



Butch O'Hare IPMS / USA

The Monthly Resinator



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

April 2015



Story and photos by Kevin Stover

WWII Paradise Found in Pearl Harbor

One irony about being in Hawaii, surrounded by so much beauty, is that every now and then you get reminders of how bad things were at one time. Either through Hawaiian natural history lessons, or the more recent history lesson that happened on Dec. 7, 1941. Visiting the new **Pacific Aviation Museum Pearl Harbor** on Ford Island offers a real good peek into the events of that day.

From Pearl Harbor, you must take a museum tour bus across the bay bridge onto Ford Island. The aviation museum sits on the very airfield that was attacked that day. The original airplane hangers serve as the museums walls, with bullet holes that testify to the ferocity of the events. After driving past the iconic red and white control tower seen in archival film footage and in movies, you are greeted by a grounded B-17E. This bird is waiting for restoration, so it currently serves as a gate guard.

The museum consists of three large hangers. The first contains a historical march through time depicting military aviation before, during and after WWII. In here is the heart of the museum, where you'll find original P-40s, Zeros and bombers

from the war. There are well-explained examples of Japanese torpedoes with their wooden tails in place, and 1:1 scale dioramas depicting either beach scenes with a Wildcat being serviced or a Japanese aircraft carrier where a Zero is about to take off from the deck. Very impressive.

There's a B-25 scene that should not be missed as well. Actually, you couldn't miss it if you wanted to. This hanger also houses the Laniakea Cafe, a retro 1940s-themed jungle cafeteria.

The second and third hangers present more modern birds from the U.S. Navy, Air Force-Air National Guard, and Marines. Some of our former enemies are there as well. A MiG-15 hangs proudly near an F-86 Sabre jet. Other planes I noted were an F-14 Tomcat, F-15 Eagle, MiG-21, S. Korean F-5, F-102 Dagger, various helicopters and much more. There is a restoration facility in its infancy, but most of the stuff being worked on is out in the open.

The whole museum is so clean you could eat off the floors. One more cool thing: When you leave, there is the ever-present sound of F-22s working out at nearby Hickam Air Force Base.

In This Issue:

New: "Live From the Net" with a War Hoover, Pages 9-12.

"How to Mix Paints" by Walt Fink, pages 14-15.

"Diplomatic Ties" with Jack Bruno, page 20.

"Mad City Modelers Spring Show" for 2015, pages 21-24.

Important Stuff:

Next Club Meeting
At St. Paul's
Church on Friday,
April 10, 2015,
7:30 pm

Special Theme:
"Figure This"

Demonstration:
Armor Weathering
Rick Tuck



This grounded B-17 someday will be ready to display.



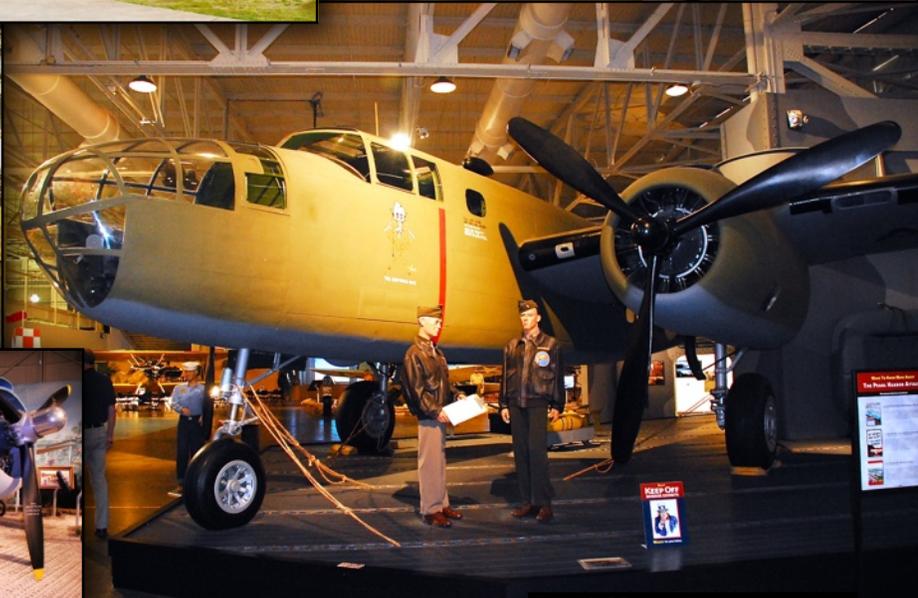
Bullet holes from 1941 are ever-present.



