

Just . . . WOW!



Richard Adams' frame work Sopwith Camel is stunning. This build combines laser-cut bass wood, Balsa, metal, with a hand carved Teak propeller and sculpted pilot of pottery clay. Some models are just too beautiful and this may be one of them. More photos of this magnificent build on page 9.

Meeting Debriefing

Originally we had planned this meeting to be an airbrush clinic. However, due to personal issues which prevented Jeff Maples from attending and since his lecture on thinning paint for airbrushing formed a crucial segment of the clinic it was decided to postpone the class until our September meeting.

Jim Herring gave the financial report and the news was announced by Marshall Smith that our meeting place at the Fairfield Harbor Civic Center was secured through the end of the year and the old business segment of the meeting was concluded.

The next item of business was an update on Catch '22. The category listing has been almost formalized and is expected to be finished and distributed next week along with posting on the chapter's website.

Already themes, have been decided upon, these include:

Italy 1943-1945 with special emphasis on Catch-22 the book and/or movie. Details coming soon.

Heller vs. Heller Any Heller model or reboxed/rebranded Heller kits
(continued on page 4)

Contents

Meeting Drbriefing.....	1
Regional Meetings Schedule	1
Con Roundup.....	2
Calypso (continued).....	2
Closet Modeler (continued).....	3
Building Armor	4
F9C Sparrowhawk (continued)	5
Putting Down Roots.....	6
Meeting photos	9-10
Colucci's Armored Unit	11
The Camel.....	12
USS North Carolina Kingfisher	13
On Facebook	14
Maintenance Log	15
CATCH '22.....	15

Events

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

New Bern Maritime Modelers Guild.

Meeting location TBA, 3850 Butler Rd, 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

Check their facebook page for meeting info for meeting information, things are still in a state of flux <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
(continued on page 2)

Events

(continued from page 1)

tion of hobby kits and supplies and is a grand center for tabletop gaming activities. <https://www.facebook.com/groups/1319666224752922>

IPMS Eagle Squadron General meeting 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 2:00pm, September 25 at the North Carolina Maritime Museum, 315 Front St., Beaufort, NC. This group builds ships and boats and the museum is a great meeting space. <https://www.facebook.com/CMMSNC>

ModelCons

11 September, 2021

Phantom Phurball Model Show
Anniston, Alabama

jrichardson488@me.com

25 September, 2021

ScoHcon 2021 Warner Robbins, Georgia

2 October, 2021

SCMA Charleston 21st Annual Fall Contest

imcminton@gmail.com

North Charleston, SC

22-24 October, 2021

Modelpalooza

www.ipmsorlando.org/model-palooza-home.html

Orlando, Florida

23 October, 2021

AtlantaCon 2021

www.ipms-atlanta.org

Marietta, Georgia

13 November, 2021

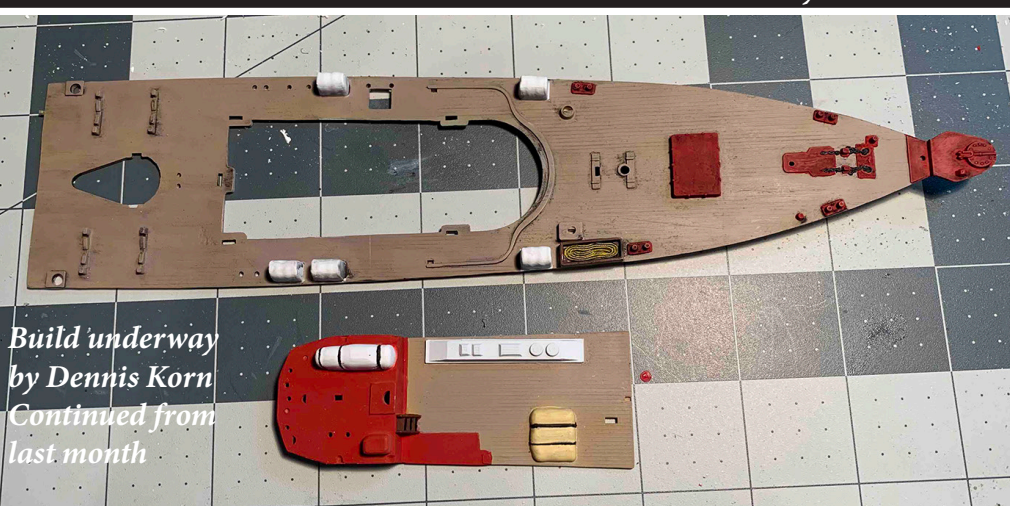
Mid-Tennessee Model Contest & Show:

www.ipmsmiddletennessee.com

Cousteau's Calypso

Part Two

-by Dennis Korn

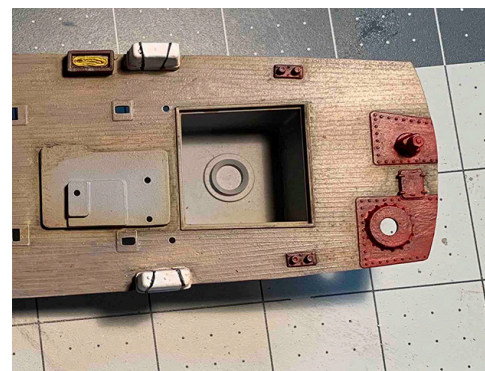


*Build underway
by Dennis Korn
Continued from
last month*

Why is it that as your model goes together (talking about us normal modelers, not Steve) you find yourself wishing you could go back and start over after you found all the mistakes in the kit and solutions to fix things? I'm not sure if you have ever felt that way, but the Calypso project has me wishing I could start again . . . but alas, we must push forward. Maybe mine will get accidentally sunk in the Singapore harbor like the original did and be taken to dry dock for rebuilding.

