

THIS NEWSLETTER BEST VIEWED WHEN DOWNLOADED AND NOT IN YOUR EMAIL PROGRAM.



Extended Hours!!



It is with great pleasure we announce that due to the positive responses we are having to our event we are extending the duration of the event by two hours!

Now the DownEastCon will run from 9:00 am to 5:00 pm instead of the original six hours. (10 - 4)

Come earlier, stay later, enjoy morer . . . wait, MORE! (sorry)

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Events

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, 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
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Models For Troops

by Mark Sandvigen

Models for Troops grew out of several different efforts into something worth trying. It's a puzzle trying to coordinate separate initiatives and make it all work, but it looks like it's coming together here in New Bern.

Here is the rest of the story...

Puzzle Piece #1 - It started at Brook Medical center as a one of the avenues of treatment for Post-Traumatic Stress Disorder (PTSD) and Traumatic Brain Injury (TBI). Our own John Ratzenberger was one of the originators and was generous in his donations and getting models for the beginning of the "Support Our Troops" (<https://ipmsusa.org/news/adult-build-course-wounded-warriors>) program. What developed out of this effort was a landmark in IPMS his-

tory - the Adult Building Course or the ABCs of modeling. More on this later.

Puzzle Piece #2 - A program that was, and remains very successful is another North Carolinian effort, John Emery's Models for Troops (<https://www.modelsfortroops.com/>) or (M4T). M4T continues to provide a 2-fold service to our United States military community, both active duty and medically retired. One of the major results of the program was that the wars in Iraq and Afghanistan were temporarily put on the backstage as troops built models and held contests.

Puzzle Piece #3 - On Veteran's Day, 2021 we held the March for the 22. March for the 22 originated New Bern and in its first year raised almost \$50,000

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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 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>

Model Con Roundup

39th Annual Smoky Mtn Model-Con

Presented by

The Knoxville Scale Modelers Assoc.



- 9:00 AM TO 4:00 PM
- EXHIBITS, DEMOS, AND MORE
- MODEL CONTEST
- CONTEST ENTRY FORMS & JUDGING INFO AVAILABLE ONLINE
- MEALS PROVIDED
- FREE COFFEE AND SODA
- FREE COFFEE AND SODA

Sunday, May 14, 2022

Smoky Mountain Model-Con

9245 Fox Lonas Rd. NW,
Knoxville, Tn

WWW.KNOXVILLESCALEMODELERS.COM

(continued on page 4)

Israeli IAF Spitfire

A Supermarine in new colors by Jeff Maples



(above) *The bare metal Spitfire still has the classic lines of the thoroughbred which now, has saved not one, but two nations.*

Eduards' Operation Velvetta Spitfire IXe (It's no Cheezie airplane)

In December, I brought in a finished Eduard's Velvetta - Spitfire for Israel. It is a 1/48 scale limited edition of the British Spitfire Mk IXe that was used in the very early days of forming the Israeli Air Force (IAF) in 1948. Hence, the Star of David roundels.

When the announcement was made on May 14, 1948, that Israel would be an independent state, the State of Israel did not have an air force. Well, they did have 10 armed Avia S-199's (Czechoslovakian copycats of German Me 109's) being flown by volunteers, but they were falling out of the sky without help from the Arab nations.

Now, the surrounding Arab nations, which had just declared war on Israel, did have air forces. Mainly, Spitfires left by the British at the end of WW2 in 1945. The Spitfires were much better planes than the Avia

S-199's. So, how does a fledgling nation get its hands on these great fighting birds?

Israel's answer to that started on September 24th when Operation Velvetta was put into action.

Volunteers (mostly Jewish) from America, England, and Israel (who had a variety of flying experiences during WW2), flew into Czechoslovak to purchase Spitfire Mk IXe's and smuggle them back to the newly forming State of Israel. Smuggle is a keyword here.