A former Hawaiian ANG F-15C bird waits.



Sunrise dawns on Dec. 7, 1941.



This B-25 is not to be missed.



Phantom ANG in the house



I thought attendance at our February meeting was one of the highest attended (42) since I've been a member, but the March meeting had an even higher turnout with 48 attendees. It was Build-It Night, and that combined with our club build of the Zero saw a lot of cutting, sanding, trimming and gluing going on throughout the room. Judging from what I saw, the Zeros are coming along well, and we should have a great display table at the November show.

As with last month, the meeting began with the first 45 minutes dedicated to the group build. We then moved right into show-and-tell, with 16 folks showing a wide range of kits and builds in various stages of completion. As you can see from Kevin's pics, models ranged from War Hammer gaming pieces from Hector, to a skyscraper from Steve Day, to some Japanese destroyers from Johnny Novak. Omer also showed the Century Series award he is sponsoring for the November show, and encouraged all to vie for the award!

After show-and-tell, we had a brief business meeting. Some folks are still interested in a possible trip to Panther Hobbies near Milwaukee sometime this spring or summer. Our esteemed prez asked about interest for a possible overnight trip this summer to the USAF Museum at Wright Pat AFB near Dayton, Ohio, and Mike Ferguson reminded folks about bringing their A-6 Intruder builds to display at the VA-65 A-6 squadron reunion in September in Geneva, Ill. (Contact Mike for more info.)

Our theme for this month's show-and-tell is "Figure This," and Rick Tuck will be giving a demo on armor weathering. While I won't be able to attend the meeting on April 10, I will be there in spirit and wish you all a great meeting!



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 or younger, \$17 per year;

Adult: \$30 for 1 year; \$58 for 2 years; \$86 for 3 years

Family: \$35 Adult membership 1-Year plus \$5 (One Set of Journals) Multiple Cards

Canada or Mexico: \$35 per year

Foreign: \$38 per year (Journal via regular mail)

Payment Information: Check, Money Order, CreditCard (MC / Visa / Disc)

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

**IPMS/USA
P.O. Box 2475
North Canton, OH 44720-0475**

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



The Display Table



Right: Stan, this PLATZ 1/72 T-33 is an excellent example of two or three toning a silver bird.



Below: Pik, this M2 Bradley looks to be pre-Middle East.



Above: George B., this P-40F looks the best in desert camouflage.

Left: Keith, again, this 1946 sprint engine needs a tiny key to actually start it. Nice work!



The Display Table



Left: Mike, I rented one of these PT Cruisers in Nevada one time-- stylish for a "mom" car. Great paint work!

Right: Pik, I always loved halftracks. I'm curious: Where are the markings, or could they be Nazi impersonators?



Left: Felix, this Mitsubishi Raider "Jack" is perfect with the rising sun underneath.

The Display Table



Right: Carl, love this C-54 in USCG markings. It's very shiny!



Left: Dick, your Russian T-35 makes it hard to believe that men actually were "protected" in this thing. Certainly a relatively light arm from today can take this out.

Right: Carl, always loved MiG-21s. Looks like the very interpretation of the word "jet."



The Display Table



Above: Steve is at it with another building that needs a great ape or lizard crawling on top of it.

Above right: Hector, what are "blood Angels?" Nasty beings without heads...



Above: Tim, this is a beautiful example of a WWII Yak-3. Looks very durable.