Once I finished painting the hull in the three colors required, I started in on the decks and decided to try some weathering before assembly. Weathering is an ongoing challenge for me as I try new techniques . . . in this case some Flory washes. These washes are clay-based and water-soluble so you can keep working at it with Q-tips dipped in water (or your spit) and rub away until you get what you want. I didn't want a fresh out of the dry dock look for my Calypso . . . it is a working research vessel and not a military ship, so upkeep generally comes after a long voyage. I may have gone a bit too far with the weathering . . . sorry for making your ship look cruddy Jacques.

(Above & below) Weathering deck work on the Calypso has Dennis working in new territory . . . or perhaps sailing unknown seas.



I mentioned in my previous article that the model did not drill out all the locations for windows . . . and there are quite a few . . . so I went through the ship drilling and grinding out the openings. The kit only provided windows inserts for the five windows on the bridge. I used three of those and now think I should have used none of them. Oh well, there is still time to change my mind, but I think it will do. I had to scratch some parts for the bridge . . . including the circular piece in the center window (you naval guys can help me by telling me what that thing does) and the edge piece around the front . . . not included in the kit. I used "Craft Plastic" in 0.007" thickness

(continued on page 3)

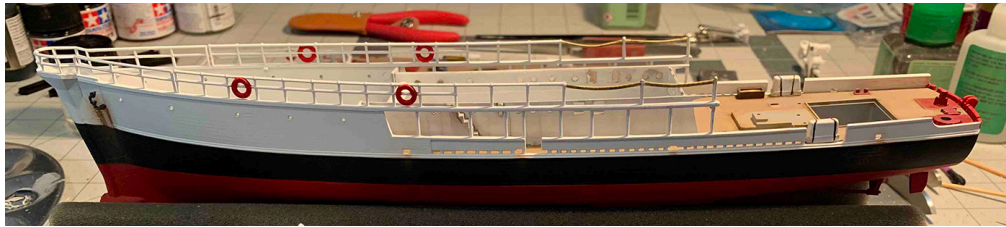
Calypso

(continued from page 2)

placed inside the model to represent the windows (bought on Amazon for about \$20 in 12 x 12 sheet . . . I have enough now for all of us if you need some) and then decided to add a coating of Future floor wax over the window from the outside . . . another first-time experiment.



I glued in the first deck piece into the hull (tell me y'all have also dropped a blob of Extra Thin right on your finished/weathered deck, so I don't feel so bad) and need to finish up the other deck assembly before putting that in place.



Once all the decks are assembled in the hull, it will be time to add all the detail parts . . . and there are a mess of them. Each part had to be cleaned up (with the poor mold quality of this kit, this takes hours) and I usually have to put filler into sink holes or to fill gaps in the part. I have a



And an image familiar to most of us, the inevitable paint booth

batch ready for primer so I can check my clean-up work and then they will be painted the appropriate colors before being weathered and added to the model. I am also working on the display base for this model as I didn't like the set up that the kit provided.

- to be continued



(Above) Bridge work with the unknown round thing in the window.

(Below) Hull is shaping up

(Bottom) So is the deck house



Confessions of a Closet Modeler, part 7 -David Stiteler

After enduring illness, family situations and near tragedy and a what I believe to be the mother of all curses on a project I hope now it's time to get back on track with this thing. Somehow, I must find a way to overcome the distractions, physical exhaustion from screwed up work hours and the mental block I'm experiencing from having this model for so long, and not getting anywhere with it. It's embarrassing. I've had some models that takes time to build, but this is ridiculous. There is just something about this project that is getting to me. So yes, it's cursed.

Let me see if I can get my mind in a better frame, so I'll outline the subject. Thunderbird was a B-17G assigned to the 303rd Bombardment Group, 8th Air Force based at Molesworth, England. The group was known as "Hells Angels" and flew from 1942 thru 1945. Thunderbird was one of the rare bombers that survived the war intact and flew 134 recorded missions. In the European theater of operations, the 303rd Bombardment Group was one of the most famous units in operation.

The decision to build Thunderbird was more of my idea than it was the owner of the model. The inspiration for Thunderbird comes from my favorite aviation artist Keith Ferris. He has painted this bomber at least 2 times for prints for sale, and has done a life size mural on a wall at the National Air and Space Museum in Washington D.C. When I did some research to see if decals were available for Thunderbird in 1/48th scale and showed my friend the pictures that Keith Ferris painted of the bomber, he was sold on the scheme.

(continued on page 14)

Building Armor

by Chuck Colucci

Dragon Sherman Firefly
Mk.VC
19th Armored Regiment,
4th Armored Brigade,
Trieste, Italy. May 1945



My approach to building my Armor models is pretty basic. For the most part, I build out of the box. I do not build to try and win contests though I have won my fair share along the way. I do not purchase a lot of after market items other than minor details and accessories. I do however, when affordable, try to purchase the best available models for the subjects I choose. And I do not spend a lot of time on small details that will not even be visible in the final product.

Having that said, let's discuss the things that I do concern myself with. With most armor kits we usually start with the wheels and suspension. To me anyway, this is the part I like doing least and it's usually the most time consuming. The suspension itself is not that bad but the wheels almost always have an ugly mold line that has to be removed around the entire circumstances. It's not that it's that hard to remove but it's very time consuming. And there's so many of

them. A lot of the suspension mold lines will not be visible after construction but the wheels definitely require the additional attention. The rest of the kits is usually straight forward. I do replace the plastic grab handles with wire.

