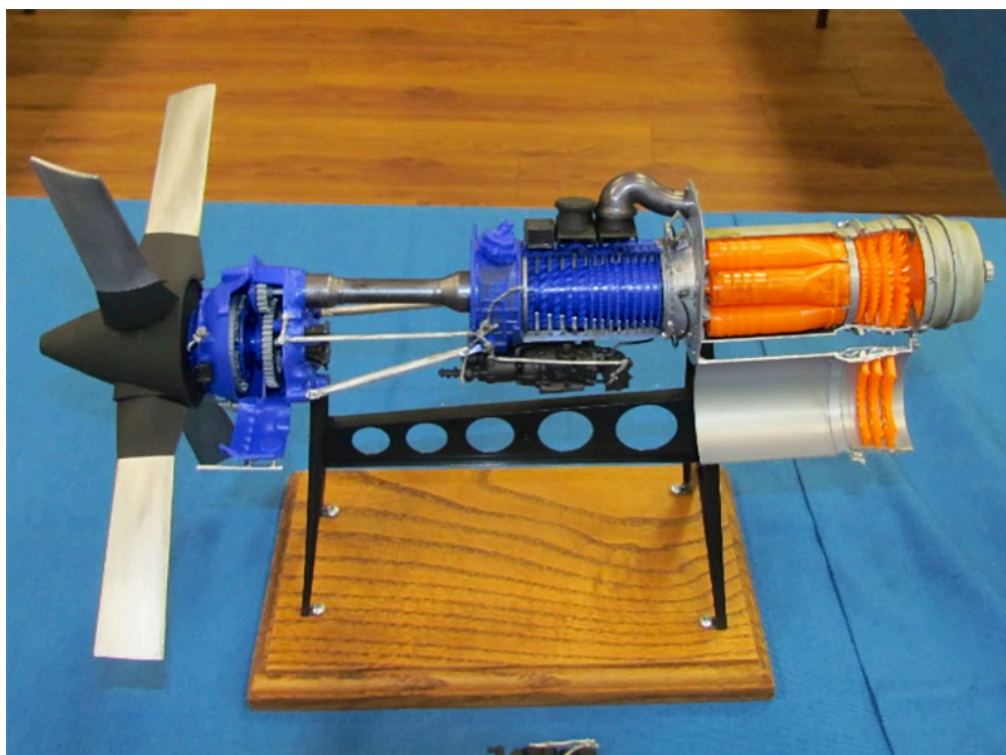




E. C. P. M. Down East Con 2022

July 10, 2021: Our 2021 event has succumbed to Covid restrictions.

We are now in the planning phase for 2022 so let's hear YOUR ideas. ■



(Above) Jim Harriet's Atlantis model of the 1/10 scale Allison 501-D13 Prop-Jet Engine was a show stopper. This is a re-build of a kit he built years ago, when it was a new kit. More info in Mark's meeting report.

Columbia Mega Show: We had three members attend the show and taking medals in their respective categories. Alan Welch, Bronze Medal in the ship class; Mark Gray, Bronze Medal in the Aircraft Class, and Jeff Maples, Gold Medal in the scale aircraft class (recon theme). There ensued a lively discussion about their experiences and the pros and cons of entering a contest like this. Each of the modelers brought their score sheets so we all could get a taste of the types of things the judges liked and disliked about their respective models.

Jeff Maples presented his prize-winning Republic RF-84F Thunderflash. Jeff went through his judging sheets

and remarked that the judges did not take off for the paper squadron markings on the nose.

Jeff also explained that any aircraft he builds, if it has a pilot, it was an aircraft that his Father flew. *(photo on pg. 10)*

Mark Gray presented his 1/32 Fairchild-Republic A-10 Thunderbolt (Warthog). Mark built it for a friend who flew them. His friend proceeded to tell him all the things wrong with the model. Mark took the information and proceeded to correct as many things as possible with aftermarket and parts-box materials. The cockpit was changed out along *(continued on page 4)*

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Events

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

New Bern Maritime Modelers Guild.

Meets at the VFW hall, 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, 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 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, *(continued on page 2)*

Events

(continued from page 1)

Hangar 18 Hobbies in Cary the last Wednesday of each month from 6pm-8pm.

<https://www.facebook.com/IPMSEagleSquadron>

Carolina Maritime Model Society

Next meeting will be Saturday, January 2, 2:00 pm, 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> ■



And just in case anyone missed the news, Squadron Mail Order is back. (Official Announcement)

Hello Fellow Modelers! We are excited to announce that www.squadron.com IS UP!