Left: J. Novak, good job on the paint work for first time out. By the time you're done with our class on gloss paint schemes you'll do this in your sleep.

UNDER CONSTRUCTION



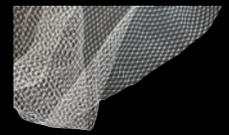
George Bruckert's Avro Lancaster bomber is filled with "easily applied" photo etched detail.



A great example of pre-shading before you paint the model from Kevin Stover.

"Hoover in the shop"





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Submitted by Stan Kurcz

S-3 VIKING NAVY TECH: THE LAUNCH

By Jimmy Taylor

It sounds simple enough; launching aircraft off the ship.

First you drive the aircraft to the catapult, then you hook it to the catapult, fire catapult, plane flies. Usually, most of the time they do. But the devil is in the details and I am here to give you some of those details. Here is how it works.

The Players:

The Director – a Yellow Shirt trained in the art of precise aircraft spotting

The Cat hookup – a Green Shirt that hooks the aircraft into the Flight Deck and onto the Catapult

Final Checkers – the last Squadron Rep's who give the aircraft a once over ensuring the aircraft is ready to go, from the outside.

The Shooter – one of the Cat 'O's his job is to accept control of the aircraft from the Director, take the salute from the aircraft pilot and then signal the launch of the catapult

The Equipment:

Zipper track – a short area at the base of each catapult track that allows each different size aircraft an anchor point for well'

the Holdback – this bar is used to attach the aircraft to the ship, the bar connects into the back of the Nose Landing Gear using a holdback fitting, the other end of the bar is sunk into the zipper track, locking the aircraft into the ship.

Top Right: The white bar with the Yellow cap is a Launch Bar. This one is for an F-18 which actually use a reusable link/coupling instead of a shear pin as the holdback fitting. (USN Photo)



Lower Right: While the S-3 Viking/War Hoover departs in the background, the foreground shows a selection of Holdback's. One for each type of aircraft and they are color coded to match the fitting in the nose wheel well. (USN Photo).

The Holdback Fitting – this is a piece of high strength steel, turned with a collar at both ends, precision turned to very precise specifications, these are very purposely built shear pins, designed to break at a specific amount of tension. That tension is usually the full thrust of the aircraft PLUS some amount of catapult tension, and then a few pounds. This fitting splits when the catapult actually fires thereby releasing the aircraft from the Holdback Bar.

The Shuttle – this is the visible part of the catapult, the part that sticks up above the catapult track. The front edge of the shuttle is shaped like a set of jaws which grip the next piece of the equipment puzzle.



The Launch Bar – part of the aircraft, this retractable bar is shaped like a "T", when deployed it drops into the shuttle jaw.

Top Right: This picture shows the Launch Bar of an S-3 already lowered down to the flight deck, it is the white bar that reaches down to the flight deck. The use of the launch bar on the Nose of the aircraft give us the name of the catapult shot, a Nose Tow versus a Bridal, which are now all out of service. (USN Photo).



Spotting:

Directors at each catapult direct the aircraft onto each catapult. There is a lot of science in this because each aircraft width and length has to be taken into consideration. Before the aircraft gets to the shuttle and hooked into the ship it must be positioned as much as possible centered over the cat track. There are marks welded into the flight deck to give the Director some help, but most is done by eye.

Right: Each aircraft is placed on the cat by a ships company Yellow Shirt or Director, the flight deck has welded marks that correlate to spots for the nose and main wheels of each type of aircraft. These marks allow for the precise positioning of each aircraft on the catapult. (USN Photo)



The Hook-Up:

While the aircraft is being positioned onto the base of the catapult, the Cat Hook-Up Green shirt comes out and hooks the Holdback with holdback fitting into the aircraft landing gear at the one end and into the zipper track at the other. At this point the aircraft is basically attached into the flight deck. No more brakes.

