

The Ship Killer . . . Lt. Richard Best's SBD-3 Dauntless showing some of the magnificent detail William Reese put into her. This is the only aircraft to (jointly), sink two (2!) Japanese fleet carriers in one day while flying with VB-6 from USS Enterprise. This model, with over 300 holes manually drilled in the dive flaps, (!), placed high in the 1996 IPMS nationals.

Meeting Debriefing

- by Mark Sandvigen

Introductions (for visitors and new people) – We had two visitors: Mr. Steven Michel of Sugar Mountain, NC and Mr. Steve Stoeltzing, of New Bern, NC. Welcome.

Show and Tell

William Reese brought three 1:48 scale aircraft models which included paints which were period to the era, aftermarket decals, and scratch-built details. He presented the following:

1:48 Airfix Hawker Hurricane Mk-I - this aircraft was detailed with Humbrol and White Ensign's Color-

coats paints to get the correct paint schemes and tints for the 1940's Battle of Britain. The model was finished with Techmod decals depicting RAF 303 Sqn.

His favorite aircraft of WWII is the Hasegawa's 1:48 Scale Douglas SBD-3 Dauntless Model Kit. The interior was dressed in Waldron Model Products 1:48 SBD Dauntless cockpit placards. This coupled with a lot of custom work - hand drilling 300+ holes in the dive breaks, and interior detailing produced a very realistic

(continued on page 6)

Contents

Meeting Debriefing	1
Regional Meetings.....	1
Con Roundup.....	2
The Penske PC-6	2
French AMX-13	5
A Pair of (mini) Deuces	8
Naming Contest.....	9
Are You Ready?	10
Show 'N Tell	11
IPMS Nationals	18
CATCH '22	19

Meetings

Contact & meeting info on regional model building groups and info on upcoming cons and other events.

New Bern Maritime Modelers Guild.
Meeting location: 585 Broad Creek Road, New Bern, NC the second Saturday of each month at 12:00 noon. For up to date info on their meeting: <https://www.facebook.com/nbmmgnc>

Wilmington, NC Plastic Modelers
Meets at the New Hanover County Public Library, Osprey room, 3802 S. College Rd, 1st Saturday, 2:00 pm Wilmington
<https://www.facebook.com/groups/117277425006833>

Jacksonville NC Plastic Modelers
meet every third Wednesday at 7:00 pm at The Hobby Chest, 345 Western Blvd, Jacksonville, NC. The Hobby Chest carries a great selection of hobby kits and supplies and is a grand center for tabletop gaming activities. <https://www.facebook.com/groups/1319666224752922>
(continued on page 2)

Events

(continued from page 1)

IPMS Eagle Squadron General meeting on the second Sunday at 1:00 pm - 3:00 pm at the American Legion Post 116 in Fuquay Varina and an Informal Build Night, Hangar 18 Hobbies in Cary the last Wednesday of each month from 6pm-8pm. <https://www.facebook.com/IPMS-EagleSquadron>

Carolina Maritime Model Society Next meeting will be 2 at the North Carolina Maritime Museum, 315 Front St., Beaufort, NC, meeting time and date TBA. This group builds ships and boats and the museum is a great meeting space. <https://www.facebook.com/CMMSNC>

Con Roundup

Sunday, May 14, 2022

Smokey Mountain Model-Con

9245 Fox Lonas Rd. NW,
Knoxville, Tn

www.knoxvillescalemodelers.com

Saturday, 18 June, 2022

**2022 South Carolina
Scale Model Mega Show**
"The Atomic Age"

SCNG Armory
Bluff Road in Columbia, SC
<https://scmegashow.com>

July 20-23, 2022

"IPMS NATIONALS"

La Vista Conference Center
12520 Westport Parkway
La Vista, Nebraska 68128

Saturday, July 9, 2022

DownEastCon (AKA: CATCH '22)

Havelock Tourist & Event Center
201 Tourist Center Dr
Havelock, NC, 28532

[www.ecpmod.com/
downeastcon-2022.html](http://www.ecpmod.com/downeastcon-2022.html)

(continued on page 7)

The Penske PC-6

-by Dennis Korn



I decided to build the winning car for the 1979 Indy 500 driven by Rick Mears . . . part of my Indy Car series . . . having already built the Lotus Turbine car. Using the AMT 1/25 scale Penske PC-6 Gould Charge model as the starting point for this model, I began doing research on the kit and the build while December slowly drifted to the new year.

The AMT kit first arrived in 1979 with Bobby Unser Norton Spirit decals; followed the same year with decals for Mario Andretti (this is kit I am using as a starting point); then new tooling in 1979 with Rick Mears decals (but for the Cam2 Motor Oil Special – not the car he won Indy); to be followed with the Norton Spirit car of Bobby Unser again; and finally,

Matchbox came out with a reissue in 1980 with the proper Rick Mears winning livery of Gould Charge. This

(above) *The packaging certainly catches the eye and would interest any model builder, especially one with an interest in racing vehicles.*

(below) *The kit decals were old and weak, so these are the replacement decals from IndyCals Decals.*

last kit would have been the one to have for my project, but the decals would have to be replaced anyway, so no harm, no foul.