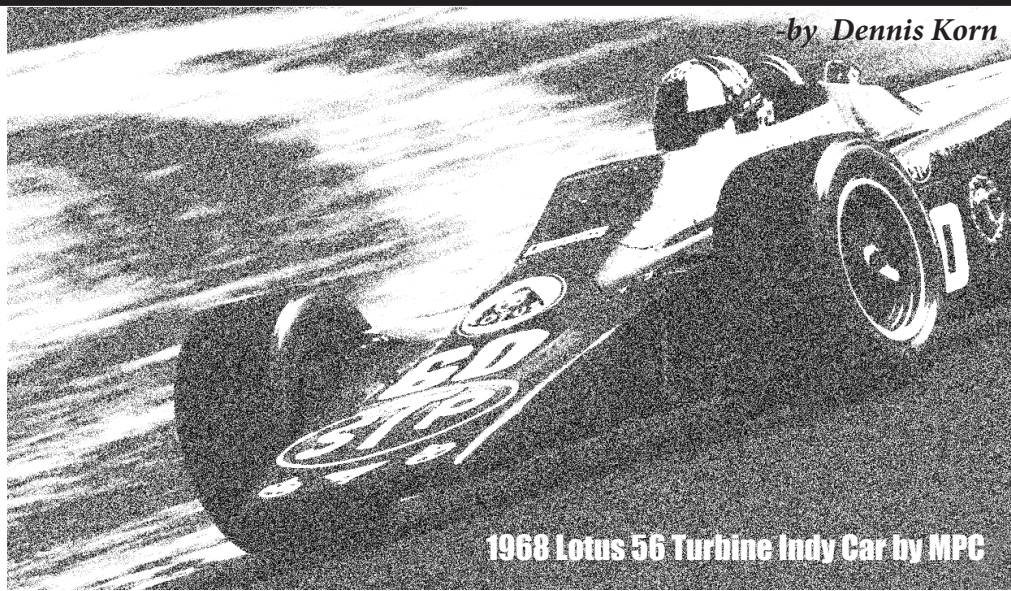
Our team has been working tirelessly over the past 6 weeks to be ready for this day, the day we can say, www.squadron.com is back and running!

We have cleaned up the navigation, eliminated a lot of products and categories that were not core to our vision of what Squadron is going to be in the future. We have also sourced thousands of models kits, detail accessories, paint, books and tools for you to order! We are still loading hundreds of new products every week, so if you don't see something you're looking for, check back often or email us and we can prioritize getting it loaded in for you.

The new site does operate a little different from the old site: We only
(continued on page 6)

Oh, That's Wrong . . .

by Dennis Korn



1968 Lotus 56 Turbine Indy Car by MPC

Before getting to the model and my experience building this kit, a little background . . .

In the decade of sex, drugs and rock-and-roll, racing at the Indianapolis 500 was open to new ideas and a variety of powerplants. Turbine engines made an appearance in May 1962 as Dan Gurney tried a second-generation Boeing-powered car during practice. With only half the horsepower of the standard bearer Offy engines, the Boeing Turbine didn't have much of a chance and was put into the garage.

The man who made STP a household name and seemed to put a sticker in every kid's hand, Andy Granatelli, decided to give turbines another try. Working with money from the Studebaker Corp. he bought a Pratt & Whitney ST6 turbine engine that originally powered a helicopter.

With 550hp @ 6200 rpm driving through a new four-wheel drive system, this engine had a chance to compete against the Offy-powered Indy cars. The ST6 weighed in at a light 260 lbs, but it was too long to fit into a normal Indy chassis, so Granatelli would need a new design.

Granatelli went to England's famous race car builder Ken Wallis to custom design a chassis around the ST6 turbine engine. Ken designed a chassis that placed the turbine down the left side of the car and placed the driver along the right side. With the turbine connected to a Ferguson four-wheel drive system, the car was ready to tackle the Indy 500. In the 1967 Indy 500, the car quickly jumped into the lead from the second row with Parnelli Jones running away during the race. With three laps to go and a 52-second lead over second place, a transmission bearing failed, dropping Parnelli down to sixth. Maybe next year . . .



Assembling the research as well and the resources for the build.

For 1968 Granatelli turned to Lotus leader Colin Chapman for a winning design. The Lotus 56 Turbine and
(continued on page 7)

Columbia Megashow review



by Alan Welch

I wish I could be positive about this. I'd like to write a glowing review of the first model con post pandemic for me, but the best I can do is a mixed bag. There were some good things but some poor negatives.

And here is the caveat. I give the group credit for trying something new. New is good, new should make things better. But . . .