Middle Right: Here the Cat Hookup runs out from under the "Surburban" or EA-6B after a successful hookup and tension. Note the Holdback is pegged behind the nose landing gear and the launch bar engaged into the cat shuttle. (USN Photo)



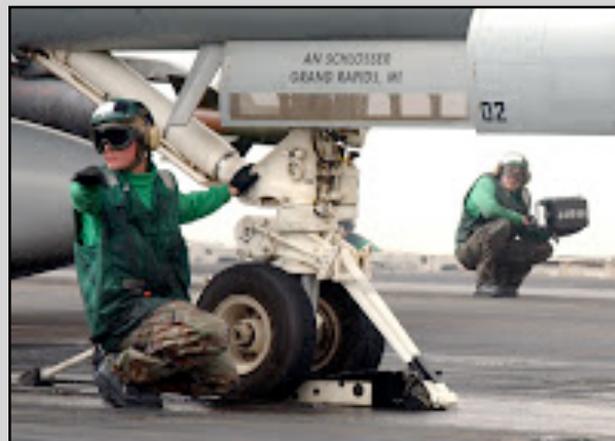
Lower Right: Here is another good hookup, this War Hoover is pegged and the cat shuttle is engaged, the aircraft is at full military power awaiting the actual shot. (USN Photo)

Usually a Green Shirt carrying a weight board approaches the aircraft cockpit and holds up his board up to the cockpit. The Pilot reviews the numbers shown to him. If they are good, representing his launch weight he gives a thumb up. If not he shakes his head as if to erase and then he signals the appropriate direction the weight board should be dialed to. Again, once it is good he gives thumbs up and the Green Shirt with the weight board turns it and shows it to the men stationed inside the Integrated Catapult Control Station. They in turn set the catapult to the setting indicated. While taxiing into position, the aircraft crew deploys the launch bar which when lowered rides down the cat



track as the aircraft moves forward, the launch bar rides on the top of the shuttle and down into the shuttle jaw.

Right: Here you can see this F-18 Launch Bar is deployed to engage the cat shuttle, you can see the slack between the shuttle and the launch bar. This slack will be taken up when the Cat Hookup puts the aircraft and Cat in tension. Note the Weight Board in the background. This is the Launch weight of the aircraft on the catapult. (USN Photo)



Final checks

Also while taxiing into position the Final Checkers deploy doing their chores one on each side of the jet. We use two so as to cover each side, they make sure all doors and panels are secured, they check landing gear, engine bays for leaking fluid or oil, they check to make sure any linkages are not binding or frozen and they confirm locks are set the folding wings. They also verify the performance of the flight controls during the "Wipeout" process done by the pilot. This is the movement of the stick and rudder in the cockpit to confirm that all is ok with the equipment. No binding, grinding or undue resistance of the flight controls.

Tension

Once the launch bar is firmly in place in the jaw of the shuttle, the Cat Hook-Up requests that the aircraft be placed into tension. This is a sweeping hand signal made with a closed palm in the shape of a 'C'. The Director, standing off to the side signals this to the Pilot with an open fist of one hand and with the other hand he makes a sweeping motion which the Cat Operators interpret as Tension. The Pilot advances the throttles to full military power setting, the engines scream and the aircraft tugs on the Holdback Bar. If all is well the plane sits there while the Cat Operators takes up any slack in the catapult system, placing a minimal amount of pressure on the shuttle. Again, if all is well the plane sits there straining. The Cat Hook-Up man runs free and clear of the aircraft with a thumb up in the air signaling all is well. The Director then turns control of the aircraft over to the Cat 'O' or Shooter.