Now that construction is complete, it's time to paint. I almost always use Tamiya paints for my base coat. After the base coat is complete, I now paint my shadows and highlights. I usually use either Tamiya or Model Master paint for this. I'll use black or some other dark color to paint panel line and around hatches and then some lighter color of the base to spray large areas to highlight the base color.

When that's done I then spray a light over spray of the base color to blend the shadows and highlights without covering them completely. Next comes the wash. Since I use oils for this, I need an acrylic base coat, so I

(continued on page 14)

Meeting

(continued from page 1)

(Must have verification from accredited sources such as scalemates.com)

Liason and manager positions for the contest are starting to be filled in. Committee leadership positions filled and pending so far are:

Judging (Mark Sandvigen)

Promotion/Graphics/Advertising (Alan Welch)

Vendors (Jeff Maples)

Volunteer Coordinator (pending)

Site set-up (Jim Gower)

Registration (pending)

Sponsorship (pending)

Next item on the agenda was models for Sale: Steve Kasza has 5000 kits he wished to find homes for in the next few month. We will report more on this situation as information become available. They will be ready for sale over the next month or so.

Then it was time for model show and tell. First off was Steve Kasza with a magnificent 1/32 Kitty Hawk Models OS2U Kingfisher – This model has been created for display at the USS North Carolina (BB-55) Museum.

Steve met with David Pitman, Kingfisher restoration project manager and was given access to the aircraft for pictures and much needed background information.

The Kittyhawk kit was fairly simple to construct and was well made. Very little prep work was needed to perfect a replica if the North Carolina's aircraft. Steve suspects that that a lot of the building and assembly artistry is being overlooked as many of today's modelers are expecting perfection in kit production (ala Tamiya, et. al.).

(continued on page 6)

Pegasus' F9C Sparrowhawk

Continued from last month

As of last month I was stalled as the kit decals literally shredded upon hitting water. I tried "Decal Bonder" which helped, but did not eliminate the problem. And as some decals wrapped around the fuselage in complex curves I knew that "almost" was simply not good enough.

Fortunately, I had some excellent Starfighter® decals for the right time period and scale in my decal stash so wing insignia was no problem so that left me with only the tail and fuselage decal issue. So I started on the project of printing a new set of what I needed.

First I scanned the sheet of remaining decals and ordered a replacement ink tank for one of the 10 (!) colors in my printer which, of course, was empty. When the ink arrived I loaded the printer and started the first print effort (I also printed an instrument cluster and fake floor mats for a 1/25th scale Chevy truck build but that's a story for another time - waste not want not)

While I waited for the ink to arrive I went ahead and finished the detail painting and assembly of the engine/cowling/exhaust stubs and so on. One more round of touch up painting on the fuselage, tail and lower wings and she'll be ready for final work.

Unfortunately, printing new decals failed. Neither my expensive Canon color printer, (optimized for photographs), nor Jeff's less expensive office printer worked for reason or reasons unknown. We suspect the age of the paper may have had something to do with it.

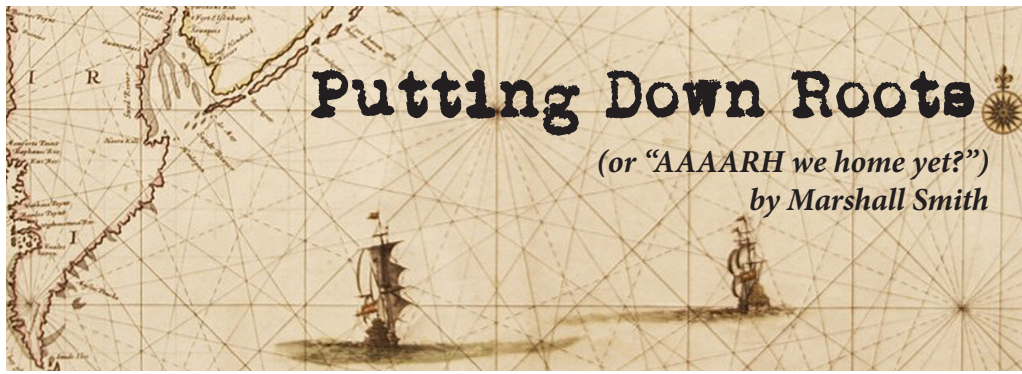
(continued on page 7)



(Above) She's starting to look like the interesting bird that she always was. On a trip to the maritime Museum in Monterey, California I had been able to hold an actual piece of aluminum salvaged from the wreck of the Macon so this is a somewhat meaningful build for me.

(below) I'm going to be honest here, I fully expected the red fuselage bands to defeat me and shatter as did the first try with the upper wing star. But they did not and went on in place as docilely as I could hope, even snuggling down through the complex curve around the head rest.





When I first joined ECPM, the group was meeting in the rear of Hobby Lobby, in the Training Room. After a few more months, the club was informed that Hobby Lobby was no longer allowing groups to use the room, as they needed it for storage, or some other fuzzy reason. So, the group found refuge from the elements in a meeting room at the New Bern Library. This too, lasted only a few months before we were told we couldn't meet there anymore. I'm not sure the reason, but it may have had something to do with perhaps the chairs weren't placed back in precise order, or maybe we didn't check out enough books.

Next, if my memory is correct (and it may not be...) we secured a place to meet at the VFW down past James City on the Neuse River. A very nice view, and a welcoming establishment. We had several meetings in the game room (not sure of it's official designation), then were moved to the larger hall on the side of the building away from the nice river view. Oh, and COVID happened during this period, which may have caused a few months of no meetings. Again, my memory glosses over such small details.

This brings us up to 3-4 months ago, when the VFW informed us that cleaning the large hall (ballroom?) after we met there was too much of a burden for them and we could not meet at the VFW anymore. I didn't

realize Plastic Modelers were so messy!

