



# Butch O'Hare

## IPMS / USA

### The Monthly Resinator



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

February 2013

## The Canadian Regimental Museum



By Kevin Stover

While breezing through London, Ontario one day, I passed a military base inside the city that looked like a training facility of some kind. I quickly turned around and went inside, past a guard house without much in the way of security.

I can't remember the exact name of the base, but I do remember the large sign that read The Canadian Regimental Museum and pointed in a direction.

Needless to say, I headed right for it but promptly got lost. It appeared construction work was being done on both the road and various buildings, so things got twisted and turned around. I pulled over my bike and surveyed the area, looking for a friendly face.

Two soldiers were about to help me when a big senior sergeant walked up

and introduced himself as Kevin O'Shaunnessy. As soon as he found out that my name was Kevin too, and that I was a retired master sergeant with the Illinois DNR, he became my new best buddy. He even offered me a drink at the noncommissioned O club later.

Thanks to Kevin's directions I found the museum, which celebrates all Canadian involvement in every war the country has fought. Past and present uniforms are on display as well as badges from each company and a small weapons stash from WWII up to Afghanistan.

Since Canada follows English military style, the officers' uniforms are exotic. Unfortunately there is very little armor, but it's still well worth a visit the next time you find yourself Up North.

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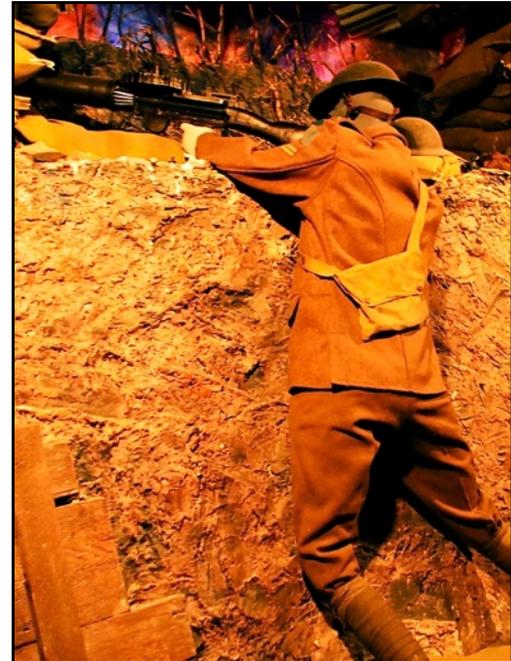
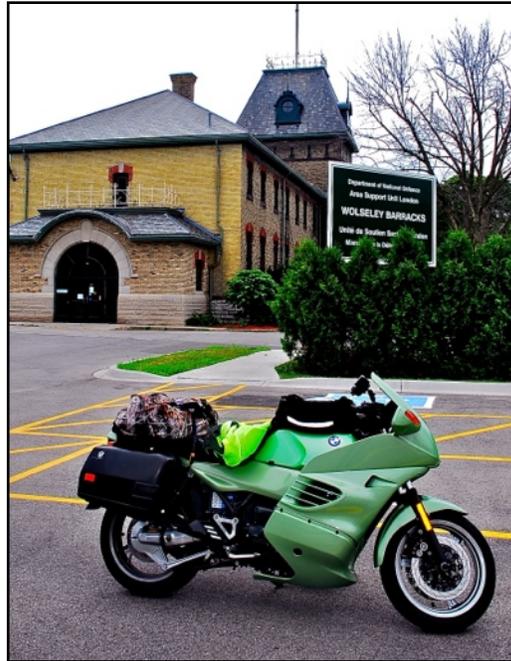
### Important Stuff:

**Next Club Meeting**  
at St. Paul's  
Church on Friday,  
February 8,  
7:30 pm

### Special Theme:

**Sci-fi/Real Space**  
(Real and Fantasy)





**Clockwise:** Regimental badges from every major Canadian war since WWI; Lavish and colorful officers' tunics; Trench life in WWI; Exotic uniforms representing different campaigns; A collection of German arms captured during WWII; My ride in front of the museum; One of many 3-foot-tall war trophies commemorating Canadian service--this one represents WWII.



Welcome to the first update for 2013. We all owe a hearty thanks to Steve Day, Ron Carlson and Hector Colon for the great job they've done guiding the club over the past three years! Please give a big round of applause and thanks to Don Smith and Kevin Stover for staying on to help out the newbies. I'll try to live up to the fine example set by Hector for the Debrief.

For the past several years, January's meeting has been in a smaller side room. However, this January we were in our regular meeting room, which was fortunate since we had another great turnout. A large number of models and kits of all types were presented along with a first-time visitor, Kevin Hlava, to start the new year.

This was also the first meeting under the new board of officers. Among the topics was the possibility of starting an offsite basic modeling class as well as a lively discussion of "push button" modeling. Considering that I'm still waiting for jet packs and having a car I can fly/drive to work (remember those predictions in *Popular Mechanics?*), I think traditional modeling skills will remain vital for the foreseeable future.

Until next month, remember to send in your tips and tricks to Kevin & keep on modeling!