I found an interesting on-line forum group called Open Wheel Racing Modeling, which provided some great insight into the short-comings of this kit. The two builds I reviewed
(continued on page 3)



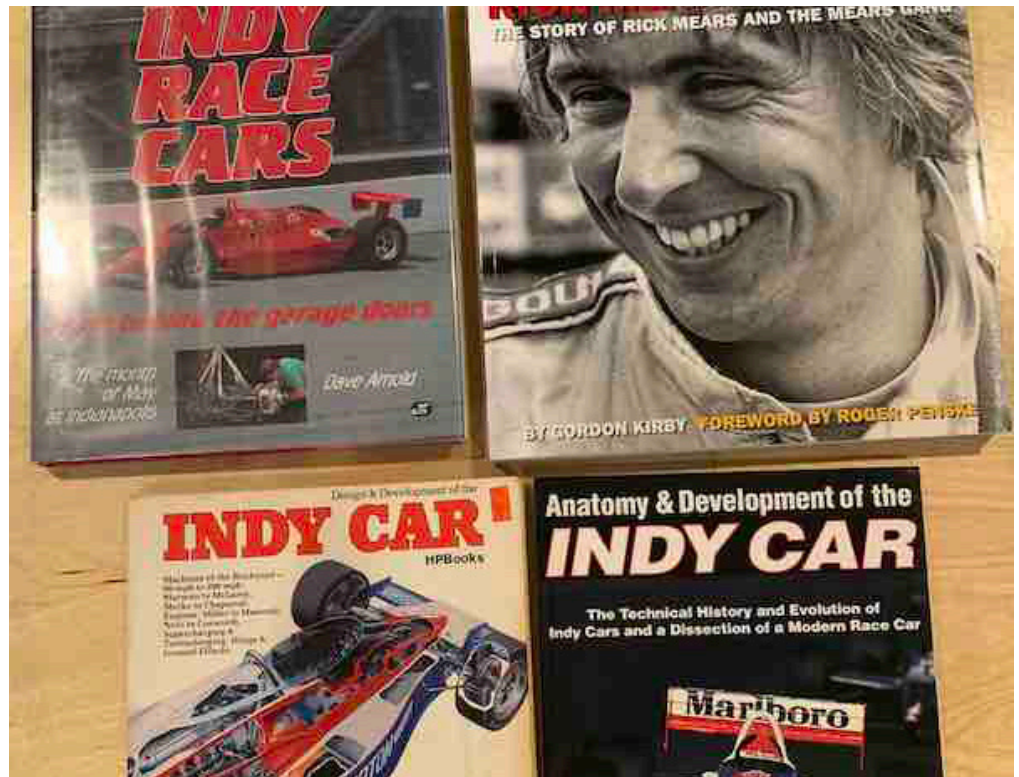
PC-6

(continued from page 2)

also made mention of the proper after-market decals from “Indycals Decals” and after-market detail parts from “RBmotion” to improve the look of the kit.

The Penske PC-6 saw duty in the 1978 Indy 500 with Tom Sneva finishing second, Mario Andretti finishing twelve, and Rick Mears finishing twenty-third. Tom Sneva was the first driver to qualify at over 200 mph, so the car had the speed, but not the luck. In 1979 some strange qualifying quirks meant that 35 cars would start the race instead of the usual 33 cars. Rick Mears in his second start in the race would come through with his first of four Indy 500 victories. There was a total of nine Penske PC-6 chassis in the race that year, with only two entered by the Penske Racing Team.

Now to the model . . . the kit is pretty basic when you look at the parts count and the detail rates a 5/10 when compared to more modern kits. If one built the kit OOB, it would be a quick build, but then you



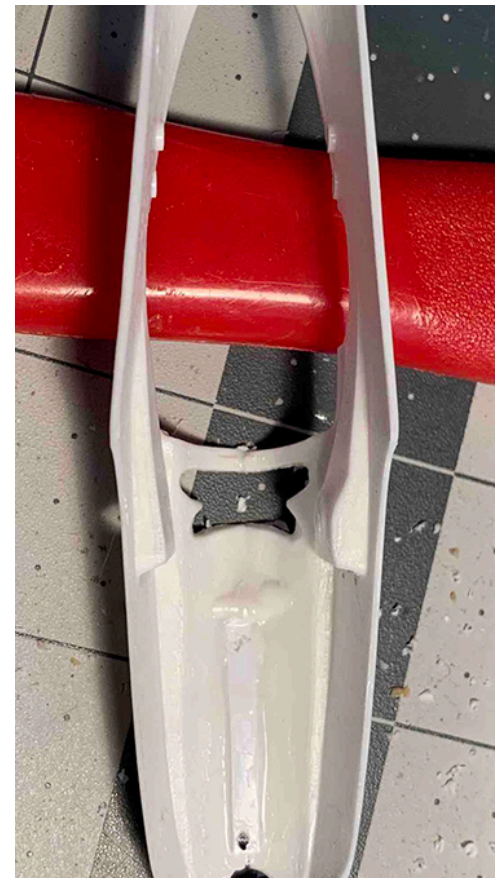
read the forums and follow along the builds of others and you realize that the upper body is split down the middle and is not shaped properly to fit over the lower chassis. There will be work to do there and luckily, I have some guidance. I have not decided on the level of detail I will do to the Cosworth engine or suspension pieces, other than replacing the

(continued on page 4)

(above) Fortunately, there is a plethora of research material on the subject so deciding on which version and correcting details for it can be done easily if not particularly quickly.

(right) The bodywork underway.

(below) Taping the body as the glue dries . . . blue painters' tape is a modeler's best friend. Well, that and glue . . . and hobby knives . . . and . . .



PC-6

(continued from page 3)

rear spring/shock assemblies (RBmotion). This will be a challenging kit and the car came with a three-color paint scheme, so clean masking will be important.