In May of this year, one of the members, Steve Kasca, offered the use of his house for a meeting site. The club quickly accepted his gracious offer for the May meeting. It was a nice place to meet, but his ~5000 kits he has in the house may have intimidated some of us whose stashes pale in comparison. And it seemed rather far to travel to me, although other members had a shorter commute. The location was not a reason for me to take the next step.

After meeting at his house, I was thinking, what about offering to meet at the Activity Building in Fairfield Harbour (they must be French, or similar, as they don't know how to spell "Harbor")? As a resident, and therefore a member of the POA, meeting facilities are available free of charge. I asked the Administrative Assistant at the POA if a room was available on the third Saturday of the Month for the next several months. They were!!

We now had a place to meet again that would be big enough for the usual crowd that has been showing up post COVID, about 8 or 10 at the most. The only issue was that the Activity building wasn't available for the first meeting at Fairfield Harbour, but we would have to meet at the Community Center. I thought that

(continued on page 7)

Meeting

(continued from page 4)

He did not agree with reviewers of this kit and their complaints as he had little difficulty with it. Many of the Eduard aftermarket parts were not used as the customer wanted a certain configuration which would have hidden much of the photoetch material. (see photos on page 10)

Sd.Kfz.234/3, Dragon 6786 (2014)
– Steve built this pretty much out of the box, fir and finish pretty much what you would expect from Dragon. It represented a standard 8-wheel armored car which had be subject to a field mod to mount a 20mm AA gun in place of the standard armament.

Aurora Knight Series. Steve brought in the Blue Knight of Milan to showcase a commission he has received to build all of the figures in the series. All of the Knights, Blue, Red, Green, Gold and Black are to be completed. Steve has been pleasantly surprised at the quality of the castings along with the fit especially given the age of these Aurora Kits.

Another commission displayed was a lamp made from a 1/72 scale Airfix
(continued on page 8)

SEE YOUR WORDS IN PRINT!!!!

Well, ok, we're not really printing anymore, but you can still see your words published right here in the club's own newsletter. Write about your latest build, what went right or went wrong. Share your experience with others.

Sparrowhawk

(continued from page 5)

However, Jeff suggested applying a second coat of decal bonder to the original kit transfers and that rehabilitated them to “usable” status. There was still the breaking and cracking issues associated with “antique” decals but I got them on and painted in

what color was needed in the touch up phase.

So, now that I added the gun sight protruding through the windscreen I am calling her done. Just don't get too close and the diminutive Curtiss F9C Sparrowhawk lives again at least in my model collection. ■

-Alan Welch



The kit is certainly not up to today's standards and much has to be scratch built. That includes the docking hook assembly, windscreen, interplane struts, carrier landing hook, (for a short time they were also used on a traditional, water-born carrier), and the instructions cautioned that the landing gear struts had to be thinned down for accuracy. (HUH?) But for all that it builds up into an attractive package of a rare and quite interesting bird.

NO AIRBRUSH? NO PROBLEM!

Use this link for the solution to your model painting woes
https://www.youtube.com/watch?v=vqXS_kLm-2Q.

I.P.M.S. is the international organization by model builders for model builders. There are many benefits to membership, check the U.S. website for full information.

If you do not already belong perhaps it's time to look into a membership.

JOIN



AAAAHH we home yet?

(continued from page 6)

would be OK, so we went ahead and reserved the Community Center for June and the Activity Building for the rest of the year.

The June meeting went well, and we even had two new people show up, one resident of FH, and his friend from out of state. The July meeting was held in what would be our usual place, in the Activity Building. We had the new person from the June meeting, and three other new attendees! At that point, after the meeting, it was discussed that the Activity Building room was a bit small, it is harder to find the building and further than the Community Center room, and we should try to get back to the Community Center for subsequent meetings. I approached the POA Admin Assistant about this and it has been changed back to the Community Center for the rest of the year.

The only issue is that the August and October meeting dates will have to be either the second or the fourth Saturday of the month, due to previously scheduled events taking place on the third Saturday in August and October.

When the schedule for 2022 opens on September after Labor Day I will be waiting at the POA door to be first in line to glue down the third Saturday of the month for 2022. If the club wishes to continue meeting there. There is lots of room to spread out, we can have instructional meetings, or similar events.

All-in-all it has been an exercise in Logistics, getting a place to meet. But it looks like we now have a home. ■

-Marshall Smith

Meeting

(continued from page 6)

P-40. The LEDs provide amazing light with very little heat. While the aircraft was never flown in Sweden, the customer requested a certain aircraft livery and a very ribald label on the lamp stand.

1/72 Mach 2 SNCASO/Sud-Ouest SO.9050 Trident II – this is a build-able kit, however it takes a lot of effort and at the end of the build you have more scrap plastic than model. It is worth it however as these are very limited addition models of obscure subjects.

Chuck Collucci brought in additions to his 1/35 Panzer collection – Tamiya Panzers II, III, and IV. The individual track links on the Panzers were difficult given the fiddly nature of their construction (Steve Kasza assisted). Chuck also brought in Dragon's 1/35 Sherman Firefly Vc with special aftermarket decals. The models were completed with Tamiya paints, weathering in oils, and Durham putty.(see page x)

Jim Gower showed his progress on Nichimo's 1/200 scale Yamato. Jim is just starting the model and has fit the decking on the hull to let all of the plastic relax into its final shape and position. The model instructions are all in Japanese which is creating a challenge but Jim is up for it. The model is motorized along with cam systems and lighting for the guns and search lights respectively. Jim is sending away for wooden decks and will have accurate brass screws custom created for the finished model.

Richard Adams:

Brought in a finished model of Lindberg's 1/72 Coast Guard Tug Boat Kit. The model was beautifully done

and colorful in its black, tan, and white livery.