**IPMS/USA**

## 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.

Memberships are available in several types:

**Junior:** 17 years old or younger, \$12 per year

**Adult:** \$25 for 1 year  
\$49 for 2 years  
\$73 for 3 years

**Family:** Adult membership plus \$5 (additional membership cards as requested)

**Canada or Mexico:** \$30 per year

**Foreign:** \$32 per year (*Journal* via regular mail) or \$55 per year (*Journal* via air mail)

**Payment Information:** Online payment may be made via credit card only.

[Downloadable IPMS/USA Application Form](#) (in PDF, 100KB).

Applications using payment via check or money order should be printed and mailed to:

**IPMS/USA**  
**Dept. H**  
**P.O. Box 2475**  
**N. Canton, OH 44720-0475**

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Office Manager, **Ms. M.J. Kinney**, at [manager@ipmsusa.org](mailto:manager@ipmsusa.org)

# The Display Table



Nice 1/32 Lindberg hot rod is cool. Thanks, **Chet Zaba**.



Just like my old '69 VW. Thanks, **Mike Ferguson**.



**Mike Grajek's** ribbons and patches from Afghanistan are COOL.



**Stan Kurcz's** F8F Bearcat is nicely done.



**Don Grajek's** JU-87 Stuka is one tough plane.



# The Display Table, cont

Great Polikapov 1-16,  
*Ihor Hlohowskyi.*



Nice '33 Willy's, *Mike!*

*Carl Knable's* A-20 Havoc  
was a fast night bomber mostly.



Nice Willy's jeep,  
*Kevin Hlava.*

*George McCarthy* checks in  
with this beautiful Shinden.



# The Display Table cont



Nice '65 Coronet, *Mike*.



Continuing with the *Mike Ferguson* show...the "Mini."



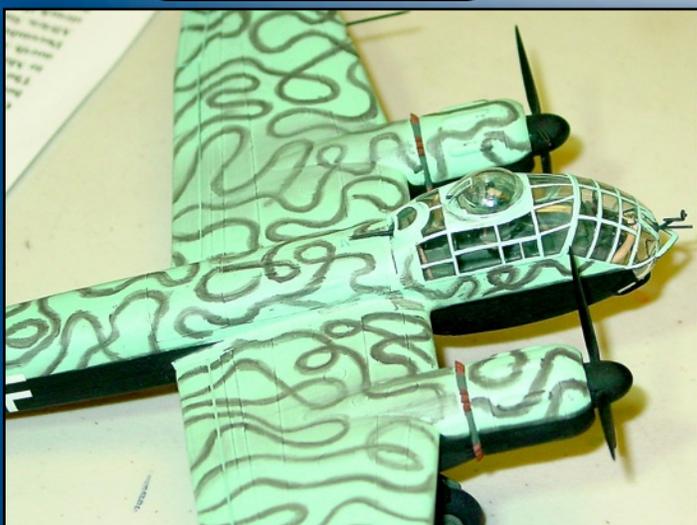
*Carl's* F-86 "The Huff" looks brand new.



This Reaper was surprisingly a big kit. Thanks, *Ron Carlson*.



*Don* strikes again with this JU-88E.





## The Agony and the Ecstasy

By Kevin Stover

For \$20 bucks it was hard to resist. I had been chasing this 1/48 scale, F-106 Delta Dart (**photo 1**) for quite some time. The only problem was Revell was the only company that made it. I kept hoping either Revell or some other company would retool this old kit and bring it up to 21st century specs.

Recently, I had been challenged by Omer to build a Century Series kit before the Butch O'Hare competition. I really wasn't planning on entering, but when I strolled past this particular kit at Greenfield Hobbies in Milwaukee, Wis., I immediately knew the time had come. I mean, HOW HARD COULD THIS BE? Sure, the kit was old with raised panel lines, poor fitting and a pain to work, but for \$20, HOW HARD COULD THIS BE! I had a full eight weeks to crank it out, which should be more than enough time.

When I opened the box, as usual with Revell, the parts were crisp and cleanly shot. The cockpit was beautiful! Then I saw that the fuselage was in three pieces...OH NO. And look at all of those raised panel lines! Let's not get excited yet, let's start rescribing the panel lines (**photo 2**). Well, this process took one week to complete and not one drop of cement was used.

The cockpit was next, and it proved to be the easiest part of the build (**photo 3**). One and a half weeks down, 6-1/2 to go.

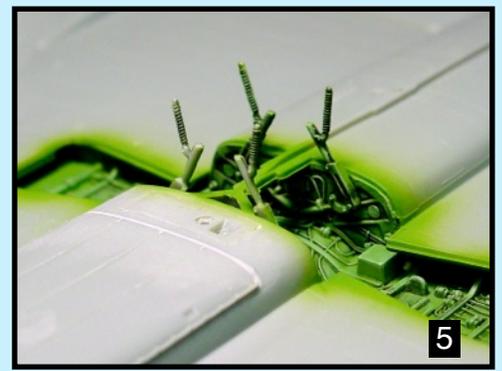
The sub-assemblies were where things got tricky. The instructions say to install the front and rear landing gear bay bulkheads before enclosing the fuselage (**photo 4**). DON'T. As you can see (**Photo 5**), this leaves those tiny main gear door actuators exposed. **They will be broken!** Those bulkheads can be easily installed after the fuselage is complete. This will save you lots of time down the line.