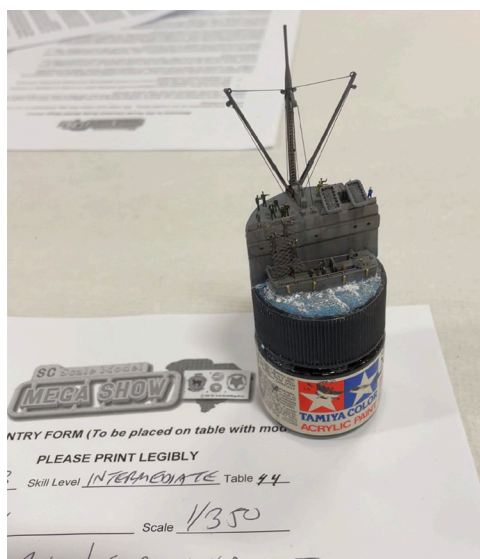
It was a relatively small event. Even though they claimed to fill 110 of 114 table spaces the number of models was low although the quality of builds was, as always, high. I put this down to the confusion over the rules as published before the event as well as that fact that actual contest entries were so limited in number that it may have killed enthusiasm.

One entry per competitor.

I rather have an issue with this. (As did many other builders) I could see one entry in each category you wished to compete in, but one entry per person for the show only, seemed extreme. It really felt limiting. However, as things turned out, perhaps it was the better way to go this time.

(continued on page 5)

The magnificent U.S.S. Hancock, with air group on deck, was the winner in the ship category, build by Michael Farina.



A beautiful vignette by showing the side of a transport and loaded LCVP in the water. Unfortunately, your editor neglected to get the name of the builder.



And the first set of judges working over the U.S.S. England by . . . well, ME!

Counterpoint

by Jeff Maples

The I.P.M.S. Columbia Swamp Foxes were certainly courageous in trying something new.

They, too, we're tired of seeing the same builders bring in their same tubs of 6 previous medal-winning Me 109s only to lay them all out on the table next to the other builders 6 previous medal winning P-51s, now forcing judges to pick the gold, silver, and bronze out of a myriad of 1:48 World War II prop planes.

I've had the pleasure to judge in the past and this is what happens. Three or four judges will pick the top 5 or 6 visually appealing models out of (20) and disregard the rest. Also, there is a good chance that those past winners are in the picked group. From here, the medal winners will be chosen.

So, for those builders whose models are in the discarded group, all they know is that their build was not magazine or medal-worthy. It doesn't make you wonder why some builders have stopped registering their models in contests.

Before delving into the difference with the Swamp Fox contest, I would invite you to look at their show website at: <https://scmegashow.com/>. I can't say the rules made sense to me at once. It was two calls to other builders to have them double-check the rules to see if I had it correct, and they were a little confused, too.

The biggest difference is that each modeler can only register ONE model. "Two shalt thou not count, neither count thou three. Five is right out." Your one model had to fit a category (ship, plane, car, etc.) or into either one of two themes chosen by

(continued on page 6)

Meeting

(continued from page 1)

with the canopy and the weapons hanging from the hard points of the aircraft.

Mark stated that to keep the aircraft in the proper stance, he has several ounces of lead in the nose which necessitated him building a special jig to carry the aircraft around to shows and meetings. **(Photo on page. 10)**

Dennis Korn presented his 1/25 scale MPC Lotus Turbine Car. A tremendous amount of research went into the model as the only the correct part was the tractor.

To correct the kit, much scratch building was needed. This entailed recasting many of the Pratt and Whitney ST6 turbine engine parts which were inaccurate or missing and braided wiring was added along with driver's cockpit detailing.

The car was painted with florescent orange which were Granatelli colors to replicate the car Formula 1 ace Graham Hill drove. See Dennis' write up on the build stating on page 2.

Dennis also presented his Eduard 1/48 scale Nieuport patterned on Raoul Lufbery's aircraft after the Lafayette Escadrille was disestablished upon America's entry into WWI. There were photo-etched parts as would be expected from Eduard. The fit and finish were good with the exception the decals which had to be painted by hand. **(Photo on page. 10)**

Jim Harriet brought his Atlantis model of the 1/10 scale Allison 501-D13 Prop-Jet Engine. Jim stated he saw the model at Hobby Lobby, and having built it before, and having had it destroyed, decided to give it another go.

He built it out of the box, but then decided that from his personal experience with the engine, several parts needed to be painted.

It is a working model with the variable pitch propeller able to move, and with careful manipulation the engine rotates, turning the shaft going the reduction gearing and propeller.