Richard also brought in Model Airways 1/16 scale Sopwith Camel. This is multimedia kit having no plastic parts. The kit had hundreds of laser-cut aircraft quality birch and basswood parts for ribs and fuselage. Richard went the extra mile to create a perfectly scaled Clerget 9-B rotary engine complete with cylinders, distributor and crankcase. The kit had more than 350 other accurately scaled Britannia metal, brass and rubber pieces, plus copper wire to reproduce virtually and astonishing amount of detail. (see photos, page 9)

Richard also shared a childhood memory of the final flight of the Hindenburg as it flew over his Connecticut home as it lined up for its approach at Lakehurst NJ. His description of the size, gondola, passengers hanging out the windows, the swastikas painted in the tail, and the humming of its four huge engines was remarkable.

Tim Jonas Brought in a 1/72 Hasagawa USMC F/A-18A Hornet. The best part of the presentation was that the

model was created on a US Naval WesPac deployment aboard USS Constellation with all modeling materials carried in an ammo can.

Like the real aircraft he worked on, he knew where all the oil leakage was and should be, what the finish of the aircraft looked like after a solvent wipe down, and the gun powder residue forward of the cockpit. He related using bees wax to protect the aircraft finish from the F-18A's cannon. He also related that paint for the fuselage was whatever paint lot they had onboard so very little match to the factory specs.

And finally, Alan Welch displayed two 1/72 U.S. biplane fighters. The Matchbox Boeing P-12 which he allowed was a fine kit to build. Alan had replaced the kit decals with an after market Starfighter set because . . . well, darn it, he liked them.

He also showed a recently finished Pegasus model of the Curtis F-9C Sparrowhawk parasite fighter which was *not* a fine kit to build. Alan estimated the plastic to filler putty ratio at roughly 4:1. ■

-Mark Sandvigen



Jim Gower looks pretty pleased with his new project, I.J.N. Yamato in 1/200 scale by Nichimo. The kit comes motorized and with a lighting kit included. Jim, of course, is ordering a few "extras". It will be fun to see this developing.

E. C. P. M. at the ready ...



The meeting was conducted in it's usual, relaxed state as evidenced by the shot above of members sitting in rapt fascination.

Left and below, Tim Jonas's F-18 was made aboard ship during his deployment aboard the USS Constellation and was detailed according to observations of his squadron's aircraft.

Bottom and bottom left: Richard Adams' lovely build of a Lindberg confused scale harbor tug. The kit is listed as 1/60, 1/72, 1/82 and 1/180 on scalemates.com so it's your guess. If anyone has any information on how this complexity developed it could be the subject of a future article.





Steve Kasza's
Aurora Blue
Knight,
1/8 scale



Feather Detail
Aurora Blue
Knight,
1/8 scale by
Steve Kasza



Airplane lamp
Steve Kasza's
LED lit P-40
1/72 scale



Another Steve Kasza build, a
Dragon. Sd.Kfz.234/3, with a
20mm field mod



Airplane lamp
Swedish (?) P-40
in 1/72 scale



A Diminutive 1/72 Mach 2
SNCASO/Sud-Ouest SO.9050 Trident II
Built by
Steve Kasza



Alan Welch's
Boeing P-12 in
1/72 scale



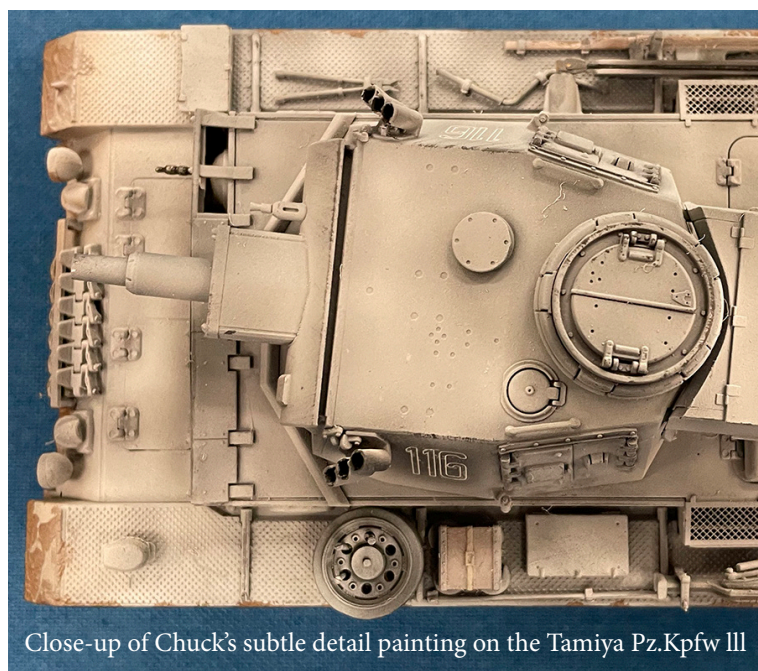
Dragon Sherman Firefly
Mk. VC
19th Armored Regiment,
4th Armored Brigade,
Trieste, Italy. May 1945



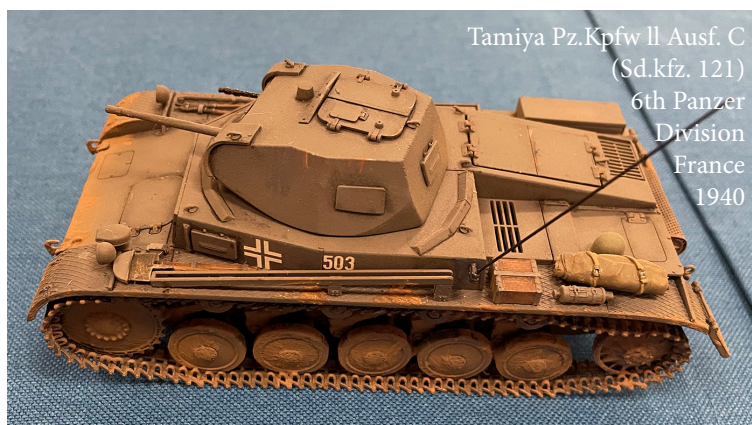
Tamiya Pz.Kpfw II Ausf. C (Sd.kfz. 121)
6th Panzer Division
France 1940



Tamiya Pz.Kpfw IV Ausf.F (Sd.kfz.161)
14th Panzer
Division
Southern
Russia,
Summer
1942.