The British were very against Israel doing this (they were in charge of keeping the peace), so Operation Velvetta was done in complete secrecy. It is my understanding that Velvetta is a girl's name meaning Velvet. Smooth and quiet.

Five planes made it off the ground in Czechoslovakia, but only four planes

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RS Curtiss F-11C+

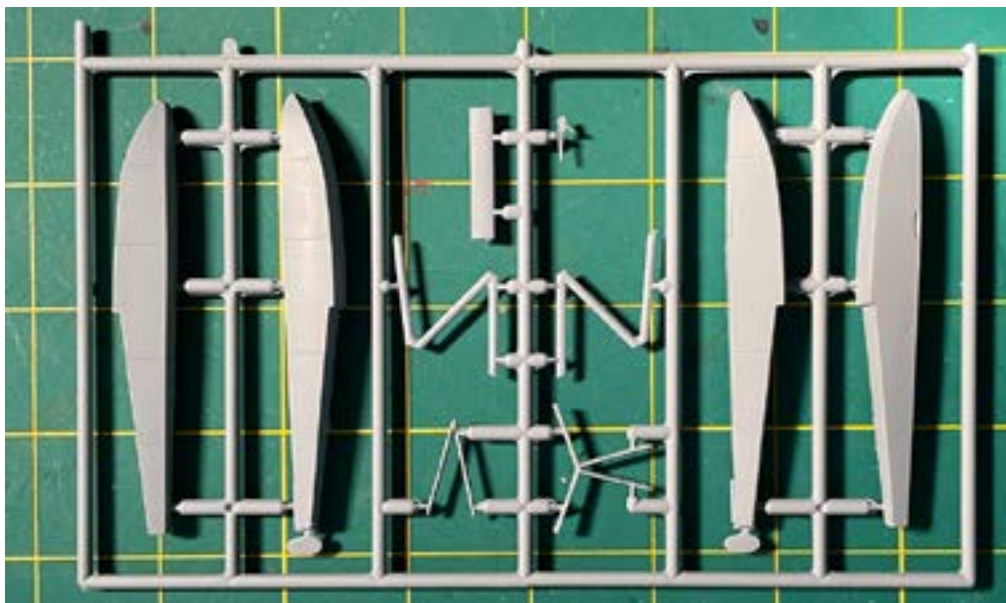
by Alan Welch



(above) The box art is interesting, although why they would choose possibly the most bland paint scheme available is puzzling.

It looked to be a delightful little kit! This was my first RS model, it was gifted to me by a friend. The Curtiss F-11 Goshawk has always warmed my heart and this looked very interesting as it had a lovely little cockpit tub and some nice variants and additions including a float version that *someone* convinced me to try!

(below) The floats in their natural setting, also known as the float fret. (Hey I'm not making these things up . . . well, ok, I DID make that one up)



So off we went. It soon became apparent this was going to be no easy conquest. Oh sure, the cockpit, fuselage, and lower wings went together easily enough. And the Wright R-1510-98 radial engine was a beautifully petite assembly, but the cowling was a resin cast and after separating it from the block, (the



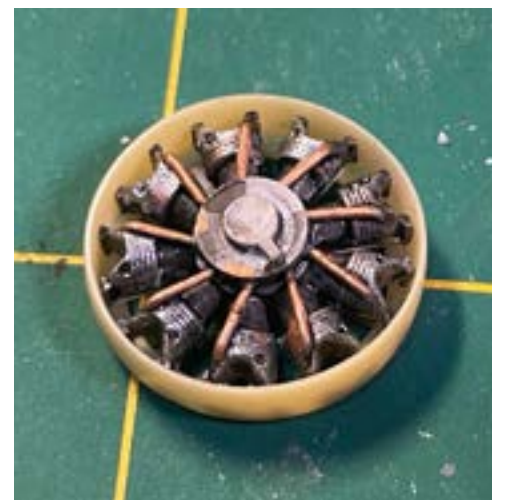
(Above) The front of the engine assembly is a beautiful combination of molded plastic, resin and photo etch. I can't wait to paint the cowling and finish this puppy up.

sawing point was the entire *front* of the cowling!), it took several days of meticulous sanding and finessing to be usable. But the thinness should prove to be worth the effort, no?