Marshall Smith hit a home run with club members who straddle multiple modeling disciplines with his presentation of HO scale boxcar models. The working railroading models run the gamut of remarkably simple (install the trucks onto a finished model) to the extraordinarily complex (everything must be constructed on the particular type of railroad car). **(Photo on page. 10)**

Chuck Colucci brought the latest in his collection of 1/35 scale German Panzers. The Panzer I was a light tank built in 1934 as a training vehicle having two MG 34 machine-guns. At the start of WWII they were pressed into action as scout vehicles.

Chuck took this relatively old 1/35 scale Tamiya offering and weathered with oils and added dirt and track weathering made from Durham putty. **(Photo on page. 10)**

Andy Fulcher brought in his Dumas 1255 30" 1941 Chris Craft Racing 20' Super Sport Boat Kit. This wooden kit was given to Andy as a commission and has recently been surveyed to see what needs to be done. Andy rebuilt the complete front end of the model and add those items which were intentionally or unintentionally left off. Andy presented his plan for fixing and getting the model back up to his standards before presenting it to the owner. We can all hardly wait to see how it turns out. **(Photo on page. 10)** ■

-Mark Sandvigen

Confessions of a Closet Modeler, part 6 *-David Stiteler*

June is the month for Father's Day. I know I have mentioned my father numerous times in past articles and this coming October he will have been gone from my life for 10 years. The memories I have thought of his mentorship in this hobby will be with me forever. I specifically mentioned mentorship because that was how we developed our relationship towards this hobby.

Dad was active-duty Navy when I was growing up, and as all of us who either served or grew up in a family with a parent that served, time spent together was precious due to the amount of time separated serving away from home. My father's habit each time he returned from a deployment was to bring home a couple of models to work on while he was land locked. He started building models when he was a kid, and at the tender age of five I saw him working on a model, so I wanted to do the same thing. He taught me how to gently cut the pieces off the trees without cutting off my own fingers or stabbing myself; how to paint parts with a brush with just the right amount of paint and not use the whole bottle for a single part; patiently and carefully apply glue without gluing my fingers or any other body part to the model and not using the whole tube at once. Those were the days the glue had that magical stuff inside that could, under the right conditions, get you higher than a kite if the space was not properly ventilated. He approached teaching me this hobby with a gentleness and patients that made doing the hobby very enjoyable. And all the time I was working on my model, he sat across the table from me working on his own, giving me pointers on techniques or subtle suggestions. The

(continued on page 9)

Megashow

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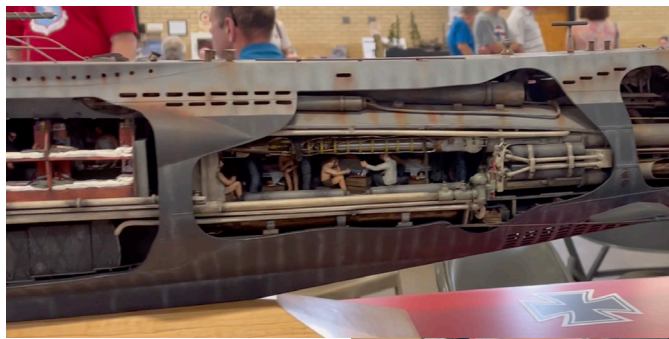
Even though participants were allowed to display as many models as would fill their space there was considerable confusion about the concept of only one model eligible for competition and this rubbed some builders the wrong way.

Having said that, the idea of having the judging start as soon as *any* models were registered and placed on display was great! It should have eased the judges work load and sped up the judging significantly. It *should* have allowed the judging to finish by early afternoon. It *should* have made for a happier event.

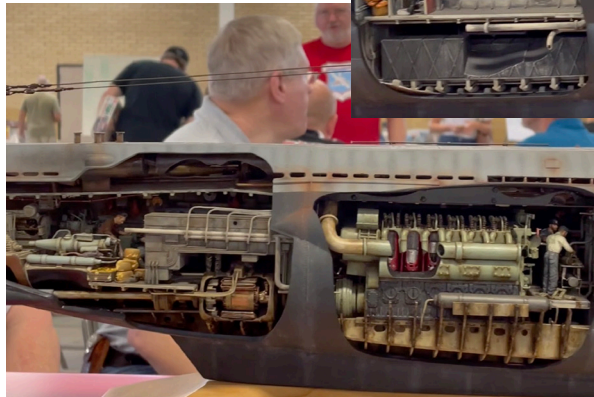
It didn't. And here begins the real confusion. All morning and all through the early afternoon there were appeals over the P.A. system for judges. "We need volunteers to judge the event." was a constant mantra all day. I have to say that with more than a year to plan this event the judges should have been nailed down far, far in advance, not begging for help while the event is in full flow.