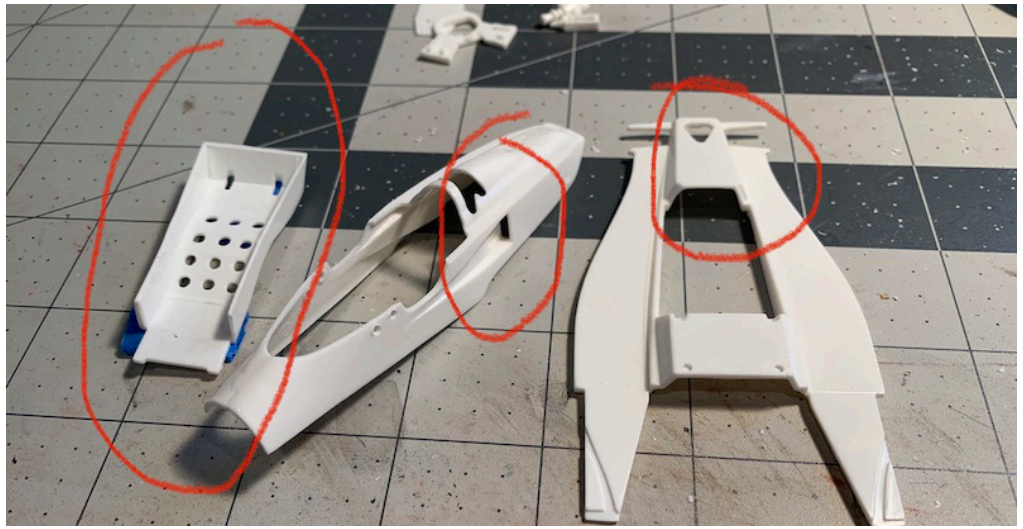
Though I have a number of reference books on Rick Mears and Indy Racing, they all fall short on good detail shots of the car, so I'll be using reference shots off the 'net and a magazine article I found on a sister car.

I started with the upper body cowl that came in two pieces. By taping the parts together over the main chassis and then applying glue, it was possible to get the parts into the proper shape. Adding some reinforcement on the inside will help hold it together, but there is more work ahead for this part of the body.

There were parts of the chassis, body and aluminum seat that needed to be cut out or drilled for correctness. I replaced the cast on anti-roll bar with a piece of plastic rod.

I did a trial assembly on the main body/chassis pieces and found (thanks to some tips from other builders) that the rear bulkhead needs to be mounted flush with the rear of the main body and the air ducts that mount on top will need some drilling and filling work once the radiator housings are mounted below. The radiator mounts are weak in appearance so I decided to remove the molded in parts and put my own screens in and hopefully when everything is mounted, I can paint it all appropriately. The prototype photo shows the challenges I face.

More body challenges. There are two fuel filler nozzles on the car (one on
(continued on page 9)



(top) red circles indicate body parts where major surgery was performed.

(above left and right) The prototype photo and the challenges to accuracy the kit presented to Dennis. Much reworking was needed to reproduce a proper product.

(left) The removal of the fuel filler nozzle in preparation of casting a duplicate for the lower one which was missing from the kit.

Dennis has prepared a sidebar article on casting new pieces for your kits which will run in a future issue.

"Life is what happens to you, while you're busy making other plans."

-Allen Saunders



French AMX-13, airportable AFV

by Chuck Colucci

This month I have my French AMX-13/90. The French designated the vehicle as the Char 13t-90 models 52. The vehicle was designed in 1946 to meet requirements for an air-portable vehicle to support paratroopers. The AMX-13 is named for its initial weight of 13 tons. Over 100 variants were built from 1952 - 1987. The total number of vehicles built was 4300 for the French Army and 3400 vehicles exported to 26 other nations.

The vehicle supported a 3 man crew and had a max speed of 37 mph. It's range was about 250 miles. It's main armament was either a 75 mm, 90mm or a 105 mm gun and it's secondary armament consisted of one 7.5 mm coaxial gun, one 7.62 mm machine gun and 3 smoke grenades. The 90 mm gun replaced the 75 mm in 1966 and then in the 1970's it was again replaced with the 105 mm gun.

As far as the kit is concerned, I built the 90 mm version which came about during the cold war so the French never use this vehicle in any major battles as far as I know . The kit is by Takom and, as all my armor, 1/35 scale. It is a great kit with good detail and relatively good fit. I thought I would have trouble with the individual tracks links but it wasn't as bad as I thought. I did have some



(above) The long barrel of the main armament could be one explanation for moving the turret so far rearward.

trouble with some of the photo etch because it was so small so I wasn't too shy to ask for help with that.

weathering to a minimum.

This was my first Takom build and overall I was very pleased with the results. The only real issue, if you never built a Takom kit, is the way the parts are molded to the trees which lead to a lot more care when cleaning the parts. ■

-Chuck Colucci

(below, left) right side showing suspension and rear detail. It is believed the large light on the rear of the turret only appeared on the 90mm version.

(below, right) With a top speed of 37 mph the AMX-13 was quite the hot rod and looks it with these racey lines.



Meeting

(continued from page 1)

model. The A/C markings were for Lt. Richard Best, CO of VB-6 at the Battle of Midway where he delivered the deathblow to IJN Akagi and fatally damaged IJN Hiryu. As no correct paint color was available in 1995, William achieved the correct coloring for this A/C, by hand mixing Model Master mix's N-S blue-gray. This model made the final cut of six at the 1996 IPMS Nationals.

Hasagawa's 1:48 F6F-3 Hellcat modeled after VF-9's Lt. Eugene Valencia's Hellcat stationed on the USS Essex, early 1944. The model was detailed in Mission Models paint and finished with Eduard and Techmod decals.