Rescribing completed, now let's do the deed and put the fuselage together. This is easier said than done. You need either a lot of clothespins or an octopus as an assistant (**Photo 6**). The wing-body seam lines are not that bad and a pretty tight fit, but the bottom half to the upper fuselage is a pain! You not only have the top seam line to worry about, but you now have a nasty pair of seam lines down the sides, front to rear. Filling, sanding and rescribing takes awhile. Three weeks down, five to go.

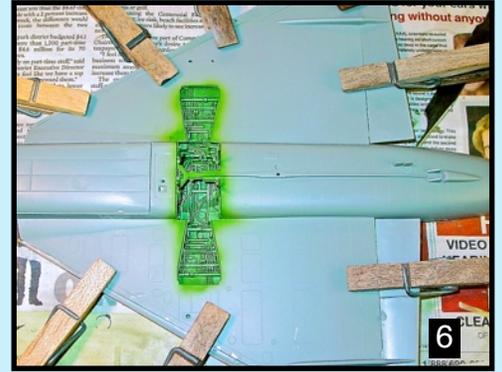
Once the body is all in one piece, it's time for priming. I'm ahead of



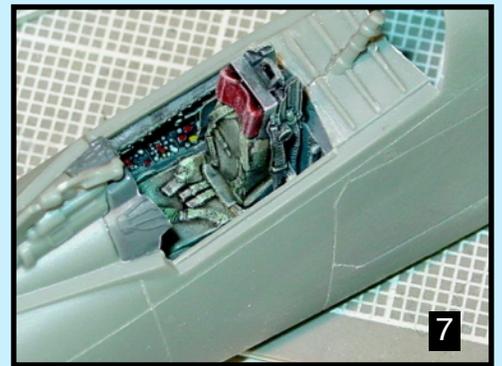
schedule and humming along pretty good when I notice that none of the panel lines are matching now that the fuselage top halves are together! This means choosing one side and **again**, rescribing the other side to make everything come together! Unbelievable! Now I'm not sure what is correct, so I consult "the Google" and find original F-106 drawings. Surprise, most of the kit's lines are wrong! Since I'm doing this much, I might as well keep going. More scribing, sanding and more finishing...now it's time to prime. Five weeks down, three to go (**photo 7**).



The first coat of prime (rattle can) goes down smooth. As usual, there are flaws to fix. I also start on the sub-assemblies like fuel tanks and landing gear (**photo 8**). The missile bay will be closed, so nothing to do there. More priming, sanding and pre-shading (**photo 9**). Now it's time for the first coat of paint. Six weeks down, two to go.



I've never worked with gloss paint before. I usually find the equivalent in flat and then add the clear gloss later. Aircraft gray comes only in flat with Model Master paints. The first coats go on nicely, then you have to wait for the gloss paint to cure before sanding. This is a longer process than working with flats. Now it's time to do lighter shades of the base color to bring out the worn and tired effect of a plane in its last days of service. I seal with Future and apply the decals. More sealing with Future. Seven weeks down, one week to go.



I decide to give my bird a semi-gloss finish to mimic this tired version of the F-106. To get the dust specks out of the clear finish, I "wet" sand the gloss Future finish. **This was a mistake!** I found out that you cannot wet sand Future. Fortunately, I stopped when I felt the finish getting sticky, but the damage was done. I had to sand away the small areas of damage and repaint. With flat paint, this would have been no problem, but gloss has long, long waiting times. Semi-gloss Model Master was applied and the canopy was finished. One day to go.



All I had left to do was make the carrying case. According to comments made at the 30th Annual Butch O'Hare Contest, I think I hit my mark (**photo 10**), although some still wanted to see a totally glossed bird..."How boring," I did put a shiny nose on.



## JOIN/RENEW BUTCH O'HARE SCALE MODELERS

Name: \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ E-mail: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

IPMS Membership # \_\_\_\_\_ Exp. Date: \_\_\_\_\_

Additional Family Members: \_\_\_\_\_

### What do you build? (circle one or more)

Aircraft Armor Autos Sci-Fi Ships Figures Dioramas

**Send To: Butch O'Hare Model Club  
7513 W. Roosevelt Rd.  
Apt. A103  
Forest Park, IL 60130**

Dues: \$20 per year. Make checks payable to the Butch O'Hare Model Club.



## Local Hobby Shops



- **Chicagoland Hobby**..... 6017 N NW Hwy, Chicago, IL, 773-775-4848  
<http://www.yellowpages.com/chicago-il/mip/chicagoland-hobby-inc-23073935>
- **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.desplainseshobbies.com/store/>
- **Al's Hobby Shop**..... 121 Addison St., Elmhurst, IL, 630-832-4908  
[www.alshobbyshop.com](http://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.mmodelstore.com>
- **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/about\\_us.html](http://www.greenfieldnewsandhobby.com/about_us.html)
- **Oakridge Hobbies & Toys**..... 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900  
<http://www.oakridgehobbies.com>

# Last Month in Chicago's *Military* History

On December 7, 2012, our own Butch Benja was flying over the recovery site of another FM-2 Hellcat to be resurrected out of Lake Michigan's Waukegan Harbor. Someday this cat may be on the prowl again in a local museum. And there are many more where it came from.