Another aspect was that they only called for judges from their own and other sister clubs. Apparently members of other clubs were not wanted as judges although there were a number of qualified and trained judges in the hall, they apparently were not wanted. Frankly, when things start to go south I think its time to loosen restrictions and do what needs to be done to get the event back on track . . . but that's just me.

Then the confusion shifted into high gear. Some entries were judged twice by different groups of judges and some were judged three times. There seemed to be was no set formula and no set rules. Some groups of judges actively engaged the builders and



William Blackmore. The open hull allowed viewing the inner workings of the German Sub, not



Certainly one of the stars of the show was this amazing Type VIIc U-Boat, built by . . .

only the engines & weapons, but crew, personal effects including girlie magazines as well as the ship's compliment of rats! This amazing build took something like two years to complete

asked questions for clarification, some judges requested the builder to vacate the area. Some judges regularly used a flashlight which is an I.P.M.S. no-no and there seemed to be no set pattern for what was considered important.

And then began the re-views. Pouring over individual entries 2, 3, 6 or even more times which dragged out the judging process hours . . . until nearly 6:00 pm.

Yes, you read that right. From about 9:30 to nearly 6:00 pm. By which time many participants, many who were in the running for best in class and even best in show, had packed up and left. And this, apparently, was lost on the judges and producers as no appeal to stay and not to leave was made until many class leaders had already fled the building.

One final suggestion. After making the audience sit and wait for an event to conclude far, far longer than reason would have it, that is not the

time to try and entertain the crowd with clever repartee and explanations of the reasons things were done differently this year and the 5 points that make a good model. That should have been explained on the website and newsletter beforehand or posted on the web afterward. No one wanted to hear that crap at that late time. Just get on with the awards, (which is what you held us here overlong for) and let us go home.

Finally.

I understand this was the first event in a year. I get it that someone had to be first out of the gate. Someone had to try the new systems. Someone had to be the innovator, but please learn from your mistakes. In the audience I heard many times from many people that they were not coming back next year and that is sad. I know you guys tried.

But there were lots and lots of good vendors. ■

-Alan Welch

Counterpoint

(continued from page 3)

the club. In this case, there were two themes covering last year's canceled contest which was '20/20 Vision' (reconnaissance) and this year's 'First Responders'.

When you entered the National Guard building, you turned left to register your model or went straight to the vendors. It was hard not to go straight to the vendors. With their forms, you give the judges your name & address, club affiliation, your one model entry title, class (armor, aircraft, automotive, etc.), skill level, and theme (if taking part). The registration fee gives you a 36" x 36" tablespace (you are assigned a number) that you can put display models in (not be judged) along with your one-to-be-judged model.

Footnote: *The website clearly states you can only register one model. The builder in front of me (yes, with his 3 model-stuffed tubs) at registration got rather aggressive when learning this for the first time... 'Only one model?! Why didn't it say that on the website?' 'It does clearly state that, sir.' 'Well, it should be in big letters!' 'Actually, sir, it is in big letters.' Reader: Please look on the website...the word ONE is in all caps.'*

So, you have registered your one model and the judging begins, almost, immediately. Why? Again, they are not piling all the previously mentioned Me 109's and P-51's together to compare. They are just grading your model. So, let's get started.

The judging on your one model is done like a teacher grades their student's papers. Each assignment receives one grade that the teacher judges to be fair for the work done. There is no maximum number of A's, B's, C's, and such. At no point does

the teacher take Billy's assignment and compare it to Sally's assignment to decide who gets the A, B, or C.

Previously, I mentioned you have given the judges your skill level on your entry sheet. There were four... Junior, Basic, Intermediate, and Advanced. Now, your Basic skill build is not judged next to an Advanced skill build.

Where this comparison is different from the teacher grading assignments to judging models is that it takes four judges to grade each of the participant's ONE model. The judges each have a tally sheet that shows your skill level, and with that in mind, they grade from 0.0 to 2.0 (in .5 increments) the following 7 characteristics: Basic Construction, Alignment, Details, Basic Finish / Decals, Enhancement / Detail Painting, Finish Consistency, and Degree of Difficulty.

When all the boxes are filled with that judge's points, they are tallied into a total score for that one judge. When all 4 judges' tally sheets are handed in, the lowest of the four scores is crossed out and the total of the highest 3 scores is your final grade.