Richard Adams once again flabbergasted the group with a balsa creation. The replica was of a Brooklin Dodger. The original kit sported a 71" wingspan which was scaled down to the model Richard brought in. The model was built using a ladder, fuselage halves, and stringer technique. There was no engine, pilot, or cockpit interior which necessitated Richard creating them all from scratch using tools found in any wood shop.

Richard also built a 1:72 24lb cannon. A stickler for "shiny", Richard polished the brass fittings and fixed the wheels with pegs to ensure a proper fit to the mounting he created. The wooded mounting was trenail'd to make the base authentic.

Rodney Huyett surprised the group with a 1:16 SCALE Tamiya modeling drill. We all thought it was an after-market item from Tamiya but could not believe it when Rodney told us all it was a working kit that had to be constructed before use. He has yet to use it on a model as it spends almost

all its time in the garden.

Steven Michel brought in Revell's 1:180 scale U.S.S. Lionfish Submarine model kit. Steven stated that the fit was fair but met standards you would have expected in 1980. He used putty to fair in the seam lines and to fill-in imperfections caused by his original plans to motorize the model. He dry-brushed the deck guns with white paint and did some minor weathering on around the dive planes and pressure hull. After applying the decals, he dull-coated the model.

Robert Brackin shared another couple of his exquisite 54 mm white metal Andrea figures. He brought in John Wayne's figure from 1939's Stagecoach and King Arthur. Robert hand painted and tinted each figure and placed them on stands purchased from Hobby Lobby.

Steve Kasza brought in two production models he is creating on commission and a separate offering as well.

His Bandai Star Wars X-Wing Star Fighters in 1:144 and 1:72 model kits were built in typical Steve fashion – superb. The kits engineering and detail are excellent and if you paint rather than use the sticky transfers, you can obtain a professional looking model. Steve substituted custom bases as those provided by the kits did not do justice to the models.

The 1:48 Scale Italieri Lockheed Martin S-3A/B Viking was commissioned and being built for the crew chief of this aircraft after he lost both pilot and weapons officer due to a cold-cat launch from the USS Kennedy (CV-67). All decals and names of this aircraft are correct for all four crew members, squadron, and the Kennedy.

The 1:35 scale British Mk V composite heavy battle tank was complete with a diorama like stand and modified ICM figures. The stand was sculpted from Styrofoam, plastic sheeting, and was covered with a composite white glue and dirt from Steve's backyard. The combination of shell craters, figures and the Mk V gave a complete picture of the scale of this WWI tank.

Jeffrey Maples brought in a 1:350 scale HobbyBoss USS Virginia (SSN-774) fast attack submarine. The model was built during a move and was undertaken as it was something that could be build with a modicum of equipment and paint. Rattle cans were used to depict the black, gray, silver color schemes. There is one piece of PE along with the base which was painted then had the paint removed to give definition to the highlighted letters.

Alan Welch finished his reproduction of Lt. George Welch's Curtiss P-40b. According to the National Archives, a total of five (5) U.S. pilots managed to get airborne that morning. They were: 2nd Lt. Harry Brown, 2nd Lt. Philip Rasmussen, 2nd Lt. Kenneth Taylor, 2nd Lt. George Welch, and 1st Lt. Lewis Sanders (National Archives). Al's 1:72 P-40 is from Airfix, (new mold, *very* nice kit to build) and painted with Bombshell Brew Olive Drab and a Vallejo Grey and finished with decals from Starfighter Decals, photo etched safety harness and a pair of resin exhaust stacks.

Additionally, Alan brought in a Starfighter Decal repop of an older kit, another Curtiss F-11C originally produced by Monogram in 1:72. It's an excellently engineered kit as the inner struts are molded into the fuse-

(continued on page 7)

Meeting

(continued from page 6)

lage halves which naturally align the top wing for you. It was built mostly out of the box except for added seat belts and reworked bomb rack. Paint was all Tamiya and represents the #3 position in flight 2 from Fighting 3 assigned to the USS Saratoga. These aircraft operated as fighters for a short period in 1934 before being reassigned as dive bombers.

Old Business

IPMS Membership Reminder –

(Mark S) We are looking for as many members as possible to join IPMS for our chapter of the year submission. If you are not a member, please consider it, there's a membership application on page 18 of this newsletter.

IPMS Award Sponsorship – (Mark Sandvigen) We are at almost 100% sponsorship. We have put our name on a couple as place holders in case there are late requests but as far as we are concerned we are good to go.

AMPS Report – (Mark was not at the meeting so no report this month)

Proposed Classes – (Alan Welch) Alan asked for volunteers to conduct short classes on technique, to start after the DownEastCon. Alan asked that members make suggestions on what they would like to see demonstrated, for example PE techniques. Alan has put up a web form on the chapter business page for members to make suggestions.

ECPM Swag – (Alan Welch) Alan presented ideas on SWAG for our club. The idea was originally put forward to identify club members at the DownEastCon. Alan stated he would post the suggestions on the website for all to see.

New Business

Treasurer's Report – (Marshall Smith) Marshall stated that the club had in excess of \$4000 dollars going into the DownEastCon. There have been some recent bills that have not been accounted for from these fund dollars. As we begin to pay for contest items this amount will decrement accordingly.

IPMS Update – (Mark S) – nothing to report other than the National Contest to be held in Omaha.

Ukraine Relief – (Jeff Maples) President David Lockhart: How you can help Ukraine was discussed and the chapter voted to make a donation after the DownEastCon was completed.

