

Butch O'Hare IPMS / USA

The Monthly Resinator



The Official Newsletter of *IPMS Butch O'Hare* Scale Modelers

May 2012

MEMORIALS NOT FORGOTTEN



Like most other Vietnam veterans, Thomas never really talked about his experiences during the war.

I first met Tom maybe 20 years ago in a bar that I frequented. By then, he had become a master bartender. He usually opened up with a joke...a bad joke. They were often corny and badly told, but you grew to appreciate the few gold nuggets that you found.

He had been married, at least once, and was a Morton Grove police officer at some time in his career.

On December 4, 2007, Tom slipped away, alone in his apartment. I think the coroner called it a massive heart attack.

What was amazing was Tom's final request. He wanted to be buried in the

Black Hills National Cemetery in South Dakota. Tom grew up in Skokie but loved the Black Hills.

He had already made arrangements with the U.S. Army years before, so when he died his remains were laid to rest in South Dakota. In July 2008, a friend and I were passing through the Black Hills on our way to a BMW motorcycle rally when I decided to make a stop to see Tom.

It's a beautiful place with trees and hills everywhere. We looked and looked, finally finding Tom in the newest corner, closer to the hills.

Rest in peace on this Memorial Day, Spec 5, Thomas Riesenmy. Your service, your friendship--and your jokes--will not be forgotten.

In This Issue:

"Amazing WWII Aircraft," pages 9-12.

"Reel Time" Movie Reviews, page 13.

"Hawker Tempest VI," part two, pages 15-17.

President's Message, page 19.

Important Stuff:

Next Club Meeting at St. Paul's on Friday, May 11, 2012, 7:30 pm.

No Theme: Auction Night!!

Bring something to auction off.

We had a great turnout at our April meeting, which was the first “Build It Night” of the year. The tables were full of models in various stages of assembly. And once again, our S&T table was overflowing. Not much new business to go over, but the club is stronger than ever and moving in the right direction.

You know, nights like this one are the main reason I continue to support the club. Model building by nature is pretty much a solitary hobby. We all have our work areas set up where we can escape the pressures of life and jump into a pile of plastic pieces and deal with the joys and frustrations of getting all those pieces to fit together. This is where our club can play a big part. My current project is the Hasegawa F-16A, and I was able to sit with our resident jet expert, Kevin Stover, who helped me plan out the assembly and paint scheme. We are fortunate that we have such a wealth of knowledge in our club, and I encourage each of you to take advantage. So keep modeling, and we’ll see you next meeting.



Membership

IPMS/USA is dedicated to the hobby (and fun) of scale modeling. It was started by Jim Sage of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our local regions and chapters sponsor model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With **IPMS/USA** membership, you will receive the outstanding *IPMS/USA Journal* six times a year. It includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures--you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in **IPMS/USA** sanctioned contests, particularly our world-famous **National Convention**, held each summer. As a member, you'll also be able to access our online discussion board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or IPMS in general. Many hobby shops and model vendors around the country offer discounts to **IPMS/USA** members.

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Build It Night at Butch O'Hare 2012 Mk-1





letters



to the editor

FLAG FLAP...

Kevin,

Wow, no American flag but a German one [on page 1]? I'm all for giving respect, but come on, man. Especially with our fine group of veterans, in our club, that have bled for this greatest nation on God's earth. Maybe we should consider putting an American flag flying high on page one for the future.

Greg T Rapson

Greg, that German flag represents only our “sister city” (Verein Augsburg) and our new sister club (Bodensee Model Club). Politics have nothing to do with this newsletter and never will. Modeling and friendship are our stock in trade. Besides, this newsletter is American and I don’t think that’s a secret. The German flag stays.

If any other country wants to receive our newsletter, the same honor will be bestowed upon them.

Page 1 in this issue was designed several months ago before any other flags were considered. I hope you like it. It’s to commemorate Memorial Day.

The Czar

The Display Table



Nick Pikulyk has fun with his gaming tank.

Marco Fernandez's Argentinean A-4 is ready for the Falklands.



Carl Knable's Buccaneer trainer is ready for duty.

Darren Herde's top fuel dragster is finally done!



Another shot of this masterpiece.



The Display Table, cont

Kurt Gizewski is off to a great modeling career.



Keith Ward's WWI commission job turned out well.