Close-up of Chuck's subtle detail painting on the Tamiya Pz.Kpfw III



Tamiya Pz.Kpfw II Ausf. C
(Sd.kfz. 121)
6th Panzer
Division
France
1940

This month's installment of Chuck Colucci's continuing German Panzer project. All kits are 1/35th scale and details on building, painting, and finishing can be found on page 4.

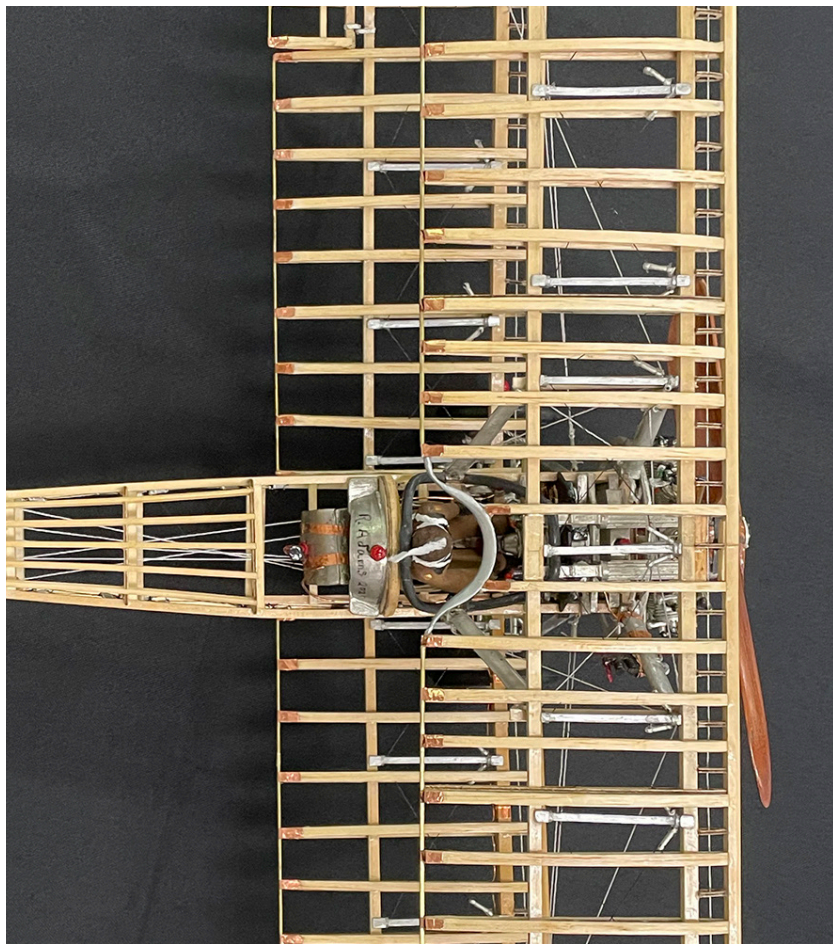
Chuck intends to build a sample of every German tank used by the Wehrmacht during the war. One wonders where he will go once this is complete.