Then there were the floats

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(below) And the back of the motor is almost as nice. Too bad so little of the detail will be able to be seen once it is set in place.



M4T

(continued from page 1)



towards helping raise awareness of the 22 veterans a day committing suicide. Funds from this program are set aside for programs like Support our Troops and Models for Troops. Why, because it works. In a seminal 12 Jun 2017 paper by Dr. Keith Stuessi (Capt., USN (Ret.)), he stated that, "Craft Therapy has been proven to be extremely effective in treating those with PTSD, and there is ample evidence to suggest that craft therapy has a positive overall impact on brain function. First and foremost, craft therapy helps vets take their minds off the events that may have led to their illness. Engaging in craft activities has been shown to address cognitive, neurological, and sensory-motor needs by targeting performance skills. In fact, craft therapy has been shown to help promote the use of right- and left-brain functioning and help maintain cognitive functioning."

Finished Puzzle - Given there is ample precedence for troops and modeling, ECPMOD was approached by Ms. Virginia Spencer, of Carolina Creations, and American Legion Post 539, to see if we would be interested in hosting a modeling event for high-risk service members. These service members are both active duty and recently separated (some medically retired). Due to many of these service member's isolation, the USMC at Cherry Point is looking for ways to engage these men and women.

Virginia's modeling request grew out of a very successful craft event held last year, call "Monet – your way". It was an art class that used strips of a Monet painting as a starting point for an art project. Service men and women had to start with the strip then finish the painting. Many of these individuals had never picked up a paint brush in their lives. To say it was successful is an understatement.

Modeling seemed to be the logical next step. She would like to hold this event in March. There is a lot of planning that would need to go into holding this event. It would be a hybrid of ABC (<https://members.ipmsusa3.org/book/adult-building-course>) and one of IPMS's best grant programs Make and Take (MnT - <https://news.ipmsusa3.org/news/ipmsusa-extends-make-and-take-grant-chartered-chapters>). The models, accessories, etc. would be paid for by American Legion Post 539.

However, *we would need volunteers* to assist those that have never built before (i.e., deciphering the directions, techniques, etc.). Chapter members, now it's *our* turn once more. Let's step up to help our Veterans. If you would be interested in working with our service men and women, please contact Mark Sandvigen, (703) 434-0834 or mark.sandvigen@outlook.com. ■

-Mark Sandvigen

Con News

(continued from page 2)

January 28, 2022

Chattanooga ModelCon 2022

bgibby1964@outlook.com

(Chattanooga, TN)

February 11, 2022

JAXCON 2022

slowhandshodges@bellsouth.net

(Jacksonville, FL)

February 19 & 20, 2022

26th Annual Train Show

billtucker@centurylink.net

(New Bern, NC)

February 26, 2022

Old Dominion Open,

robertwalls@comcast.net

(Richmond, VA)

March 19, 2022

AtlantaCon 2022

kdmcelmore@gmail.com

(Atlanta, GA)



"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

- William Arthur Ward

IAF Spitfire

(continued from page 2)

made it all the way to Ramat David, Israel. The Israel Air Force was small in numbers but great in motivation, spunk, & bravery. It was an updated version of the David & Goliath story.

My Eduard kit, also, has quite a story. I can only take credit for finishing the Spitfire. It, actually, started in the hands of Joey Gantt who was an IPMS member of both the Raleigh and Fayetteville chapters.

Sadly, Joey passed many years ago, but the kit fell into the good-building hands of fellow Raleigh and Fayetteville member, Woody Griffin. I remember Woody bringing the kit in and me salivating over it. (Footnote: This was pre-covid, so salivating in public wasn't an issue as it is now).