Steve Day's diecast CFD ladder truck brought back memories.



Don Grajek likes his Blackburn Shark II.



Carl's Stripped Voodoo is great in green!



The Display Table



← Back to the Falklands, **Marco!**

Now this is what I'm talkin' about!
Great gun truck, **Bill Soppet.** →



← Kurt, nice jeep!!



Gotta see this some more!! →



← Carl is trainer crazy this month.





The Display Table, cont

We're not done yet
with **Mr. Bill!**



Check out **Ron Thorn's**
Monogram memories.



Just one more look
at this special rail.



Keith made the turn
buckles himself.



Nick's gaming world also comes
with an assortment of droids.



Critical Analysis



AMAZING WWII AIRCRAFT

Submitted by Kurt Van Dahm

Below is an excellent summary of the effort required in WWII. It focuses on the American side of things, but the British, Germans and Japanese expended comparable energy and experienced similar costs. Here's just one example for the Luftwaffe: About 1/3 of the Bf109s built were lost in non-combat crashes. After Midway, the Japanese experience level declined markedly, with the loss of so many higher-time naval pilots. This piece is worth saving in hard copy.

Most Americans who were not adults during WWII have no understanding of the magnitude of it. This listing of some of the aircraft facts gives a bit of insight to it. Of the 276,000 aircraft manufactured in the United States, **43,000 planes were lost overseas, including 23,000 in combat.** And 14,000 were lost in the continental United States.

THE PRICE OF VICTORY (cost of an aircraft in WWII dollars)

B-17	\$204,370	P-40	\$44,892
B-24	\$215,516	P-47	\$85,578
B-25	\$142,194	P-51	\$51,572
B-26	\$192,426	C-47	\$88,574
B-29	\$605,360	PT-17	\$15,052
P-38	\$ 97,147	AT-6	\$22,952

WWII MOST-PRODUCED COMBAT AIRCRAFT



Ilyushin IL-2 Sturmovik 36,183



Messerschmitt Bf-109 30,480



Focke-Wulf Fw-190 29,001

According to the AAF Statistical Digest, in less than four years (December 1941- August 1945), the U.S. Army Air Forces lost 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes--inside the continental United States. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in 45 months.

Think about those numbers. They average 1,170 aircraft accidents per month--nearly 40 a day. (Less than one accident in four resulted in totaled aircraft, however.)

It gets worse. Almost 1,000 Army planes disappeared en route from the United States to foreign climates. But an eye-watering 43,581 aircraft were lost overseas, including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.



Supermarine Spitfire/Seafire 20,351



North American P-51 Mustang 15,875

In a single 376-plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe.

Pacific theater losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas. **On average, 6,600 American servicemen died per month during WWII, about 220 a day.** By the end of the war, more than 40,000 airmen were killed in combat theaters and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, and half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were pegged at 121,867.



Hawker Hurricane 14,533



Boeing B-17 Flying Fortress 12,731



Vought F4U Corsair 12,571

The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. The losses were huge--but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for the U.S. Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined, and more than Germany and Japan together from 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft. The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission. A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours, and some had only one hour. With the arrival of new aircraft, many combat units transitioned in combat. The attitude was, **"They all have a stick and a throttle. Go fly `em."** When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition. The group commander, Col. Donald Blakeslee, said, **"You can learn to fly `51s on the way to the target."**



Grumman F6F Hellcat 12,275



Mitsubishi A6M Zero 10,449



Lockheed P-38 Lightning 10,037

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively--a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2. The B-29 was even worse at 40, because the world's most sophisticated, capable and expensive bomber was too urgently needed to stand down for mere safety reasons. The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained. The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only 10 percent had overseas experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down," let alone grounding. The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome power-plant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the war, and many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel--a stirring tribute to the AAF's educational establishments.

Cadet to Colonel

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D. Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 20 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group at age 24. As the training pipeline filled up, however, those low figures became exceptions. By early

1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.



North American B-25 Mitchell 9,984



Grumman TBM Avenger 9,837



Bell P-39 Airacobra 9,584



DeHavilland Mosquito 7,780



Avro Lancaster 7,377



Heinkel He-111 6,508

FACT

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types. Today the U.S. Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

IN SUMMATION

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely controlled drones over Afghanistan and Iraq. But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.