Butch Benja



Butch Benja



EAA



EAA

## UPCOMING EVENTS

**February 2, 2013**

16th Annual Hope It Don't Snow Show  
Ramada Inn & Convention Center

1517 16th St. SW [Map](#)

Rochester, MN

[Chris Krco](#) 507-254-4646

**April 12-13, 2013**

**WrightCon (Region 4 Convention)**

Hope Hotel and Conference Center

State Route 444 at B Road [Map](#)

Wright-Patterson AFB, OH

[Dave Koukol](#) 937-602-4033

**February 2, 2013**

Mid-Michigan Model Contest & Show  
Bay City Knights of Columbus Hall

360 S. River Road [Map](#)

Bay City, MI

[Jim Church](#) 989-799-1705

**April 13, 2013**

**SURGICON 19**

Lakeside Center

400 NW Lakeshore Drive [Map](#)

Ankeny, IA

[Aimee Wright](#) 515-292-3395

**March 9, 2013**

**Madcity Modelers Model Show (Region 5  
Regional Convention)**

Doubledays

4586 Baxter Road [Map](#)

Cottage Grove, WI

[Rob Teubert](#) 608-295-9258

**April 27, 2013**

**FleaCon 9**

Landmark Aviation

3411 Beech Way [Map](#)

Cedar Rapids, IA

[Bill Kreuger](#) 3193629602



## ADMIRAL'S CHANCE VOUGHT PIRATE

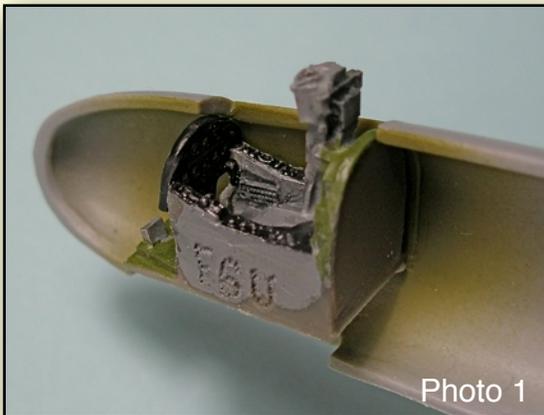
Walt Fink

For reasons which escape me, aircraft that never made it into production or that failed to live up to their designers' expectations and were cast aside in favor of their competition hold a certain fascination for me. After producing a thoroughbred like the F4U Corsair, Chance Vought's follow-on XF5U "Flying Flapjack" was a far-sighted but questionable and never-flown design. And then their first entry into the field of jet aircraft, the F6U Pirate, came along. It was more successful than the XF5U, but not by a wide margin compared with other designs. 3



The Pirate was underpowered because jet engine technology was in its very early stages back then. Even worse, the F6U wasn't a good flying machine. It had several vices and underwent many changes before being put into production. But its performance still wasn't up to those of its contemporaries, so the Navy halted the contract after only 30 production models. When the fleet of Pirates was finally grounded, some had flown only six hours of time--enough for their acceptance flights and then the ferry flight to their disposal point.

The ultimate reference for this little-known aircraft is the Steve Ginter book "Naval Fighters Number Nine," my bible for building the model.



Admiral's kit of the F6U is marketed as a "Late" and an "Early" version in separate boxings, but don't confuse these as "pre-production" and "production" Pirates. The production version was 7 feet, 5 inches longer than the pre-production XF6U model, it had sprouted the Navy's first afterburner to attempt to overcome the engine's lack of thrust, and it had a different tail assembly design, among other changes. The "Late" version by Admiral just

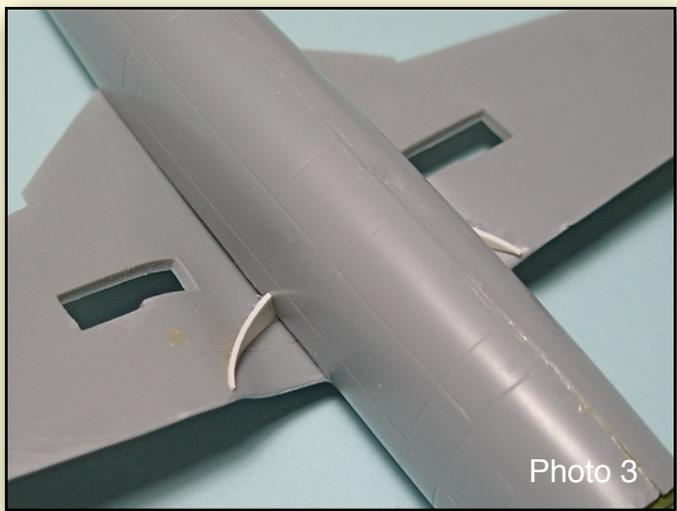
had the auxiliary finlets added and the dorsal antenna mast removed; the "Early" version is meant to be built without the finlets. Other than that, the kits are the same except for

markings, and either version can be built from either kit. The cockpit tub is a one-piece resin item that looks pretty nice when painted up.