Updates on CATCH '22, Awards Sponsorship – (Mark Sandvigen) The last set of sponsorship letters will go out in May to see if we have any more takers for the final couple of categories.

Review verbiage for trophies – pass print outs around this was not done. The question was asked, should we use the IPMS US/AMPS logo along with ours? Yes, unanimous.

Registrations – (Dennis Korn) There are currently 7 entries for the contest. However, the club veterans felt it is early days yet and people are building in preparation.

Raffle Report – (David Mohr) David is prepared and has reorganized our prize storage after having received John Ratzenberger's "Care Package". We are in great shape for the raffle and have signage available.

Report on Vendors – (Jeff Maples) Jeff has made his rounds to several modeling events and he is hearing

that gasoline may be an issue for some vendors. While everyone is interested in attending, Jeff will be contacting several more vendors on his list to bring our vendors up to 13.

Reason #14 – (Jeff Maples) Jeff reported that we have a new production number uploaded giving another reason for people to come to the DownEastCon. Interested parties should first watch: <https://www.youtube.com/watch?v=ZZqaoZOZb3A> and then check our our version here: <https://www.youtube.com/watch?v=FNj6WH8p8hl> (And bring along your sense of humor)

New Members Induction.

Visitors and non members were exhorted to join.

Judges Class – (Steve Kasza) The meeting concluded with the first of Head Judge Steve Kasza's judging class so that our pool of judges could brush up on techniques and make sure all entries to the con were judge using the same criteria. ■

-Mark Sandvigen

Con Roundup

Saturday, October 1, 2022

BeachCon 22 "The Best of the Beach"

800 Gabreski Lane

Myrtle Beach, SC

www.grandstrandscalemodelers.org/



A Pair of (mini)-Deuces

by John Ratzenberger

Back in 2017 I reviewed, for AMPS (<https://www.amps-armor.org/SiteReviews/ShowReview.aspx?id=4069>), a Tankograd "TM" on the Chevrolet 1-1/2 ton 4x4 truck G506 series. At the end I lamented that there wasn't much out there to model other than the bomb service truck in the in the Airfix Bomber Resupply Set, although IIRC Andy hacked something into a very respectable version of it.

Here is is 2022 and both ICM and MiniArt have come out with 1/35 scale kits - my cup runneth over. The only real difference is the ICM kit is w/o winch and the MiniArt kit comes w/winch. I have not done a detail look, but both seem to have the same amount of detail - cabs, engines, chassis, etc - and both appear well molded. My first impression is that the MiniArt is a cut above the ICM kit, but I won't really know until I start one or both. The ICM kit has 4 markings - all Russian lend-lease; the MiniArt kit has 7 markings options - US, USN, a couple Lendlease plus 2 figures airing up the left front tire.

The 1-1/2T is a rather neat vehicle, a mini-deuce if you will, with pleasing lines. There isn't as much variety compared to a 2-1/2T, but a welcome break from all the usual suspects. I think one could do some post-war civilian conversions. What would be really neat now is for one of them to come out with the panel truck, but what I'd really like to do is find a 1/35 (1/32) scale turret so I could hack one of these into a USAAF turret trainer vehicle.

David Doyle Books does have a larger book on the G506 series due to come out sometime; I have it on pre-order although I really should just focus on OOB. I'll start one or both sometime this year. ■

-John Ratzenberger



(above) Overshadowed by it's larger sibling, (the Deuce and a half) the 1-1/2T still performed yeoman service in every theater for virtually every Allied force during and post WW-II. These kits can also be adapted for many surplus and civilian uses as well.

(below) Production of these trucks ran into the hundreds of thousands in many variants. In-box reviews of both kits are favorable and this kit can be the basis of many, many variations. A good article on the vehicles can be found here: (<https://truck-encyclopedia.com/ww2/us/Chevrolet-G506-7101-1.5-ton-4x4-truck.php>). Hopefully we will see some WIP images as John proceeds with production.



Naming Contest!

In our monthly newsletter, we have been referring to our model photo pages as Show & Tell, but let's face it, that sounds a bit childish - like 'Mom, look what I built!'.

This month, in the meeting photos section, you will notice a banner that has no title! So here's your call to action, members!

Email me at least 1 banner-name suggestion (but no more than 3) for that photo section of the newsletter. You have until 11:59 pm, Wednesday, May 18th to email me your suggestions to: reverie-realm@gmail.com.

At the May 21st meeting, a ballot sheet will be passed out and all attendees will have a chance to vote on their favorite photo section banner title.

And, YES, there will be a prize of 2 Hobby Chest Tokens (worth \$10 apiece = \$20 total) will be awarded to the author of the winning entry. And, that new banner title will be a testament to your genius and creativity forever. (Or at least as long as this newsletter is published)

