the kit in question and many times it will say things such as “engraved panel lines” (new kit), “Vintage kit” (old kit), “raised and recessed panel lines” (old kit, raised panel lines, recessed control surfaces). But the B-25 kit says none of these. It has a retail price of about \$17 so I suspect it’s the old kit and all rivets. The Douglas Dakota / C-47 also doesn’t say but its retail is \$44, I think it’s new. In Revells case there are not only their old molds but they acquired the Matchbox molds as well. Some kit descriptions will state “ex-Matchbox”, others don’t. Some say “raised panel lines”, others don’t. Some do say “finely engraved panel lines” such as the B-17G and F. Recently I spotted two kits listed as new, a Fw 190D and a Ki-61 Tony and both say “structured surfaces”. What does that mean? Although neither is expensive by today’s standards, I would hate to buy the Tony, (we need a good Ki-61 kit), and have it be their early ‘60s casting, (although I did enjoy building it a couple times).

God bless America! Pray for our servicemen overseas.

Happy modeling and give kits to kids!

John J. Nickerson

bchmaprez@verizon.net



Up Scope:

May 10th 2014 Meeting

Mike Kenney
68 Grandview Avenue
Lincoln, RI 02865
USA

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

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.

Jun 14th 2014 Meeting

Steve Kwasny
184 Blackstone Street
Blackstone, MA 01504
USA

Take I-495 N, or 495 S. Take exit 16 for King St toward Franklin/Woonsocket RI. Turn left onto King St, go under overpass and follow (if taking 495S, take right off exit) 1.0 mi. Continue onto Washington St (same road) 2.8 mi. Continue onto Pulaski Blvd (same road) 2.1 mi. At the set of lights, bear right onto MA-126 N/S Main St. At the intersection you will see a strip mall with a Dean Bank, you will also see a Walgreens in front of you, and Bellingham Vet Clinic 0.7 mi. At the set of lights, turn left onto Elm St 1.3 mi. Turn left toward Summer St 108 ft. Keep right onto Summer St 0.4 mi. Go through intersection of Farm St and Summer St 0.7 mi. Turn right onto Blackstone St at stop sign. Destination will be on the right, you can park on side of the street in front of house, or on Susan Drive. From I-295 N or S

Take exit 9B for RI-146 N toward Woonsocket 0.6 mi. Keep left at the fork and merge onto RI-146 N/Eddie Dowling Hwy. Continue to follow RI-146 N 5.5 mi. Take the exit toward Slatersville/Forestdale Rhode Island Rts 5/102 0.2 mi. Turn right onto School St 328 ft. Turn right onto Rhode Island 146A S/State Hwy 146A S 0.3 mi. Take the 2nd left onto St Paul St at the set of lights. Firestation on left and convenience store on right. Entering Massachusetts-Go underneath railway bridge, and pass the Blackstone Municipal Center 1.8 mi. Turn left onto MA-122 N/Main St 312 ft. Slight right onto Blackstone St. Destination will be on the right 1.3 mi.

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Del's Corner

Del Stator at large.....

Acrylic paint finishes.

Paint when manufactured is usually gloss finish. The intensity of the gloss is a matter of question. To make the paint finish flat or matt they add talc to it. Yup, talcum powder. Think of it as super fine sand. It makes the finish rough on a microscopic level. But that's not what I want to talk about.

To get a good gloss finish you need a lot of luck or a lot of work or a couple good short cuts. Any imperfections in a gloss finish will stand out. So you need to be prepared to sand and polish and repaint. A good gloss finish reflects light straight back to your eye. As mentioned above, the talc works to break up the finish and scatter the reflected light away from your eye. That imperfection I spoke of also serves to reflect light away from your eye which is why it stands out in the middle of a good gloss finish.

For a super high gloss finish there are no short cuts. You have to sand with increasingly finer grits and end by polishing with a polishing agent. To arrive at something slightly less than that, a couple short cuts will do. Enamels give us a good gloss finish because they continue to flow or level after they are applied. That quality is known as 'self-leveling'. But enamels also take weeks to set up and cure. Acrylics have a much faster drying time but their self-leveling qualities aren't that good. So we want something to extend the drying, self-leveling time. I always recommend that if the paint line manufacturer makes a product to use with its paints, try it first. Always experiment and remember to paint your spoons. You are looking for a retarder or flow extender to mix with your paint. (Never mix your excess mixed paint back into the original paint bottle!) If your choice of brand paint doesn't make a retarder or flow extender product try a third source such as Liquitex Flow-Aid or Golden Acrylic Paint Retarder. These products are available at Michaels or any good art supply store. Add just a few drops and always experiment on a

spoon. Do not replace thinner with these products.

Good Luck.....

Del out.

(Cont'd from Page 3)

many of the drawbacks as I was able to spot without taking out the calipers, and digging out the specs of the airplane. I do believe it stacks up well with the competition, in particular as pertains to ease of construction. I'm basing that opinion on having done the earlier Tank versions. (Kurt Tank was the designer of these birds, and when the Ta-152 came out, the designation honored him with the use of Ta, the first two letters of his last name, rather than the manufacturer, Focke Wulf. The pilots of those planes referred to them as "Tanks"). When you consider the retail price of 27 bucks, I think it's a good buy, and the few drawbacks should be easily dealt with. Bottom line, I do recommend this kit, and can't wait to dig into mine.

have fun, Hal Sr



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In Range:

Feb. 8th Meeting - Bill Collins

1/35th M26 Pershing (WIP) - Steve Kwasny
1/35th M1117 (WIP) - Steve Kwasny
1/72nd F-4K - Chris Libucha
1/20th Ferrari 312T3 (WIP) - Chris Libucha
1/48th Me 410 - Bill Collins
1/48th Gloster Javalin - Bill Collins
1/35th St. Charmont - Bill Collins
1/25th 1925 Model T Ford - Jeff Maronn
1/350th Prinz Eugen - Paul Champigny
1/35th Panzer IIIN - Edmund Rosario
1/35th 251/17 - Edmund Rosario
1/400th Submarine Surcouf - Paul Champigny

In Attendance:

Hal Marshman Sr.	Chris Libucha
Robert Magina	Steve Kwasny
Kevin Colburn	Bob Don
Edmund Rosario	Joe Ravino
John Nickerson	Norm Babcock
Peter Jardin	Jeff Maronn
Gil Costa	Paul Champigny
Bill Collins	Gian Montecalvo
Ray Rosario	Dave Tanguay

Mar. 8th Meeting - John Gisetto Sr.

1/35th Mark IV Female - Bob Magina
1/350th USS England (WIP) - Steve Kwasny
1/48th V1 Rocket (WIP) - Steve Kwasny
1/72nd Me P-1106 - John Gisetto Sr.
1/? Scorpion from Star Trek - John Gisetto Sr.
1/? Flying Saucer - John Gisetto Sr.
1/35th M-103 - Bill Collins
1/32nd Me 109G-6 - Bill Collins
1/48th Stearman PT 17 - Bill Collins

In Attendance:

Bob Magina	Peter Jardin
Steve Kwasny	Ray Rosario
Kevin Colburn	John Nickerson
Warren April	Joe Ravino
Bill Collins	Chris Libucha
Hal Marshman Sr.	Bob Don
John Gisetto Sr.	Gian Montecalvo
John Gisetto Jr.	Eric Petersen
Paul Champigny	Norm Babcock
Jeff Maronn	

Raffle:

1/35th 35T (WWII) - Steve Kwasny
Sanding Sticks - John Gisetto Sr.
1/32nd Cylon Raider - John Gisetto Jr.



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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.



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2014 - 2015 Club Dues

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