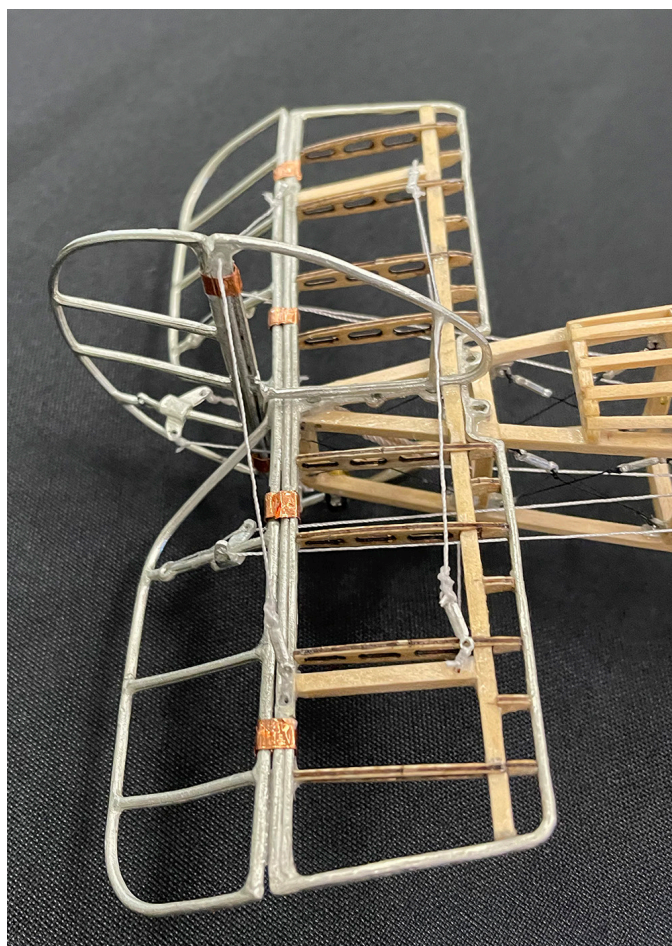
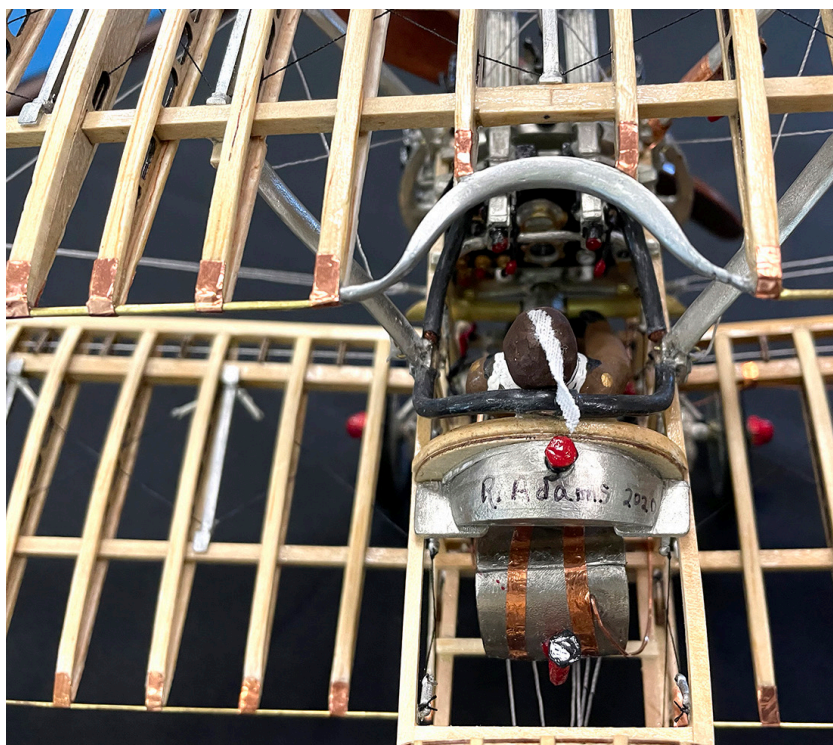
Tamiya Pz.Kpfw III Ausf.N (Sd.kfz 141/3)
Leningrad, Soviet Union
Winter 1942-43

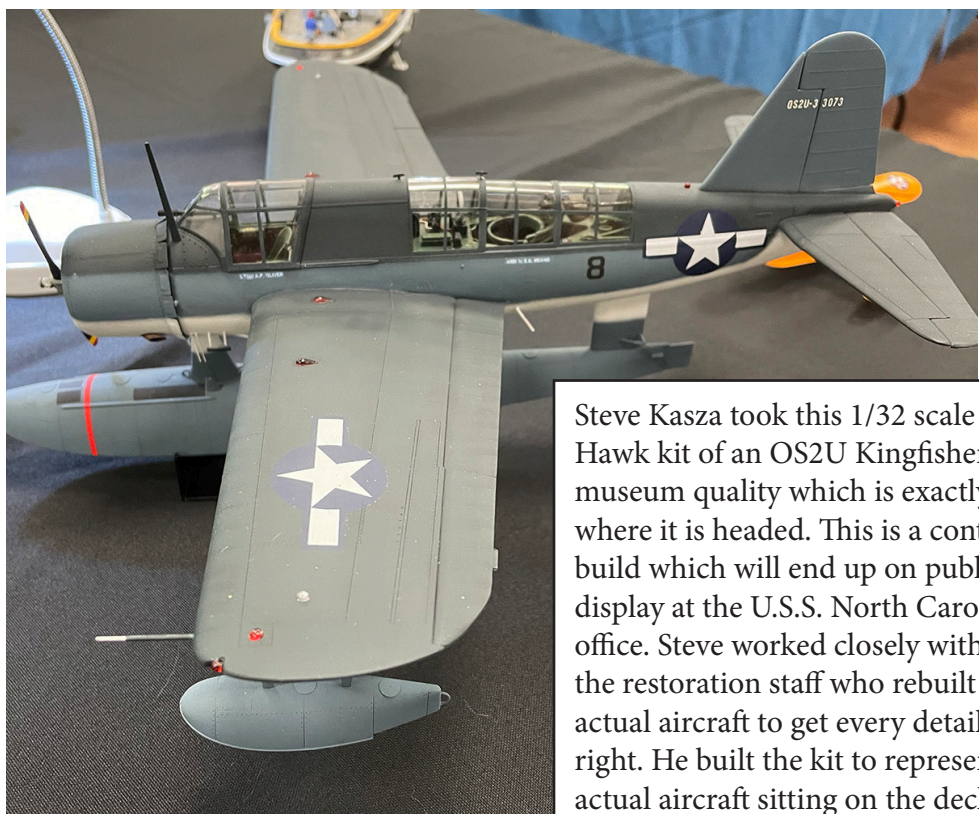


Tamiya Pz.Kpfw IV Ausf.F (Sd.kfz.161)
14th Panzer Division
Southern Russia,
Summer
1942.



Richard Adams brought in his 1/16 scale spectacular skeletal Sopwith Camel. Although not a plastic model, built mostly of bass wood and other material we still welcomed it to be shown for the skill and amazing amount of work Richard put into it. Richard is a brand new but greatly welcome visitor to the chapter. Well done sir!





Steve Kasza took this 1/32 scale Kitty Hawk kit of an OS2U Kingfisher to museum quality which is exactly where it is headed. This is a contract build which will end up on public display at the U.S.S. North Carolina office. Steve worked closely with the restoration staff who rebuilt the actual aircraft to get every detail right. He built the kit to represent the actual aircraft sitting on the deck of the battleship rather than a regulation wartime bird.