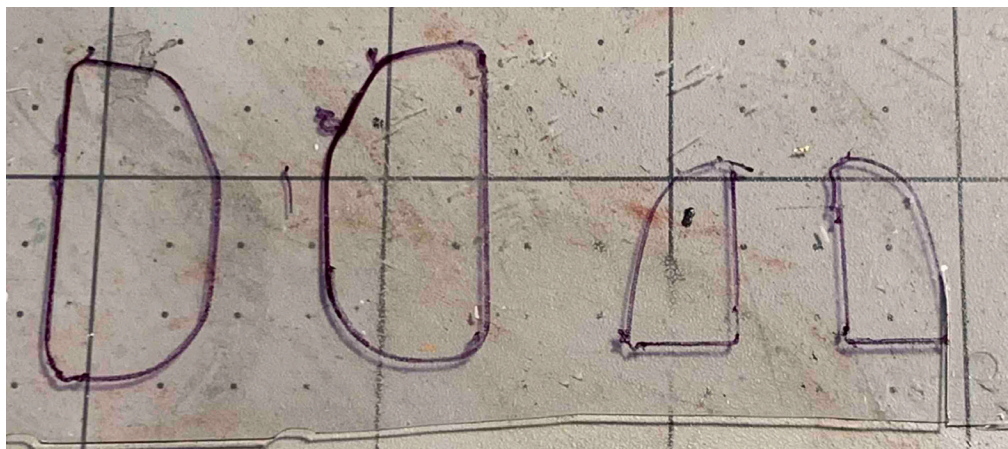
Warning: If no suggestions are sent, I will be forced to keep Show & Tell as our banner title, and I will use multicolored letter refrigerator magnets as the new banner design. Oh, and your mother will be very disappointed in you. ■

-Editor



PC-6

(continued from page 4)



(above) The "correct" shapes of the wing end plates have been drawn onto Dennis' found material and need to be cut out and the shapes smoothed.

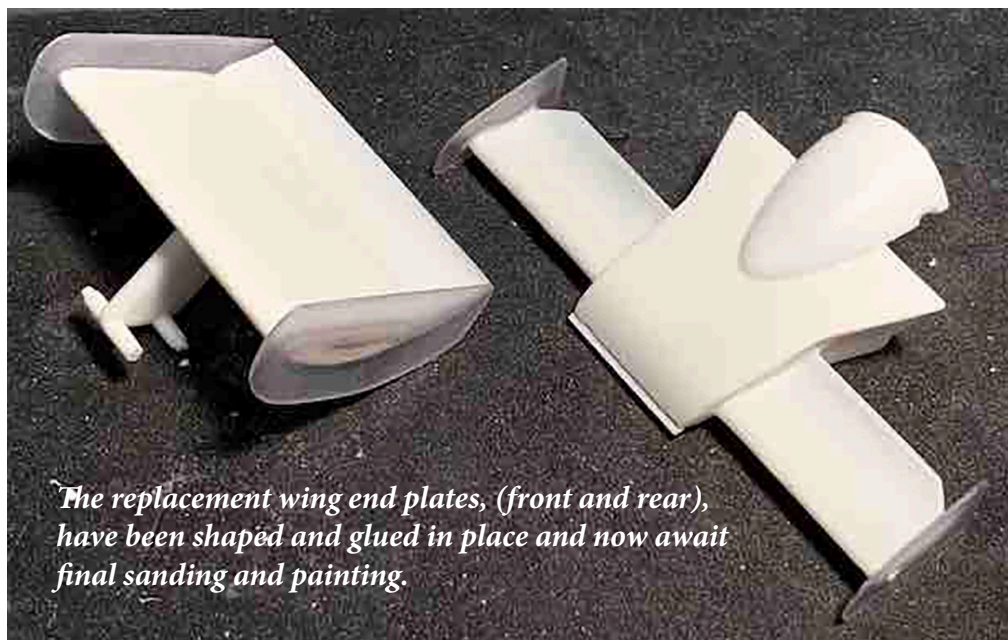
the lower part of the body is an access for draining the tank and making adjustments inside the fuel cell), but the model only comes with the upper one molded into the body. If the upper body is removed, then the upper fuel filler needs to be attached to tube to the top of the fuel cell. So I needed to cut out the upper fuel filler and use it to make a mold for a lower fuel cell access. This required careful scraping around and around until it fell out. As for molding a new one, check the other companion article on molding parts.

The front and rear wing end plates

are not good . . . okay they suck . . . but I can make my own. So I cut off the front ones (on the model they are molded in to the front wing and one is actually molded on backwards - didn't take a pic) and used the separate rear ones to make my own.

I needed some thin material to start the project, so I looked no further than my refrigerator. Blueberries are good for you and the container is a perfect thickness of plastic. I made some patterns from scratch for the front and used the rear ones as patterns. They turned out pretty good. ■

-To be continued next month



The replacement wing end plates, (front and rear), have been shaped and glued in place and now await final sanding and painting.



Eastern Carolina Plastic Modelers 2022 DownEastCon CATCH '22

Are You Ready For DownEastCon?

- ☐ Went on ECPM website and read over the Contest Rules and printed them out for reference
- ☐ While on ECPM website, pre-registered my model(s) online
- ☐ Printed out the registration form and completed one form for each model I am entering (no more than 8) whether I pre-registered online or not.
- ☐ My models coincided with Rule #2 - 8 model entries total, of which no more than 3 models are in a single class and 2 models within a single category.
- ☐ Cleverly pre-paid my registration fee of \$10 on ECPM website
- ☐ If I didn't cleverly pre-pay online in advance, I packed exact change (\$10 to enter contest, \$5 for one visitor and \$10 for family visiting)

B ☐ Cash for all those sweet kits I am going to buy from the vendors

- ☐ Wearing my comfortable walking shoes (and they are tied)
- ☐ If I do not have any of the above completed before 9:00 a.m. on July 9th, then ECPM will have a special place for me (- at the Havelock Event Center form filling table).