Sadly, Woody passed a few years ago, and all his kits (some untouched and some started) came into one of our Raleigh meetings (of which, I was attending) and the Velvetta kit caught my attention even though it had already been started.

Sadly, Jeff passed... Hey! I'm still here! Who do you think is writing this article? (No, Alan. It was not a Ghost Writer). As I was saying, Jeff passed on the opportunity to take the Velvetta kit the first round because he greedily was holding so many of Woody's WW2 kits that he felt a bit guilty. Actually, no one else was interested in it, so home it went with him.

I can only tell you what I did with the already-started Spitfire. However, to give you a sense of where Joey and/or Woody left off, and I was to begin, I had an Eduard's box full of aftermarket resin consisting of the top cowlings, exhausts, and tyres (Yes, American Spell Check. This is the correct spelling of 'tire'! Just the British way. Bloody hell), photo-etch, and decals, along with an almost completed aircraft but without the rudder and elevator attached. I must say, whoever built the cockpit did a beautiful job with painting and applying the photo-etch.

However, the aircraft paint job and decaling were rough. I imagine that Woody, being the last to work on the model, was having trouble with eye-



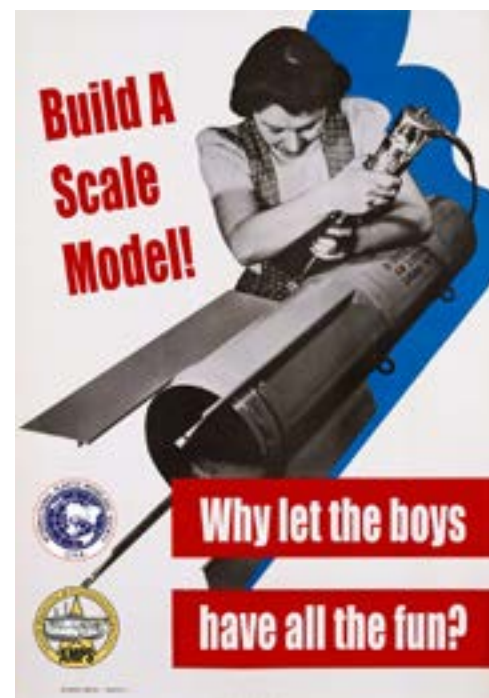
(above) A look into the cockpit as originally done by Woody shows the painstakingly detailed work that Woody was justly known for.

hand coordination plus focus near the end. He had the number 85 on the port side but 58 on the starboard side. I had to strip the coats of paint off along with the decals. I couldn't dip the model because I wanted to save that beautiful cockpit, so I hand brushed on lacquer thinner in small areas and wiped off the paint to get the model back to plastic.

(continued on page 6)



(above) A view that would probably inspire terror of you're a bad guy. Merlin engine, 20mm & .303 and a motivated pilot add up to a deadly combination.



IAF Spitfire

(continued from page 5)

Before I could think about primer and final coats to apply, I needed to pick which Israeli squadron I could complete from the remaining decals. There were about 5 or 6 schemes for the late early 50s IAF Mk IXe. It came down to what numbers were left and rudder colors. So, I found what I needed to be able to complete a 105th Scorpion Squadron number 63. This original 1952 plane was all bare metal except for the painted black no-glare top cowling, the Star of David roundels, and the rudder colors. So, now that I have direction, I can finish building the model.

First, I cut off the separate ailerons as they were glued on crooked and incorrectly. If the port aileron is down, then the starboard aileron has to be in the up position. The front end needed some work, too. The port and starboard resin exhausts had to be glued in place before the resin top cowling could be glued on completing the front end. I could see dried glue in the open notches where the exhausts were to go but no exhausts were there. However (as in Uh-Oh), I

could hear a rattle when I picked up the model.