Building Armor

(continued from page 4)

use Pledge Renewze it floor finish to provide my gloss coat. Now I use my washes around panel line, hatches, etc. and then I need to let this dry did at least 2 or 3 days before cleaning up the excess. Now it's time to dry brush and then another coat or gloss before applying decals. I use Walters decal setting agent so again I'll wait few days before continuing.

Now it's time for weathering. First I'll finish painting any small details such as tools and then I apply a couple of coats of Testors dull coat. Now I'll apply mud using Duram's water putty mixed with dark brown paint and again let it dry a few days before applying a thinned down (about 80-90 percent) brown or tan dusting. This is applied extremely light just to blend everything together. Painting lights and attaching antenna is last. ■

-Charles Colucci

Editor's Note:

It was brought to my attention that some chapter members felt that I wasn't doing justice to the actual reason we all get together once a month, and that is to talk about & look at models. They felt I was giving short shift to the chapter's builds by not showing enough build photos.

Well, fair enough. Perhaps I could and, indeed should, run more and larger pictures of the club's efforts. So, starting this month I will amend my wicked, wicked ways and feature more images of the spectacular builds our club members produce.

I will now await your congratulatory cards and letters that will surely start to pour in.

You're welcome. ■

-Editor

Closet Modeler

(continued from page 3)

Thus, that was the beginning of this cursed endeavor.

Back to reality, I have reworked the cockpit that his father started. Over time and in transit parts broke off and were missing, and the paint needed work. The same was done to the bombardier's station and the cockpit interior was painted. When I acquired a donor kit to replace broke or missing parts from the original kit, I'm finding that I'm using more of the donor kit than the original kit. I don't know how that happened but I'm glad for the donor.

I am also going to try something that I haven't done before on an airplane. This time I'm going to pre-shade the model for the effect that I'm looking for. This will happen after a base coat of light grey or primer is put down to check for defects in the seams after filling and sanding is completed. The fit of this older mold needs the work, and I really wish Revell/Monogram

would update the more favored kits to standards other companies are reaching.

I know I'm very much behind on this project and must find a way to get back on track to finish. I must get over the mental block I'm experiencing with this build and concentrate on getting it done. That way I can get to a model I want to build for my own pleasure. With my son gone into the service, and my daughter's wedding in Michigan soon, I hope peace will return to the cosmos and life will return somewhat to normal. My work schedule should ease up after the summer is over and with a little cooperation from the wife, I should be able to relax with one of my favored hobbies.

My stash is still taking up space in what was my sons' closet, and I'm still getting the raised eyebrow from my wife, but since it's just the two of us here at home now, I should be able to get back to it with minimal distractions. I can only hope. ■

-to be continued

On Facebook

It had to happen sooner or later. For reasons of more visibility we needed to be on facebook and for reasons of promoting the upcoming CATCH '22 con we also needed to be on facebook.

Facebook will make it a lot easier to find us, find out who we are and possibly get new blood. We are easy to find, simply copy and paste:

<https://www.facebook.com/groups/242872197433365>

OR go to facebook and search for us, simple. ■

-Editor

**When in Jacksonville
experience a REAL
hobby shop again.
VISIT:**

HOBBY CHEST

Your place for:
Models, Radio Control, Airsoft,
Board Games, Trading Cards,
Collectibles, Warhammer!

Wed. - Sat. 11am - 9pm
Sunday: 12:00 - 6:00pm
345-A Western Blvd.
Jacksonville, NC 28546
910-353-4473
info@hobbychest.com
since 1992

A/C Maintenance Log

P: = The problem logged by the pilot.
S: = The solution and action taken by the engineers.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except autoland very rough.

S: Autoland not installed on this aircraft.

P: No. 2 propeller seeping prop fluid.

S: No. 2 propeller seepage normal. No's 1, 3, and 4 propellers lack normal seepage.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Mouse in cockpit.

S: Cat installed.

P: Friction locks cause throttle levers to stick.

S: That's what they're for

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics

And the best one for last.

P: Noise coming from under instrument panel. Sounds like a midget pounding something w/a hammer.

S: Took hammer away from the midget. ■

-Editor



We have refined the theme for our DownEastCon 2022 and targeted the concept a little tighter.

We want the theme to focus on the Italy that was so brilliantly and absurdly portrayed in Joseph Heller's best-selling novel - Catch-22! So it seemed only right to focus the theme entries to anything used in the Italian campaign, 1943-1945, in mainland Italy and Sicily.

We will have a secondary, theme as well: Heller vs. Heller! This theme competition is a special category, since the book was written by Joseph Heller and there was a Heller model company, we will recognize the best Heller build. (NOTE: By "Heller" we mean the original mold was made and marketed by Heller although re-pops are allowed provided you pro-

vide proof of origin via scalemates.com) Any subject, any scale, head to head is legal. So, get your Italian on and start planning your builds now.

Also, get your Judging cap on! If you have judged in a contest before, then dust that hat off and put it back on. If you have never had the pleasure and honor of judging in a contest before, then hang on to your hat (that you will soon have). ECPM will make sure you will be ready to judge at our DownEastCon 2022. More to come on future Judging Classes. (No hats were harmed in the announcement of Judges Needed for DownEastCon Catch '22). ■

-Editor

Don't forget, next month's meeting will be Saturday, September 18, 12:00 noon till 2:00 at the Fairfield Harbor Fire Station. It will be a group build and air brush clinic so please bring some built and un-built kits.

Isn't it time you joined IPMS? http://www.ipmsusa3.org/uploads/ipms_application_form_2019.pdf