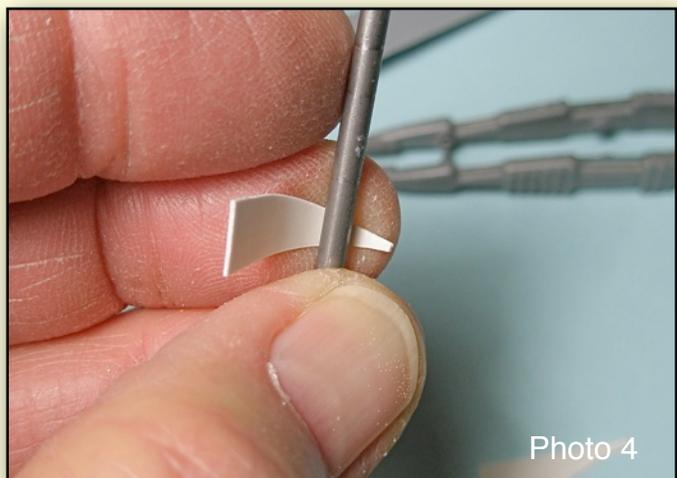
To make sure the model wasn't a tail-sitter, I added a sheet plastic "bulkhead" ahead of the tub and used some bird shot mixed with white glue (Photo 2) to weight the nose. The instructions have the nose gear strut mounted to the underside of the cockpit tub, but I elected to add a piece of sheet plastic there first to



form the roof of a rudimentary nose wheel well. The photo below shows both these additions.

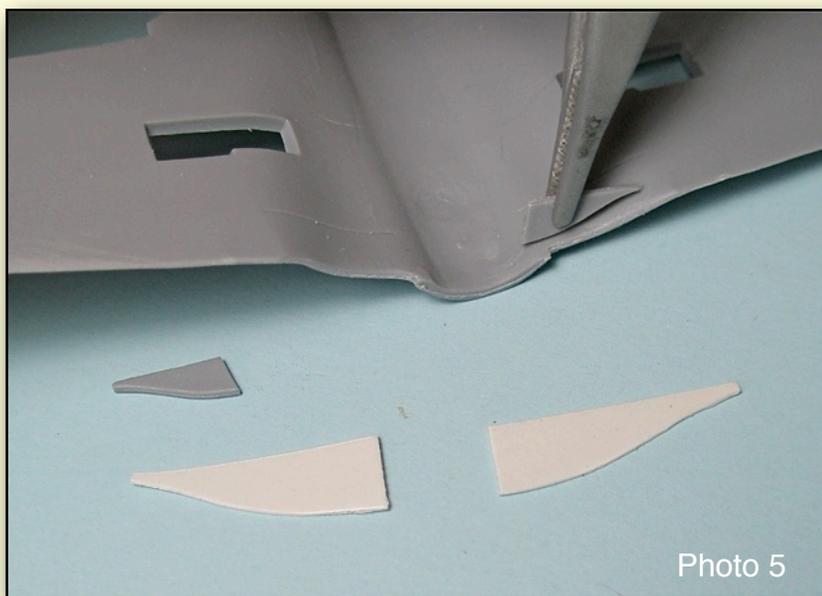


The intakes on the kit have blanking plates to fit inside the wing roots, just to prevent looking in and seeing a big hole. The real aircraft had curved intake trunks feeding air to the Westinghouse J34 engine, so I made my own slightly bigger "plates" from white sheet plastic (Photo 3), using the kits' as reference. I curved these over the handle of a file (Photo 4), then glued them into the wing roots of the lower wing and fit them up against the fuselage sides (Photo 5).



When they had dried, I removed the wing and glued the upper wings to the lowers. The kit wing

has trailing edge fillets with a notch in them, and try as I might, I couldn't find a photo of this feature for any Pirate unless the flaps were extended. I surmise that the aft upper edge of them is flush with the upper surface of the wing when retracted, so I just sanded the notch out of the fillet (Photo 6). The lower one has been "corrected" in the picture. That



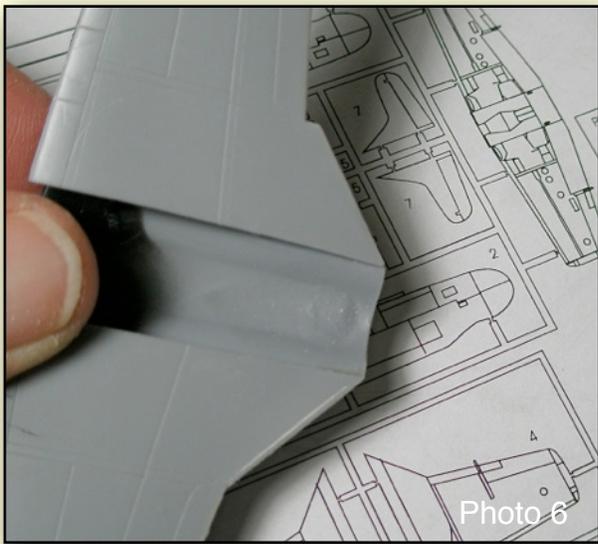


Photo 6

probably isn't correct in dimension and angle, but the effect is OK. After I changed the wing, I glued it to the fuselage permanently and then went back to the intakes.