Boeing B-29 Superfortress 3,970



Messerschmitt Bf-110 6,150



Short Stirling 2,383

Sources: Rene Francillon, "Japanese Aircraft of the Pacific War"; Cajus Bekker, "The Luftwaffe Diaries"; Ray Wagner, "American Combat Planes"; Wikipedia.

Reel Time Movie Reviews

Twelve O'Clock High

Reviewed by Kevin Stover

"Twelve O'Clock High" tells the story of the fictional 918th B-17 Bomb group, based out of USAAF Archbury in England in 1942. The movie is mostly seen through the eyes of Major Stovall (Dean Jagger) as he returns to England in 1949 after the war. Now, an American attorney, Stovall spots a familiar Toby Jug in a shop window, the same jug that his air group used during the war. He buys it and pedals off to his old base. From then on the film is a series of reflections of what occurred during his time at Archbury.

Colonel Keith Davenport (Gary Merrill) is the commander of the 918th in 1942, which has been having a lot of "bad luck" lately in reaching its targets. Melancholy has set into the group, and their losses keep piling up. When it's clear that Davenport identifies too closely with his men to be an effective leader, he is replaced by Brigadier General Frank Savage (Gregory Peck).

Savage is a hard commander, demanding perfection while constantly reshaping the morale of the base. After remedial training, the group soon flies missions again and is successful. The heart of the movie is the transformation from feeling sorry for itself to the 918th becoming one of the best bomb groups in England. Peck is excellent in the role of General Savage, and this film is more about leadership than anything else. The acting is tense and the action, when it comes, is equally so. The dialogue is so crisp that you almost start sweating yourself during some of the "chewing out" scenes.

This film reminds me of the movie "Jaws," where for almost the entire movie you never saw the shark! Now that's called suspense. And the same thing happens here. "Twelve O'Clock High" is fast paced, packs a punch and somehow tells what was mostly true during those early years of WWII: Daylight bombing was a disaster until long-range fighter escort was established.

At the end of the movie, you definitely will have a sense of what our flyers were up against over the skies of Germany. Even today's USAF has used this movie in their pilot training program to highlight what good and bad management styles look like. Definitely 4 stars.



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- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848
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- **Forever Timeless**..... 4438 W. Belmont Ave., Chicago, IL, 773-545-6959
<http://www.city-data.com/businesses/218387017-forever-timeless-hobby-shop-chicago-il.html>
- **Des Plaines Hobbies**..... 1468 Lee St., Des Plaines, IL, 847-297-2118
<http://www.desplaineshobbies.com/store/>
- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908
www.alshobbyshop.com
- **Adventure Hobbies**..... 23 Huntington Lane., Wheeling, IL, 847-537-8669
<http://ad-venturehobbies.com/>
- **America's Best Hobby**..... 865 Maplewood, Itasca, IL, 630-467-1102
<http://www.americasbesttrain.com/>
- **La Grange Hobby**..... 23 S. La Grange Road, La Grange, IL, 708-354-1220
<http://lagrange.patch.com/listings/la-grange-hobby-center>
- **Ron's Mundelein Hobbies**..... 431 N. Lake St., Mundelein, IL, 847-949-8680
<http://local.yahoo.com/info-17171034-ron-s-mundelein-hobbies-mundelein>
- **M & Models**..... 9329 S Cicero Ave., Oak Lawn, IL, 708-423-7202
<http://www.r-jweb.com/tpt/Armor/Kits/MModels/MModels.htm>
- **Woodstock Hobbies**..... 124 Cass St., Woodstock, IL, 815-337-8770
<http://stores.woodstockhobbies.com/StoreFront.bok>
- **Past Time Hobbies**..... 9311 Ogden Ave., Brookfield, IL, 708-485-4544
<http://www.pthinc.com/>
- **Greenfield Hobby**..... 6815 W. Layton Ave., Milwaukee, WI, 414-281-1800
<http://www.greenfieldnewsandhobby.com/>
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900
<http://www.oakridgehobbies.com>

Modeling Notes for the Eduard Hawker Tempest V converted to a Hawker Tempest VI-Part II