PS - The Rules and Registration form can be found at:

<https://www.ecpmod.com/>

click on **DownEastCon 2022 > Contest Entry**

PUBLIC SERVICE ANNOUNCEMENT

RENAME THE SHOW 'N TELL SECTION

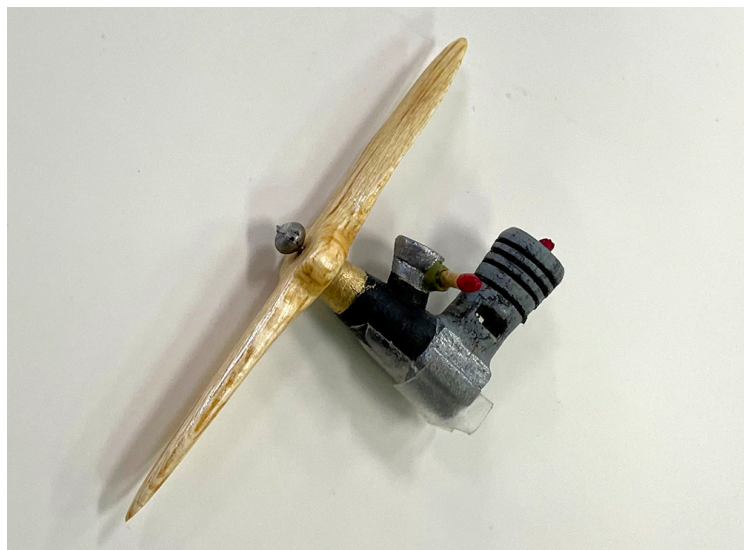
See page 10 for contest details and a chance to win yet another prize!



(above) USS Lionfish SS 298 by Steve Michel. It's Revell's 1/180th kit of the Balao class fleet sub. The kit dates from 1988. Also, everyone was very impressed with the custom driftwood base!

(right) Close up of the conning tower of the Lionfish. Steve said the fit was fair. He brush painted the build.

(below) Robert Brackin's King Arthur, a 54mm Andrea figure in white metal. Robert set it on a wooden base from Hobby Lobby and painted it with hobby paints.



(above) There was no engine info supplied with the plans of the Brooklyn Dodger he obtained so Richard Adams did the appropriate thing and scratch built one out of Balsa wood, complete down to glow plug. Well done Richard, as is usual with you.



(above left and above) Richard Adams also displayed a 24 lb. cannon from the period of Louis XIV. Richard pegged the build together to preserve the authenticity.



(left and left below) More on Richard Adams stick and tissue "Brooklyn Dodger" showing the installed engine and overall look of the build.

(below) "The Duke" as he appeared in the film, "Stagecoach". Another of Robert Brackin's 54mm white metal figures. This one also an Andrea release in white metal, Pilgrim.

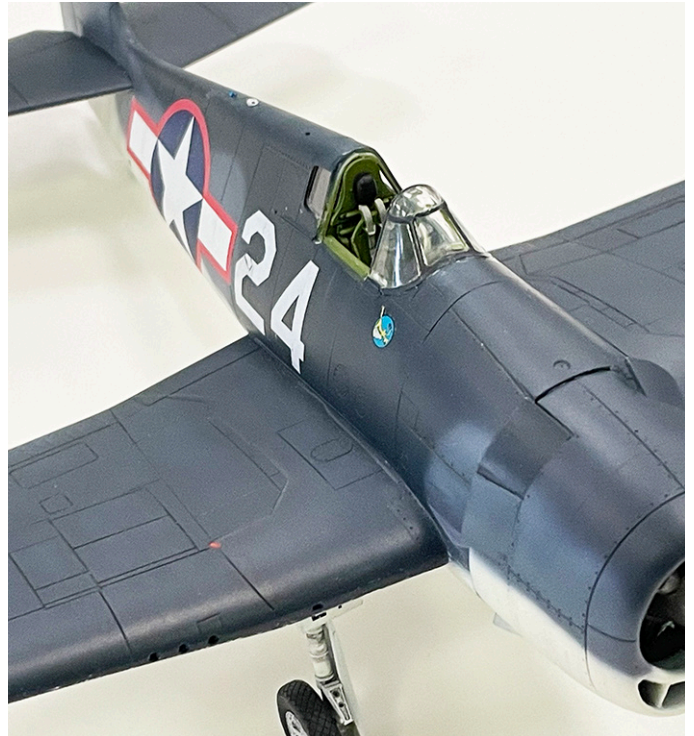




(above) Alan Welch brought in a Starfighter re-release of a Monogram oldy, a 1/72 Curtiss F11C-2. Essentially OOB except for P.E. seat belts. It's a beautifully engineered kit.



(above right) The business end of the Hawk II. (The series was known by many names) The cabane struts were molded in place with the fuselage halves which gives the builder an automatic alignment of the top wing. THANK you Monogram.



(above) One of 4 builds William Reece brought it, a 1/48 Grumman F6F-3 Hellcat flown by US Navy Ace Eugene Valencia. It's a Hasegawa release and William really liked the kit, especially the cockpit.



(left) Another view of the Hellcat showing surface detail. William used Mission Model paints and Techmod decals to enhance Valencia's mount



(left) Another 1/48 build from William Reece, this time a Hawker Hurricane Mk I from Airfix. William used Humbrol paints and Techmod decals to finish a Huri from the famous 303 Squadron of Polish pilots who had escaped to England..

(below) Alan Welch also brought in his Curtiss P-40b, the mount for Lt. George Welch, (no relation), he showed as a WIP last month. it's from Airfix in 1/72 an a fine kit. Al finished it with Bomber Brew paint and Starfighter decals and added resin exhaust and Eduard P.E seat belts.



(left) William Reece's Dauntless again. The overall detail on this build was grand. I believe the final count of individual holes drilled in the dive breaks was 316!

Dedication.

William also did his own color mix of Model Master paints and meticulously researched the build for as much accuracy as possible.