The real aircraft had a splitter plate for keeping boundary layer air out of the intake, so I added that using



Photo 7

a piece of sheet plastic glued to the fuselage. The outboard side of the intake opening was rounded, so I filled that area with a small glob of Apoxie Sculpt and sanded it smooth (Photo 7).

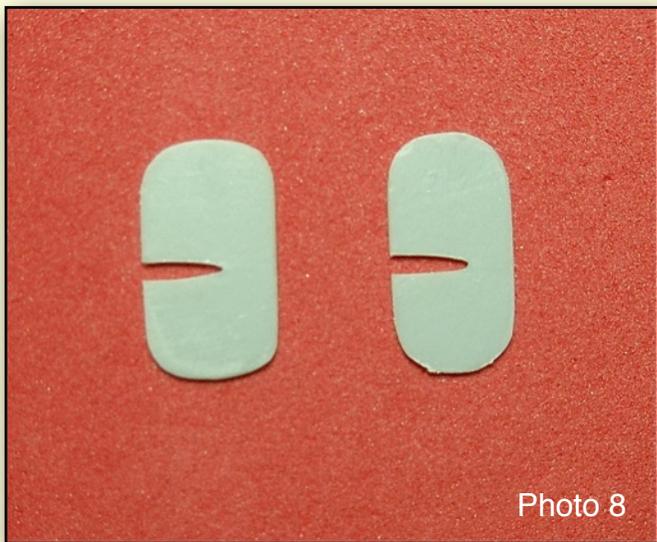


Photo 8

The finlets on the Pirate were rounded on both top and bottom symmetrically. The kit's were a little too broad in chord and had flat spots on top and bottom, but it was an easy job to reshape them (Photo 8).

The rest of the build was pretty straightforward, so I sprayed a coat of primer on the model (Photo 9) and filled errant boobos that showed up. The photo also shows the stainless-tubing pitot tube I added to the fin. The kit provides a photo-etched one

but I

couldn't figure how to make it round instead of flat, so I substituted the hypo tubing instead.

I also sanded the noses of the tip tanks flat since the real aircraft had clear plastic noses and "wingtip" nav lights there. I sprayed Tamiya's XF-17 Sea Blue acrylic on the airplane followed by a coat of X-22 clear gloss, and when dry, applied the decals provided for Air Development Squadron VX-3. The decals are super thin but performed well.



Photo 9

I added the red bars to the national insignia even though the kit markings don't show them. The Ginter book has a photo of this very aircraft in flight accompanied by an FH-1 Phantom and an F2H Banshee, and though it looks like none of the aircraft have the red bars, I think that photo was just overexposed to the point that the bars faded out.



My decision was further influenced by the fact that the red bars were to be added per U.S. specs on Jan. 14, 1947, and the production Pirates didn't start flying until June 29, 1949, so they would've sported them.

I separated the windshield and canopy, and vacformed a copy of the latter so I could pose it open. I cobbled together some "creative gizmology" to go behind the cockpit and a little more inside the canopy using styrene sheet, and attached my vac'd one with white glue. The Ginter book doesn't state it, but the fuselage of the production aircraft was cut off slanted behind the cockpit because the canopy slid up and aft. On the pre-production Pirates, the canopy just slid straight aft. I used a drop of 6-minute epoxy to simulate the tip tanks' nose transparencies.

The finished model looks OK, but it's no contest winner. Still, it fills a niche in my stable of "almost-weres" that will be added to when I build the Pirate's ancestor, the XF5U.





# FROM THE OVAL OFFICE



I have continued to look into the Adult Building Class (ABC), and one of the major stumbling blocks so far is the ability to get enough airbrushes/compressors into the classroom on a weekly basis in order to be effective. The IPMS guidelines for the course recommend one for every two students, so I'm looking for three to get the ball rolling. Any ideas are appreciated - and I'm trying to reach out to Badger and Iwata to see if they might make some equipment available. If not, then it's really up to us and whether we are willing to make it happen.

Start looking at your stash now and try to find something that needs a better home so you can earmark it for the club auction coming up in a few months. The auction is a major source of funding for our club. Who knows, you might get to see whatever you donate built sometime in this decade!

Also, we are looking for volunteers for any sort of modeling skills presentation. Just because something may seem old hat to you doesn't mean our newer members wouldn't appreciate it!

Keep building and bring your project in whatever state it's in - we'd like to see it! *John*

## REGION 5 NEWS WITH KELLY QUIRK

Happy New Year, Region 5,

Well, a few of you really made me work for it this year, but we are finished with the re-charter season. I am unhappy to report that we did lose one club--IPMS Billy Mitchell failed to re-charter. That puts us back to 38 clubs in our region. Thank you all for getting this business finished and behind us.