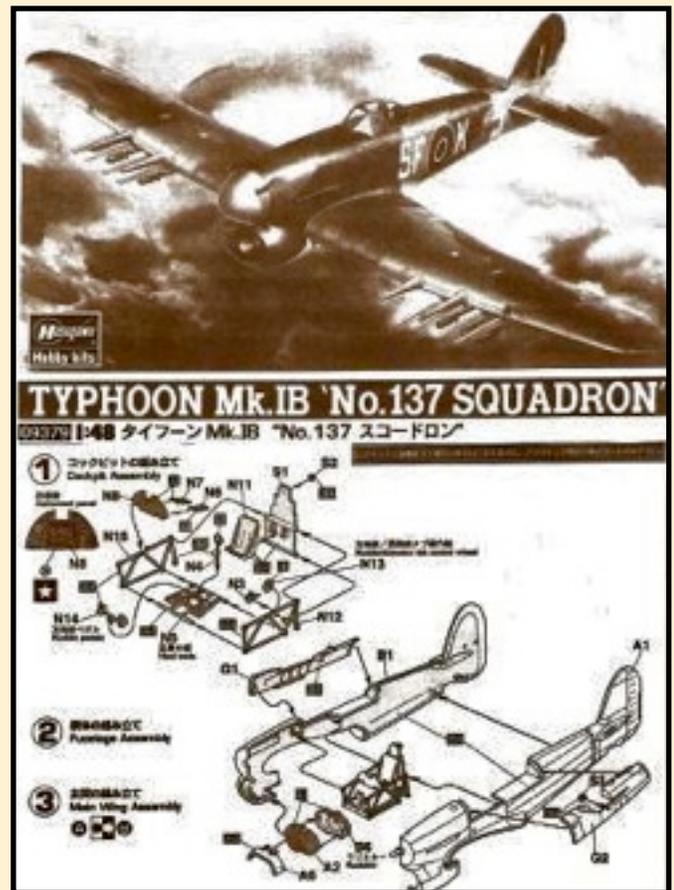
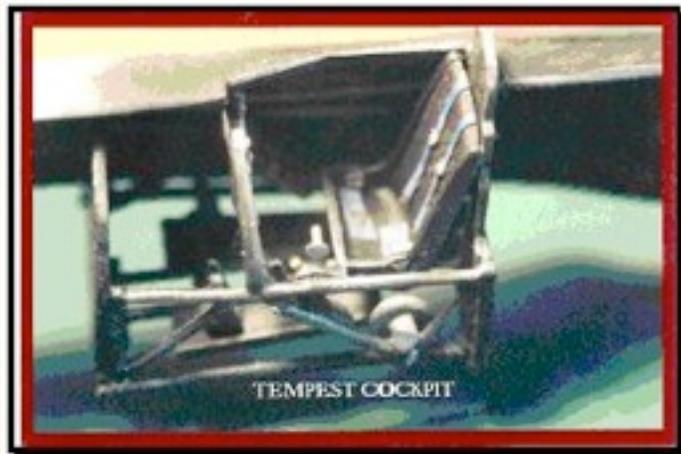
by Jeremy Petersen of HawkerHobbies.com

Cockpit

Typhoon and Tempest cockpits were installed into a welded steel rod "lattice like" frame assembly. This served as the engine and cockpit mount and was an extremely sturdy backbone to bolt the wings and the rest of the airframe onto. Because of this very strong construction, the Typhoon and Tempest aircraft series could take punishment that would disintegrate lighter aircraft types such as Me-109s, Fw-190s, or even Spitfires. [Ha--if that could be.]

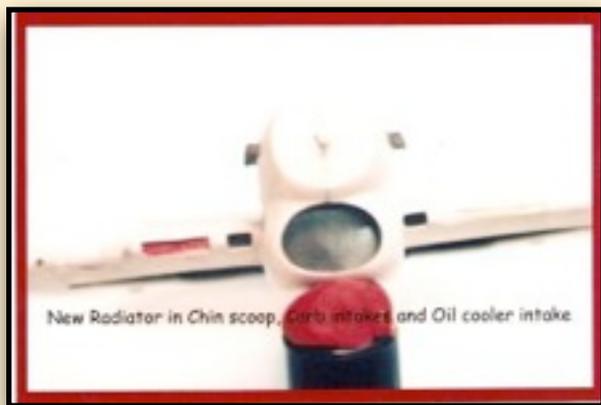
I utilized the excellent Hasegawa, 1/48th Typhoon cockpit for parts for my Tempest VI cockpit. As I stated earlier, the similarities between the Typhoon and the Tempest cockpits make this possible. I scratch built the structural steel rod framework that the Tempest cockpit was mounted on from scrap brass tubing. Hawker Hurricane cockpits were also built this way, but that is another story for another day.