So, the exhausts stacks have fallen off and fell into the fuselage. I could have left the pieces in the Spitfire for that realistic rattle sound I'm sure the original old Mk IXe's would have made in 1952. Also, I still had the sprue exhaust...no problem. But the quality of the resin exhausts were worth working out of the model. Success was had by shaking and picking out the 2 resin pieces.

Okay, good to continue. I will just go ahead and glue in the exh... wait. What is that rattling I still hear? Oh, shoot! Did I knock off something from the cockpit when poking around? Nope...there were TWO MORE exhausts still in the model. How many exhausts did Joey and Woody need or have? I felt bad thinking maybe Joey's first set fell in, then he passed, which left Woody trying and failing to get them out only to have his set fall in, too. Right. Now, it's my turn. With all this shaking and poking going on, I have now added 'Elvis Impersonator' to my resume (thank you, very much). Success was had once more with get-

ting the second set of exhausts out of the Spitfire. Now, to finally continue work on the rest of the model even though you might say I was... exhausted. (You've been a wonderful audience. Drive home safe).

Flash forward with finishing the front end, gluing all the belly-bits in the middle, to finally adding the rudder & elevator on the tail end. I had to scratch build the twin radiator covers on the bottom wings as those pieces were missing. The model was now ready for priming and final coats.

My favorite metallic paint is Alclad II. I airbrushed on their grey primer first and, once dry, I airbrushed on Alclad II Aluminum. I like to mix up the panels with different metallic colors to show age as in panels that needed to be replaced due to wear and tear. So, I masked off random panels and picked out a few different colors like Dark Aluminum, Stainless Steel, and Duraluminum. The top cowling from propeller to the front windshield was masked off and airbrushed Testor's enamel flat black for the no-glare patch. This same patch was then masked over so I could

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(above) The overhead view shows the classic "elliptical wing" design used by Mitchell's masterpiece was still evident and viable post World War Two.

IAF Spitfire

(continued from page 6)

airbrush an overall coat of Alclad II Gloss (with the no-glare being masked, it keeps the flat finish).

The decals were no trouble at all. I always use the Micro Set (#1) and Micro Sol (#2) when setting decals. If a decal is giving me problems, I'll use Walthers last, and it is very effective.

For weathering (and these Spitfire Mk IXe's were very worn) I used AK acrylic pencils to draw in the exhaust stains on both sides. I use layers of black, blue, brown, and grey pencils to get a good effect. Then, for overall weathering, I use thinned oil paints. It's a mixture of black and brown, lightly painted in the engraved panel lines, around curves and bends, and wiped in the direction of airflow. This leaves a nice thin line within the engraved panels' grooves plus give the metal skin a 'rough' look.

Last, is the final coat of Vallejo Satin Varnish. This is an acrylic paint that lays down on the lacquer-based Alclad II with no problem. It's lighter



(above) The classic lines and beauty of the Spit are still evident even out of war paint. Some designs will live forever as classic examples of things done "right".

and just enough to take off the shine plus protect the decals & weathering.

The story of this Eduard's IAF Spitfire Mk IXe model is not over. It, actually, will end with the model going into, yet one more pair of hands...my great-nephew, Alex (13 yo). He loves planes and had his bar mitzvah this past October. I told Alex not only the

history of the Scorpion Squadron, Israel's fight for freedom by the brave volunteer pilots but also of the two previous model builders who helped to get it into his hands. Not only is he grateful, but he is now working on his first model...the Revell Maverick's F-14A Tomcat. How "nirgash", (happy) am I? ■

-Jeff Maples

Perfume



I want my husband to pay more attention to me. Do you have any perfume that smells like model glue?

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Gosh, Hawk!

(continued from page 3)

Of course, these had the water dividing sharp spines running down the bottoms so they would not stand upright and, instead of pins and sockets, had only slight depressions to glue the struts into. So I first had to construct a jig to hold the floats in place so I could glue the struts to them after I deciphered how the struts were to go based on the exploded view drawing.