Now we can move forward and start thinking about nominations for Region 5 Chapter, Newsletter and Web Site of the year. Please don't be afraid to nominate your club for any or all of these honors. For Chapter of the Year (COY), just send me a short write-up on what your club has been doing over the year and why you feel your club deserves COY. For Newsletter of the Year, please send me any three copies of your newsletter along with your nomination. For Web Site of the Year, simply notify me of your nomination along with your URL and I'll check it out. I am going to set April 1, 2012 as the deadline for nominations.

*Kelly Quirk*

Region 5 RC



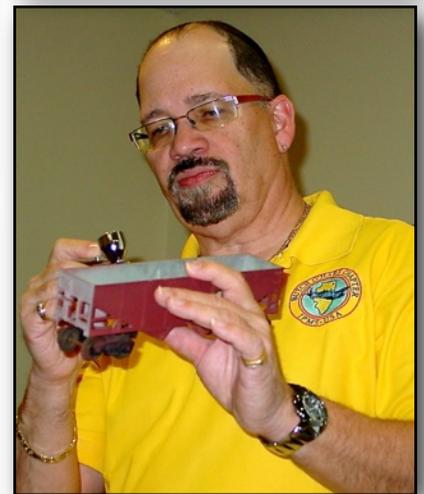
# DIPLOMATIC TIES WITH IPMS LAKES

At December's Lakes meeting, Steve Day held his usual sterling class on airbrushing the easy way with IWATA products. Also, as usual, the class was very informative with many questions asked throughout the seminar.

Steve even made the "big screen" with his image being projected on the club's Powerpoint equipment.

"Like some other ex-presidents, Steve is building bridges around the modeling world."

--"Jimmy Carter"





## STAR TREK **TITAN** THE RED KING

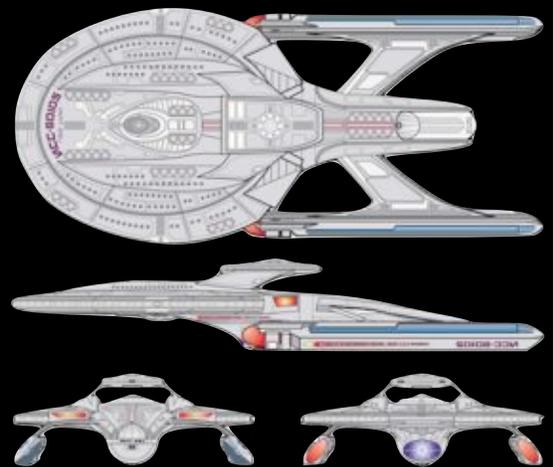
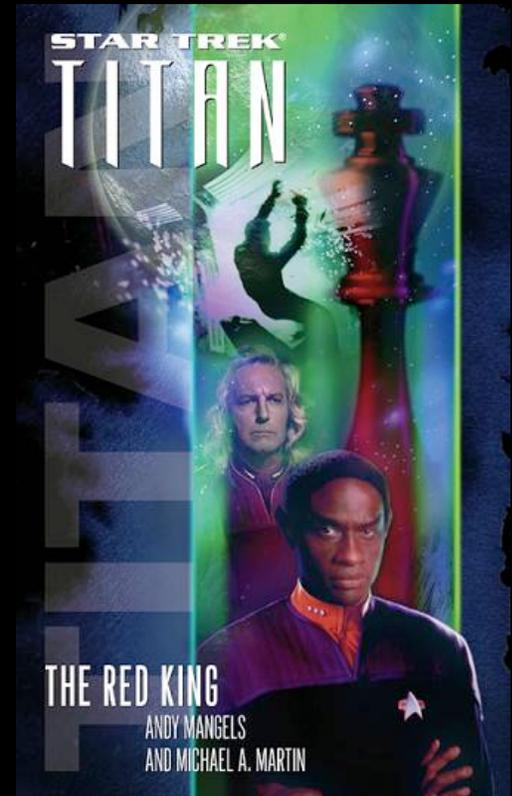
*Reviewed by Kevin Stover*

The new ship Titan is the refocus away from the Federation wars with Dominion, Cardassians, Zendi, and the Klingon/Roman/Romulan wars sparked by Shinzon. Titan is the point of the Federation's new diplomatic spear. Her crew is the most biologically different crew ever aboard a starship. Deanna Troi, Titan's senior counselor, is Commander Riker's wife. Commander Tovak (Voyager) is Riker's tactical officer, filling in for an injured crewman since Tovak's rescue from Valdore Prison on Romulus. This first mission was forced upon Titan so the many factions concerned wouldn't tear themselves apart since Shinzon.

Both Tovak and Admiral Akaar remain on Titan afterwards until the admiral can disembark at starbase 185. If you remember the ending of the first book ("Taking Wing"), Titan was helping Romulan Commander Donatra locate her missing Romulan starfleet. It was feared to be hiding too close to the giant spatial rift that developed after Shinzon exploded his thaleron device, resulting in the fleet being drawn over the event horizon.

Although Titan was stationed at what was supposed to be a safe distance from the event, it was also drawn over the horizon. It was unknown whether the Valdore, Donatra's command ship, had made it through in one piece, but Titan is in bad shape. And it looks like the Klingons, who had been snooping around, were drawn into this mess as well.