For each of the 4 skill levels, there are slightly different score ranges that are established for Gold, Silver, and Bronze. For example: For the Intermediate skill level, Gold = 27.0 to 30.0; Silver = 23.0 to 26.5, and Bronze = 19.0 to 22.5. The website rules will show all the different scoring levels. A total score of 28.5 will get you a gold.

Lastly, on each tally sheet, the judges have a space to write personal comments. They may point out something to improve and/or something they found exceptional about your build.

In the end, you may or may not have been awarded a medal, but in either case, everyone goes home with the

judges' tally sheets with scores and comments. I've never received such comments from any judging from any show before. Here is where you learn. This is where it's more about the model than it is the medal.

Granted, in the case of the Columbia, SC, Mega Show, there was a huge learning curve for the club using this new method. For more on that, read Alan Welch's article. Personally, I think it is a better system and the Swamp Foxes should use it in the future once they iron out the wrinkles.

Funny... that was one of the judge's comments on a tally sheet... 'A little wrinkle in decals. Could use some ironing out.' Duly noted. ■

-Jeff Maples



(continued on page 2)

allow in stock items to be added to the shipping cart. We do not plan on taking 'backorders'.

If an item is out of stock, you can sign up to be notified by email when it is available again to be ordered. Be quick on this, we may only have a limited number, and if you can't catch the item in stock, you'll have to sign up on the email list again.

We are offering FREE SHIPPING on orders over \$39.99, for the continental US and we have adjusted shipping costs for all other order.

One important item you need to keep in mind. Any and ALL orders placed before January 11t, 2021 were cancelled when the original company filed bankruptcy. We will have additional information with regards to the bankruptcy in our FAQ section in the coming weeks.

The relaunch is here! We are excited to share this next chapter of Squadron with you. ■

Oh, That's Wrong!

(continued from page 2)

the subject of this model is a beautiful wedge design with the driver located in front of the turbine and a drive line running down one side to provide four-wheel drive to tires that were the same size on all four corners, an unusual arrangement for Indy cars.

To increase the odds of success, Granatelli had cars built for Graham Hill, Mike Spence (who replaced Jim Clark who tragically died in an April Formula 2 race . . . originally Jackie Stewart was slated to replace Clark, but he hurt his wrist at the Spanish GP) and Art Pollard. Joe Leonard was also recruited to drive the side-by-side turbine car. Tragedy struck again during practice when Mike Spence crashed the car into the wall and suffered fatal head injuries when the right front tire/wheel came back into the cockpit. At the hospital, Chapman told Andrew Ferguson, "This is it, I quick motor racing, I'm leaving right now – sell the equipment, pay the bills and come home." Colin left the speedway for a few days and when he returned, said nothing about his earlier command. Joe Leonard took over the number 60 car, Graham Hill drove number 70, and Art Pollard drove the number 20.

Graham Hill ran well in the race, but crashed out when a wheel detached from the car on lap 110, finishing 19th. Joe Leonard almost won the race, but a pump drive shaft failed while he was leading with only nine laps left to the finish. Rule changes by USAC to limit turbine power killed the idea of running one again.

Now to the model. As many modelers do when opening up a fresh new kit, I pull all the parts out, do an inspection and then read through the instruction sheet (y'all do read

through the instruction sheet, right? lol) I also gather all the research material I have on hand and pull as many pictures as I can from the internet, then start making comparisons to the model. The only driver choice for this model was Graham Hill's #70, which is strange given how Joe Leonard almost won the race and is an American and MPC is an American company . . . I'm sure there is a story there that I will never know.

The kit I used is a rebox from 1995. The original kit came out in 1968 (quick response since the car ran at Indy in May 1968) and came out again in a new box in 1974. It was re-released by AMT in 2003, but that was just a re-boxing of the 1968 kit, but with incorrect car numbers and showing the incorrect color for the car on the box art.

The kit fails to represent the real race



The start of the project. Yeah, it looks oh-so-innocent and easy at this point but just wait until it sucks you in . . .

car in so many ways. This could be a result of the quick turnaround on getting the kit out and a lack of licensing with various companies. For example the turbine engine is incorrect, the tires are incorrect and other small details like the pedal assembly and mirror mounts, the decals being incomplete, and the incorrect positioning of the brake calipers all needed attention.

To begin with I removed the chrome

from all the parts that came with chrome in the kit (I used oven cleaner as many of us do). Starting with the engine, the model shows a large housing on top of the turbine which does not exist on the real car, nor does it use a clear cover for the intake cover as provided by the kit. It was time to learn a new skill and cast my own piece of turbine engine. Down to Hobby Lobby for a basic resin casting kit resulted in my first

(continued on page 8)

Oh, That's Wrong!