Although the basic cockpit of the Eduard kit was passable for the 1990s standards when it was released, it was light years ahead of the 1969 hobby kit of the year: the venerable 1/48th Monogram Hawker Typhoon! That's right--the stick, seat and instrument panel interior of 1970s "hi-tech" kit vintage. If that's not enough, the multi-colored Matchbox 1/72nd Tempest VI was typical for what you could expect in a 1970s model kit at this time. Uhhgh, I can feel a cold chill going down my spine. Note that the interior color of all Hawker aircraft from the WWII Typhoon to present-day commercial jets is actually satin black, not interior gray/green. Save the interior gray/green for the illustrious Supermarine Spitfire or wimpy Japanese aircraft.



Tempest VI Construction

Now is where the meat and potatoes of this kit conversion takes place. The Hobbycraft Sea Fury carburetor intakes and the Hobbycraft Sea Fury oil cooler intake are finally used. Use a razor saw to extract these parts from the leading edge of the Hobbycraft Sea Fury wings; then graft these parts into the leading edge of the Eduard Tempest V wings. This surgery is relatively straightforward except that the Sea Fury oil cooler, which is located on its port wing, must be mounted into the starboard wing of the Tempest VI. This will take a liberal amount of glazing putty to blend in smoothly. Consider yourself forewarned. As a point of comparison, the Tempest V had its engine intakes located inside its chin scoop: the carburetor, oil cooler and radiator. When looking directly into a Tempest V chin scoop, the center hole is the carburetor intake, the segmented ring around the center hole is the oil cooler intake, and the rest of this space is for the radiator.



I have also included a frontal view of the Tempest VI for a comparison. In the Tempest VI the entire chin scoop is for the radiator. This is necessary due to the higher temperatures that the more powerful Napier Sabre engine ran at, which needed greater cooling. Last, a photo-etched screen mesh was installed into the Tempest VI chin scoop. This screen mesh was discovered by chance in my spare parts box and fits perfectly! What a stroke of luck! This last detail adds a make-or-break feature to the front of this model.



Special Equipment

RAF Tempest Mk. VIs deployed to hot/tropical desert climates such as Iraq and other former British Middle East colonies utilized a special air filter for the hot and dusty climatic conditions encountered in these locations. This filter on the Tempest was mounted behind the chin scoop on the underbelly of the aircraft. I scratch built this filter from Milliput epoxy putty, and it can be seen behind the chin scoop. This was created by rough-shaping a hardened Milliput epoxy putty form through progressive carving and sanding.

Milliput is a two-part epoxy putty modeling clay that hardens similar to epoxy glue. In its pliable state, both the "A" and "B" parts of Milliput are soft clay. To cure Milliput, an equal amount of "A" is kneaded with an equal amount of "B" and 20 minutes later, presto! It is cured rock hard and can be carved, machined or sanded. Milliput can be ordered from Micro Mark, and most hobby shops carry it.

The last special piece of Tempest VI equipment is, of course, the only one I don't have a close up photo for, but it's on the real aircraft. These are the two mystery cylinders behind the pilot's head armor on the rear decking of the cockpit under the canopy. I think these are possibly for a water/methanol injection system that would boost engine horsepower in critical situations. That's ironic because this is potentially the most important piece of equipment on a tropical service aircraft! If a pilot crash lands in the desert, there is one commodity he needs more than anything else--H2O! He doesn't need gas, guns or gold, but if he lacks



water he's dead in a week. Why it was located behind the pilot's head armor on the rear deck of the cockpit, I don't know. If the pilot received gunfire, the cylinders could rupture and pour H2O into the cockpit! The head armor will protect the pilot, but not the cylinders. The best reference I have states these items were H2O cylinders, but who knows? If someone finds out, let me know. I would like to find out what these things are for. The photo I have of the authentic aircraft I am portraying includes these items, so I included them on the model. The last photos in this article show this detail on my model.