Much angst and sailor talk later we had the float assembly completed which almost, sort-of, maybe matched up to the fuselage. (in my dreams)

But as we all know, in scale model construction there are no problems, only new opportunities.

Eventually, both halves of the puzzle were living together and now we faced the next step.

The upper wing.

But I told you that story so I could tell you this one. I decided that in order to mount the upper wing I was going to need some serious help. I had jury-rigged the jig for the floats all right, but I was going to have to have a professional holder, (and Ryan Allen, the placeholder for the Patriots was too busy to help), to get the second wing on which meant that in order to build this model I had to build another model first, the JH Models 1/72-1/48 jig, and herein lies another entire tale.

First of all, this thing was laser cut wood, (alien material), not plastic! And then it was the craziest assembly to put together I think I have seen as you have to sandwich metal nuts



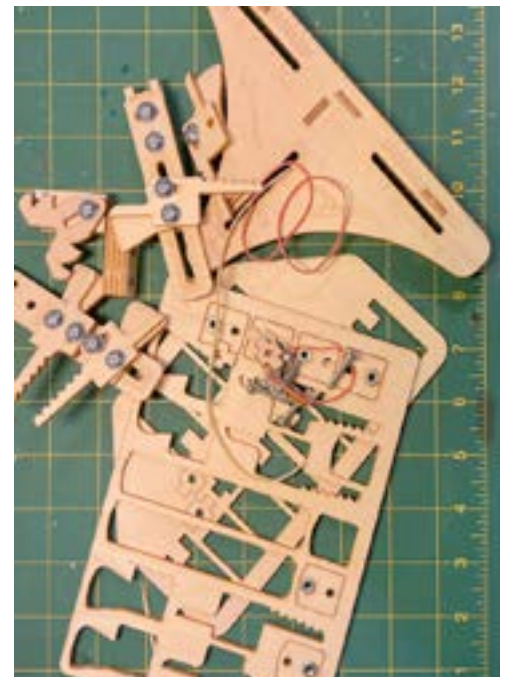
(above) Please don't snicker, this makeshift jig held everything in place and pointed out the fact that I needed to bite the bullet and buy some real holding materials.



(above) Did I mention the weak markings? I believe I did, yes.

(right) The kit, the whole kit and nothing but the kit.

in between layers of wooden . . . I'm not sure what to call these parts but they did not fit! And all of the beautifully marked alignment measures printed on the wood are so faint as to be nearly invisible. And who thought using the same set of numbers for completely different parts on different frets was a good idea? More sailor talk next month because we are gluing the ^%@\$#* &! top wing on, so . . .



(continued next month)

For Veterans



MEETING CANCELLED!



“We didn’t have a meeting this month so there are no Show ‘n Tell pictures to put on this page. Here is a kitteh to make you feel better.” ■

- Editor

DownEastCon2022



**It's time for the
Italian campaign!
DownEastCon2022!
CATCH '22 - 9 July.
Turn to, you guys!**

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

Editor's Note:

And welcome to 2022. Welcome, even though our first meeting of the year had to be canceled due to inclement weather. While this, and the continuing pandemic issues, are disappointments, I still look forward to the new year with optimism which I hope the rest of the chapter shares.

Even though we had no meeting in January there was still a lot of progress and good work was accomplished by this chapter.

We moved forward with plans and preparations for CATCH '22 and outside groups and individuals have begun to sponsor medals and trophies for the event. We became involved with the Models For Vets program, (see article on page one), and we found several new ways of promoting the chapter without breaking the bank. In addition we are slated for an appearance at the model rail show in New Bern.

All done because our chapter members stepped up and, again, did what needed doing.

So, despite all the challenges I am optimistic. Why, you ask? (As if you need to) Because, as always, Eastern Carolina Plastic Modelers is a great group of people to be associated with.

As always, this chapter rocks! ■

-Editor

Don't forget, next month's meeting will be Saturday, February 19, 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.

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