(continued from page 7)

cast part. I used the original bottom half of the turbine engine to make a mold and after pouring a new part, cut out the part that needed replacing in the top half of the engine. For my first time it was not bad and next time I need to cast a part I will be better at it. I added some aftermarket mesh (Eduard) over the intake portion of the turbine.

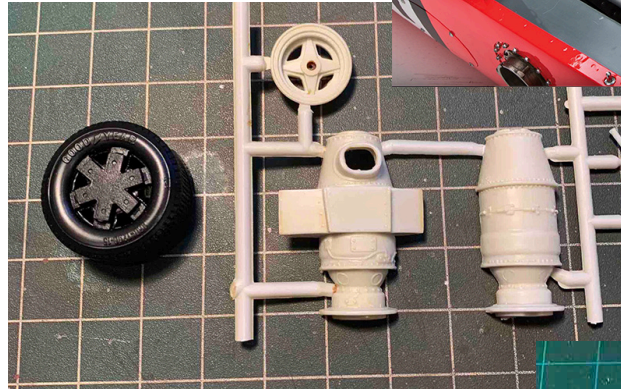
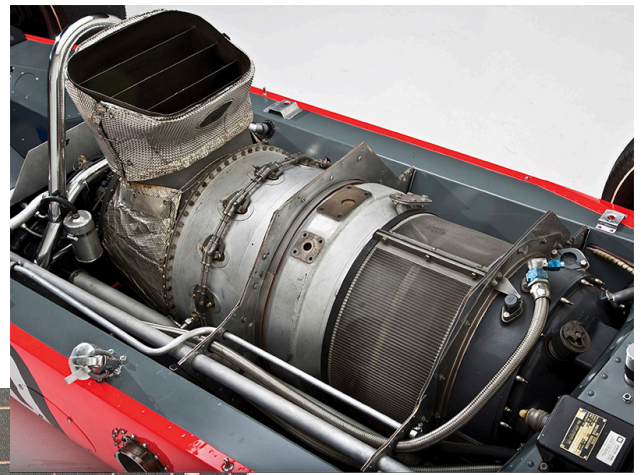
A bigger challenge came with the tires in the kit. The kit tires are raised lettered Goodyear tires and this car ran Firestone tires at Indy (the two tire companies were competing at Indy during this time and maybe MPC did not have a license for Firestone tires. There was an aftermarket company (Indycals Parts) that offered resin replacement sides for the kit tires, but long out of stock. I was left to scrounge around and found some Firestone decals in another kit that would work, but I had to sand off the raised Goodyear lettering from all the tires first. A major pain to be sure and I only had decals for the outside of the tires. I then hand-painted the gold strip on the tires.

Assembly of the suspension and drive systems was straight forward, except they followed the standard practice of casting the brake calipers onto the back side of the brake rotors and the real race car mounted the brake calipers on the bottom of the brake rotors to help lower the center of gravity. So the indexing slots provided had to be drilled out and rotor/caliper assemblies mounted in the correct position . . . I also took some time to drill out the edges of the rotors to simulated vented rotors (piss poor job, but looks okay from afar).

When looking at the assembly of the body to chassis, I noticed that the

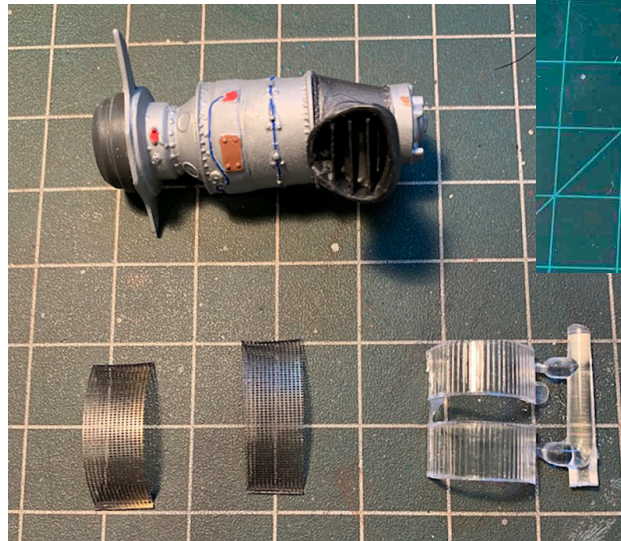
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(right) Actual Lotus 56 #70 after restoration and shows how the turbine should look . . . in comparison to the one in the kit on the sprue. (source – <https://rm-sothebys.com/en/auctions/MO16/Monterey/lots/r138-1968-lotus-56-indianapolis/363417>)



(left) The spurious turbine parts on the sprue . . . and also the incorrect tires as provided in the kit.