Painting a Storm Bird

My research showed that this aircraft was painted in the standard RAF temperate tactical scheme of Sea Medium Grey bottom, Ocean Grey topside, and Dark Green wavy camo over the Ocean Grey. The Dark Green was airbrushed freehand without masks or stencils. This pattern was tightly sprayed to represent the British 3-inch feathered demarcation line for this color. The leading edges of the wings were painted insignia yellow to follow yet another RAF standardized aircraft marking practice.

Modelers unfamiliar with RAF aircraft sometimes wonder why this was done. Basically, it is a British recognition aid when in head-on engagements during combat conditions. If you see yellow, don't shoot. In an ironic twist, Japanese fighters also had yellow leading edges like RAF aircraft. The RAF leading edge color in the Pacific, however, was white.

Finally, the spinner for this aircraft was masked and airbrushed half white/half red to represent 249 Squadron at Habbaniya, Iraq, during 1947-49. All stenciling, codes, serial numbers and insignias were applied as decals, but the model was first gloss coated with Testors Glosscote lacquer before decal application. The model was finally gloss-coated a last time to blend in the decals. A flat varnish Testors Dullcote lacquer was applied to return the model to a military finish. Weathering was done with pastel chalks, and the last three photos show the model in all its completed glory. Hurrah, Hurrah, God Save the Queen! Whew- I'm done. Thanks, Jeremy.



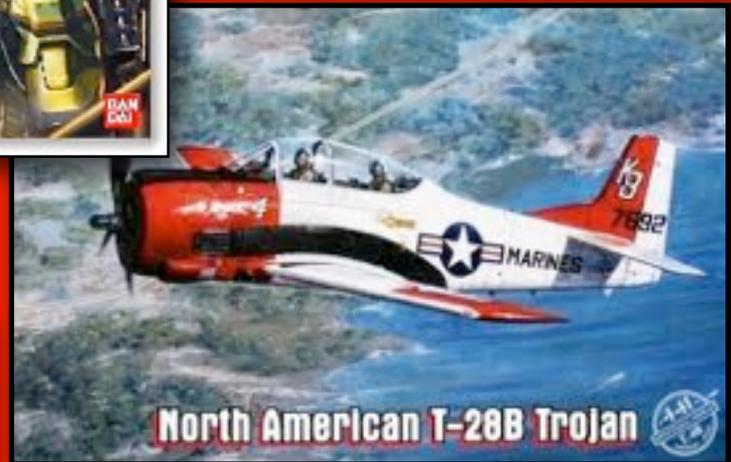
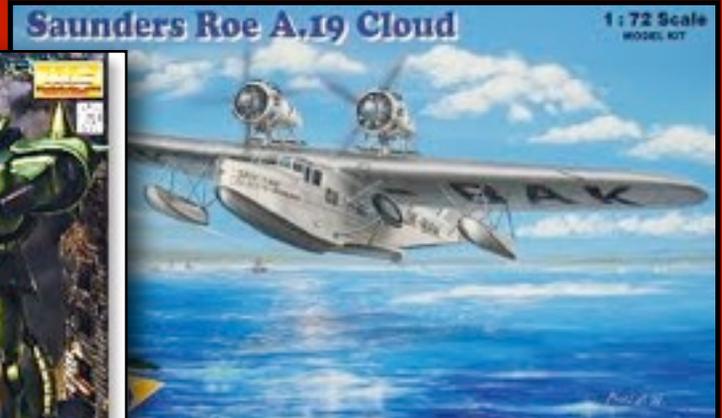
References:

- "Typhoon and Tempest at War" by Arthur Reed & Roland Beamont
- "Hawker Typhoon, Tempest and Sea Fury" by Kev Darling
- "Typhoon/Tempest in Action" by Squadron Signal Publications
- "V-1 flying bomb 'Hitler's infamous doodlebug'" by Steven J. Zaloga
- Hawker Tempest homepage from the Internet
- "Britain's Air Defences 1939-1945" by Dr. Alfred Price

Photos and text: Jeremy Petersen

New Kits...and stuff

Thanks to all of the members who brought in these new releases for us to see.





FROM THE OVAL OFFICE



Congrats are in order! First, to Kevin for his outstanding work on upgrading our newsletter and winning an award to boot. Second, to Barry and Omer for their hard work revamping our website. Please remember that both these projects need your support to continue to grow. Kevin, Barry and Omer need pictures, articles and kit reviews. You don't have to be a great writer to do a kit review or an article--I'm proof of that! These guys will make you look good and famous all at the same time.