The build ranked in the top 6 builds in the 1/48 single engine prop planes category at the IPMS Nationals in 1996.

Well done William.



(above) Steve Kasza brought in the 1/48 Italeri / ESCI S-3A Lockheed Viking 4 place ASW patrol jet. It was a nice clean build showing it's all about technique and skill rather than how much is spent on "extras".



(above) A closer look at the meticulous detail work on Steve's Viking.

(below) William Reece also brought in another 1/48 build, a dandy Spit Mk VI high altitude interceptor. (you might notice the unusual pointy wings.)



(below) A closer look at the Mk VI Spitfire. The plane had an early pressurized cockpit which was closed and sealed from the! Note the lack of slide rails for the canopy and no cute little entry door on the fuselage side, that must have engendered confidence in the pilots.





(above) Jeff Maples' first sub build, USS Virginia in 1/350 by Hobby Boss. Jeff admits it was a desperation build as due to a move he was not set up to build his normal projects. Jeff says it was a more than easy kit to build and there was only one bit of fiddly photo etch to deal with.

different method) Displaying both the 1/72 and 1/144 scale kits together give a dandy "forced" perspective impression.

(below) Steve Kasza also brought in a pair of Bandai X-Wing fighters from the Star Wars franchise. Although being snap tight kits Steve reported that the fit and detailing was impressive, the only weakness being the markings which were peel and stick. (He declined to use them, opting to use a

(below right) Here is a closer examination of the crisp detail on the top of the 1/72 craft. Also visible is the top of the head of an R-2 unit.





(above and below and . . . well, the whole page) Again, Steve Kasza shows his expertise with a 1/35 scale WW-I British Mark V tank and accompanying support infantry. (Some armies get it right)

forward. Again, Steve's workmanship and attention to detail shine in this diorama or vignette your call.

The AFV is either wallowing through a shell hole or mired in one and the "orfizer" is exhorting his men





The IPMS Nationals are scheduled for 2022 and registration is open.

Once again the event moves back to Nebraska and is scheduled to take place July 20-23, 2022

The official announcement is:
 IPMS NATIONALS
 La Vista Conference Center
 12520 Westport Parkway
 La Vista,
 Nebraska 68128

and everything you want to know can be found on the official website which can be found here:

<https://ipmsusa2022.com/> ■

-Editor

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____

Address: _____ If Renewing _____ First _____ Middle _____ Last _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (required by P.O.) _____

Type of Membership ☐ Adult, 1 Year: \$30 ☐ Adult, 2 Years: \$58 ☐ Adult, 3 Years: \$86

☐ Junior (Under 18 Years) \$17 ☐ Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____

☐ Canada & Mexico: \$35 ☐ Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: ☐ Check ☐ Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:

Name: _____ IPMS No.: _____

IPMS/USA

Join or Renew Online at: www.ipmsusa.org

PO Box 1411

Riverview, FL 33568-1411

DownEastCon2022



**ME? I'm headed for
DownEastCon2022,**

**I hear that CATCH '22 is
gonna be really great!**

**Scale Model Competition • Vendors • Kit Raffles
July 9th, 2022 • Havelock North Carolina
www.ecpmod.com**

ECPM has secured discounted rooms at the Hampton Inn, approximately 1/10 of a mile (walking distance) in front of the Havelock Center.

There are two ways to book your room –

1. Call 252-447-9400 and tell the front desk your reservation dates of July 8th and/or July 9th and give them the code Eastern Carolina Pla.

OR

2. This info is also online:

<https://www.ecpmod.com/motel-reservations.html>

We have just added even more reasons to come to the DownEastCon. (I know, I know, but we so enjoy this) So don't be shy, they can be found at:

<https://www.ecpmod.com/downeastcon-2022.html>

The newest addition is reason #14 why you, yes YOU, should come to the DownEastCon, July 9th.

Even more good news about the event comes from our "Raffle Manager". David Mohr says our raffle will be better than 2018, we have more kits to raffle off and a generally higher quality level of prizes. David has also assured us that there will be as many "choice" items in the afternoon raffle as there will be in the morning raffle and we have not even factored in the kits to be donated from our vendors in attendance.

So isn't it time you got your room reserved at the Hampton Inn, an easy stroll from the event's front door?

Cheers. ■

-Editor

Editor's Note:

There's always something new and interesting going on in Chapter 12 it seems.

So here is something new and surprising I just discovered and I would like to share with you all. One of our still relatively new member, Richard Adams, mentioned, modestly, that he has several of his models on display at the Havelock Tourist and Event Center where, but the wildest coincidence, we are holding our CATCH '22 DownEastCon in July.

Richard, in his modest nature, really just mentioned it in casual conversation, as we would mention picking up a new bottle of paint or some such . . . part of the gentleman's innate charm.

And I know that several other members have builds on display in various venues. Maybe we should all pool our knowledge and we could publish a listing of where various chapter members/ builds are currently being shown to the public.

To be honest I'm just quite proud to be part of this chapter comprised of such an enjoyable group of talented and, (I have to say it), genuinely modest scale model builders.

*It's a distinct honor, gentlemen.
Thank you all. ■*

-Editor

Don't forget, next month's meeting will be Saturday, May 21, 2022, 12:00 noon till 2:00 at the Fairfield Harbor Fire Department, 585 Broad. Creek Rd. Please bring your new builds and any work-in-progress projects.

For those of you in our Judging Classes, please make sure you have read the IPMS Judging Guidelines, AND, bring in a finished model so Steve K can teach us to judge on an actual build.

And check your email and the chapter website in case changes are made in time and/or date.