It turns out that on the other side of the rift is a quadrant seldom visited by the Federation. The humanoid species Neyel has many surprises in store for Titan and her crew, along with a power that could destroy a sizable portion of the galaxy. The characters in this series are consistent and interesting. The theme of Titan's story runs close to what we "trekkers" have come to like about Star Trek: a future full of promise, surprises and danger, but isn't that what we all want out of life anyway?



# Great

TIPS AND INGENUOUS TECHNIQUES THAT WILL MAKE YOUR MODELING BETTER

# Ideas

## Straightening wire

By Stan Kurcz

I like to use different gauge wire for detailing models, i.e. hydraulic or electric lines, etc. Here is a simple method to straighten wire. It works on wire from the finest gauge up to regular home type insulated wire.

Below is a piece of wire sandwiched between two pieces of glass. Apply light pressure to the top plate while moving it back and forth. The wire will slowly straighten.



As you can see, the wire is perfectly straight! I use glass, but any two hard, flat surfaces can be used: steel, plexiglass, etc.

# New Kits...and stuff



## Officer's Club



### President:

**John Bishop**



3215 Plantation Court  
Naperville, IL 60564  
630-880-4905  
[jbishop@wideopenwest.com](mailto:jbishop@wideopenwest.com)

### Vice-President:

**Mike Pikulyk**



3002 Renard Ln.  
St. Charles, IL 60175  
630-738-6710  
[mpik502@aol.com](mailto:mpik502@aol.com)

### Secretary:

**Stan Kurcz**



858 Waverly Ct.  
Naperville, IL 60563  
630-637-1323  
[stan.kurcz@gmail.com](mailto:stan.kurcz@gmail.com)

### Treasurer:

**Don Smith**



7513 W. Roosevelt Rd.  
Forest Park, IL 60130  
708-771-4429 Home  
630-865-6106 Cell  
[mustangp51c@netzero.net](mailto:mustangp51c@netzero.net)

### Communications/ Newsletter Czar

**Kevin Stover**



705 Wesley Ave.  
Evanston, IL 60202  
847-864-7609  
[plasticjet@comcast.net](mailto:plasticjet@comcast.net)

### Club Website

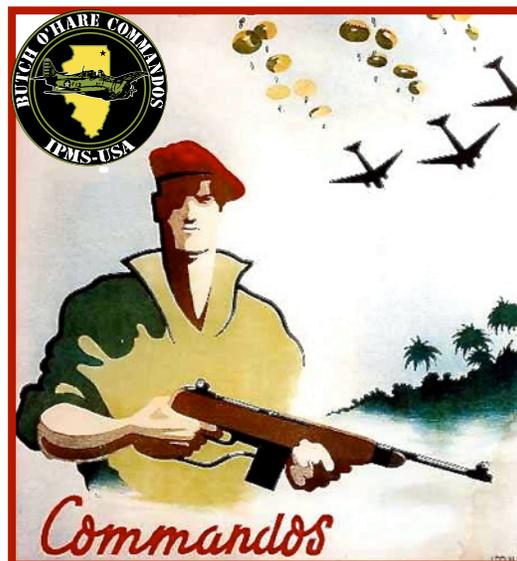
[www.butchoharemodelers.com](http://www.butchoharemodelers.com)

### Club Store

[www.butchohare.qbstores.com](http://www.butchohare.qbstores.com)

## Upcoming Schedule 2013

Date	Theme	Demo/guest
January 11	*****	*****
February 8	<i>Sci-fi/Real Space</i>	
March 8	<i>Under the Waves</i>	<i>Build-it Night #1</i>
April 12	<i>**76 Miles and up</i>	<i>Seam-Lines</i>
May 10	****	<i>AUCTION NIGHT</i>
June 14	<i>Islamic Republics</i>	
July 12	<i>**Gone Hollywood</i>	
August 9	<i>Tanks-a-Million</i>	<i>Build-it Night #2</i>
September 13	<i>Famous Aircraft</i>	
October 11	<i>**Police Vehicles</i>	
November 9	****	<i>CONTEST!</i>
December 13	<i>**Fire Fighters</i>	<i>Xmas Party</i>



Parachute into  
unknown  
modeling  
communities...  
Come on in for  
the  
**BIG WIN!**

**"Actually TAKE  
PRISONERS"**

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**



# **NIMCON 2**

**Saturday, July 13, 2013**

**HOURS: 9:00AM TO 4:00PM**

**McHenry County College**

8900 US Hwy 14, Crystal Lake, IL 60012

JUDGED CONTESTS

SPECIAL ADDITIONAL AWARDS

VENDORS, RAFFLES & SWAP MEET

FOR REGISTRATION FORMS, JUDGED CLASSES AND UPDATED INFORMATION

GO TO OUR CLUB WEBSITE AT:

**LRSMONLINE.COM**

OR E-MAIL:

CONTACT: PHIL PIGNATARO [PJP68@COMCAST.NET](mailto:PJP68@COMCAST.NET) OR [STEVEJAHNKE@COMCAST.NET](mailto:STEVEJAHNKE@COMCAST.NET)