(right) My first attempt at mold making and resin casting . . . used the lower half of the turbine to make a mold, cast a new one, cut out the part I needed to replace on the top half, and spliced things together



(Above) The original "screen" covering provided for the turbine intake (the clear plastic part on the sprue) and the wire mesh I replaced it with.

(right) The almost completed turbine . . . it is missing an additional mount that I added later



(above) Dennis' new hobby and skill which is mold making and casting needed model parts when the kit parts don't live up to code.
-ed.

Oh, That's Wrong!

(continued from page 8)

kit manufacturer split the nose in half – keeping the bottom half of the nose with the main lower half of the car and providing a top half of the nose to place on top. This allowed the modeler to mount the battery assembly onto the lower half of the body and allow one to see it by lifting off the top half. The real car had a removable nose piece (top and bottom together), so I cut off the bottom part of the front nose and put the top and bottom together, cleaned it up, painted it, decaled it, and it was ready to slide on over the battery assembly (though it took some work to get everything to fit right and I was not totally happy with the result, so it will be left sitting in front of the car when displayed).

The kit provided a pedal assembly that hung the pedals from the top, which is totally incorrect, so I had to fashion my own pedals (brake and gas – no clutch because no gears). I also had to fashion new mirror mounts because the kit ones were once again incorrect. The decals did not include all the sponsors per the real car and I managed to screw up one of the numbers, so I bought an additional set of decals for the car on-line (these were in bad shape so I it hurt the final appearance of the car) and I stole some sponsors from another Indy car kit.

Additionally, I hand-made coil springs for each shock (my first time doing this, so I expect better results the next time) and added plumbing details using solder, electrical wire and aftermarket braided line (Pro Tech). I made the racing harness from tape and hardware from Model Car Garage.

As I waited for paint and glue to dry I assembled the kit included trac-

tor, which was used to push the cars around the pits, though it came with no decals (though they show the name of the tractor on the box art). Overall the kit was a great learning

experience. I tried new things, made many mistakes, but I gained from the experience and look forward to many more race car kits in my future. ■

-Dennis Korn



Closet Modeler

(continued from page 3)

time spent together talking to each other while working on models was priceless.

As we grew older, and life got in the way, we both spent less time building models and wound up spending more time collecting models. It seemed that no matter where I was and whenever I had the chance to talk to him our conversations always turned to cars and models. He would ask about a model he saw or read about in *Fine Scale Modeler* and wanted to know if I had done one or seen one built. Was it worth buying or should he skip it? Even though his building had slowed, he would ask my opinion on the value of the kit or if the detail was worth the price. He was always planning for the time when he retired to being able to spend his time that my mother did not monopolize to building models.

As I have mentioned in the past, we both became great collectors instead of builders. The visit with my parents before I left for the Middle East for the tenth time was also the last time I got to spend with my father. On that visit he gave me the 47 Ford Coup

Convertible that now resides in my garage, and his model collection. He knew his health was not up to restoring the car or building any of those models he once planned on building. But we still loved talking about his kits and the best way to build them.

I really miss those times with my father. Unfortunately, I could never get my son interested in the hobby. This hobby does not involve a computer screen and controller to kill everything in sight. This hobby builds skills that require patience, planning and thought. That was the gift my father gave me that has stayed with me my whole life, even though I do struggle from time to time when I am working on a project.

Oh, how I wish I could pick up the phone and tell my father all about this project I am working on, the struggles with this kit and my plans to work through them. I know he is looking down on me right now and thinking, "Son, get off your butt and get back to it! You know what to do, and how to do it. Relax, and just build."

I love you Dad and miss you lots.

to be continued



Andy Fulshear's wooden boat. (Picture NOT of Andy's build but represents the finished build)



Jeff Maples' RF-84 with broken landing gear from travelling. (note gold medal!)



Dennis Korn's beautiful Nieuport 17 Eduard kit with hand painted roundels.



Marshall Smith's boxcar selection in 1/87. Kits come in easy, (a dozen parts) and not so easy variants.



Chuck Colucci's Panzer Mk-1 in pre-war and early war grey.



Mark Gray's big iron build, a 1/32(!) scale A-10 Wart Hog. (Size matters!) Mark brought home a bronze with this build

Don't forget, next month's meeting will be Saturday, July 17, 12:00 noon till 2:00 again at the Fairfield Harbor location. All members are urged to bring some new or old builds please.