This past meeting was one of our Build It Nights, which I'm lovin. As usual, this was announced in our newsletter. And what's really cool is that most of you brought in models to work on--which means more of you are reading our newsletter and participating in club activities! This helps bring the club closer together. When more of us bring in models to work on and show off our different modeling techniques (not to mention how much fun we're havin), it makes the members who didn't bring in a model wish they did. And maybe next time, they will bring in a model and our event gets even bigger! My EVIL PLAN IS WORKING!

Speaking of evil plans, May is our "auction night"! This is one of our biggest money makers, and it won't happen without your help. As usual, we're asking you to go through your stash and thin the herd. Bring in any kits you can do without or know that you are not gonna build. Donate them to the club, and we'll auction them off to other club members. And when your kit comes up for bid and you realize you really can't be without that kit, bid on it and buy it back!

Thanks to all who brought in another round of fine models for show & tell. You guys never disappoint! You are the best (and this time I mean it)! That's it for now, see you in May, auction night!

Remember, if the club ain't fun, it's cuz you're not makin' it fun!! *Maddog*

Upcoming Events

<p>April 28, 2012 Fleacon VIII PS Air Hanger 3411 Beech Way SW Map Cedar Rapids, IA Charlie Kucera (319) 389-0877</p>	<p>May 19, 2012 Model Fest 2012 (R-5 Regional) Holiday Inn 8787 Reeder Road Map Overland Park, KS Marty Nevshemal 816-916-8613</p>
<p>May 5, 2012 Mad-City Modelers Model Show Doubledays Banquet House 4586 Baxter Road Map Cottage Grove, WI Michael A. Luedke 262-567-9147</p>	<p>May 26-27, 2012 Wonderfest 23 Crowne Plaza Hotel 830 Phillips Lane Louisville, KY www.wonderfest.com/</p>
<p>May 19, 2012 Military Modelers Club of Louisville KYANA Region Car Club 3821 Hunsigner Lane Map Louisville, KY Dr. Terry C. Hill 502-895-3831</p>	<p>June 9-10, 2012 Heartland Model Car Nationals Overland Park Convention Center 6000 College Blvd. Map Overland Park, KS William L. Barker 913-250-0906</p>

I took this picture shortly after the WWII memorial opened up.

The columns represent the 50 states. Illinois is over to the left somewhere



This Month in Military History

Formerly known as “Decoration Day,” commemorating Union soldiers who died in battle, Memorial Day was established shortly after the Civil War. Unofficially, this day also represents the start of summer vacation. Labor Day signifies the end.



Who held the “first” known observance of a Memorial Day type holiday on May 1, 1865?

May 4, 1942: The battle of the Coral Sea begins. This battle was fought almost entirely in the air.



Officer's Club



President:

Steve Day

7248 S. Indiana
Chicago, IL 60619
312-485-9901
stevenmaddogday@aol.com



Vice-President:

Ron Carlson

1872 Cambridge Lane
Montgomery, IL 60538
630-897-0245
Ron@bruceharris.com



Treasurer:

Don Smith

7513 W. Roosevelt Rd.
Apt. A103
Forest Park, IL 60130
708-771-4429 Home
630-865-6106 Cell
mustangp51c@netzero.net



Secretary:

Hector Colon

3136 Medford Court
Aurora, IL 60504
630-809-9072
butchoharentr@yahoo.com



Communications/ Newsletter

Kevin Stover

705 Wesley Ave.
Evanston, IL 60202
847-864-7609
plasticjet@comcast.net



Club Website

www.butchoharemodelers.com

Upcoming Schedule 2012

Date	Theme	Demo/guest
January 13	****	****
February 10	****	****
March 9	****	****
April 13	****	****
May 11	****	Auction Night
June 8	Libya 2011	TBA
July 13	**Royal Anything	TBA
August 10	Hovering Things	TBA
September 14	Tank Killers	Build It Night #2
October 12	** Spy Craft	TBA
November 10	****	Contest Time
December 14	**Looney Tunes	TBA



UNCLE VADER NEEDS YOU!

Please submit
articles and send
pictures to your
friendly newsletter.

“OR ELSE!”

All meetings are held on the second Friday of the month at:

**St. Paul's United Church of Christ
5739 Dunham Rd.
Downers Grove, IL**