Below Right: Here an F-18 is almost ready to go, the Cat Hookup is complete and they are calling for Tension, the outstretched hand in the form of a "C". The cat is pre-tensioned and the aircraft goes to full military power. These two cat hookup men will confirm proper engagement of the cat shuttle with the Launch bar and that the holdback is properly pegged. Then they haul ass out from under the screaming aircraft. (USN Photo)

The Shot

In the cockpit the pilot does a quick review of his launch checklist, verifying engine instrument settings, he does wipe out and checks to make sure his brakes are not set. If all is well, he sits back and salutes the Shooter and waits. The Shooter returns the salute with the one hand and waving the other in the sky he looks around, they too have a checklist that they go over in their minds, checking clearance around the jet, he verifies thumps are up from the Final checkers and he even takes a glance up to the Island to verify that he still has a Green light for launch. And they really do have signal lights on the Island, Red, Yellow and Green indicating that the ship itself is prepared



for the launch. The ship has to be into the wind and it has to be up to speed. This is all relayed to the Deck crew using the lights on the Island.

Seeing everything in the positive, the Shooter drops down, touching his one hand on the deck and pointing that-a-way, signaling the command to Launch. Somewhere in the Integrated Catapult Control Station someone in Yellow pushes a button and the aircraft is shot down the flight deck.

Right: This picture was taken right at the actual shot, you can see the holdback has separated and the pressure from that snapping shear pin or holdback fitting shoots the holdback straight back, it is actually attached to a spring loaded lug. This is a shot from one of the Waist Cat's. Also note the two missiles, one a Phoenix and the other a Sidewinder, are both "war" loads as noted by the yellow band around each. If these were 'duds' they would have blue bands. (USN Photo)



The Ride

When the cat actually fires it puts about 60% of total pressure on that initial start. The modern steam catapult does not hit the aircraft with a full load of steam right at the launch, rather it builds such that about mid-way down the track it hits full power. This allows the stress on the jet to build up over time instead of all at once and it keeps the crews from blacking out or getting tunnel vision (which I experienced on each of my cat shots). At the end of the cat track the launch bar is released from the shuttle and the aircraft can fly away if possible. Sometimes it takes the great uplift of air over the bow to nudge the aircraft up into the sky.



Above: Here a Hoover takes the ride. This is at the bitter end of the Cat track, the shuttle is behind the nose wheel and the Launch bar is in transition to its stow position. This Hoover will leap into the air in a few moments or go swimming. (USN Photo)



Right: Here a War Hoover does something that is pretty rare. It was called Flying at Anchor. The S-3's and the C-1/C-2's were capable of take off with no winds over the deck. All the other aircraft require the ship to be in movement. (USN Photo)

THIS MONTH IN MILITARY HISTORY

April 6, 1968: USS New Jersey is recommissioned for shore bombardment duty in Vietnam.

(TDMH)



April 24, 1969: U.S. B-52s drop 3,000-ton bombs at Cambodian boundary.

(TDMH)



UPCOMING EVENTS

April 11, 2015
Surgicon 21
HyVee #2 Euclid Room
2540 E. Euclid Ave. [Map](#)
Des Moines, IA
[Joe Lotz](#) 641-202-3579

June 20, 2015
"Spring in the Pines" Model Contest
Eagle River Derby Expo
1311 N. Railroad St. [Map](#)
Eagle River, WI
[Thomas Foerster](#) (715) 479-4988

April 25, 2015
FleaCon 11
Landmark Aviation
3411 Beech Way [Map](#)
Cedar Rapids, IA
[Adam Mangold](#) 319-431-4784

June 20, 2015
MOSS CON 2015
The White House Theatre
2255 Gretna Road [Map](#)
Branson, MO
[Nathanael Jones](#) 417-230-6220

May 30, 2015
NIMCON 4 Model Contest
McHenry County College
8900 US Rte 14 [Map](#)
Crystal Lake, IL
[Phil Pignataro](#) 847-530-2272

August 2, 2015
8th Annual GTR Summer NNL
Algonquin Township Building
3702 US Highway 14 [Map](#)
Crystal Lake, IL
[Chuck Herrmann](#) 847-516-0211



HOW TO MIX PAINTS

BY WALT FINK



(Photo 1)

No, not mixing paints in the sense of “shaken, not stirred,” to quote that 007 guy, but using more than one paint type on a model--in this case, acrylic, enamel and lacquer (Photo 1).

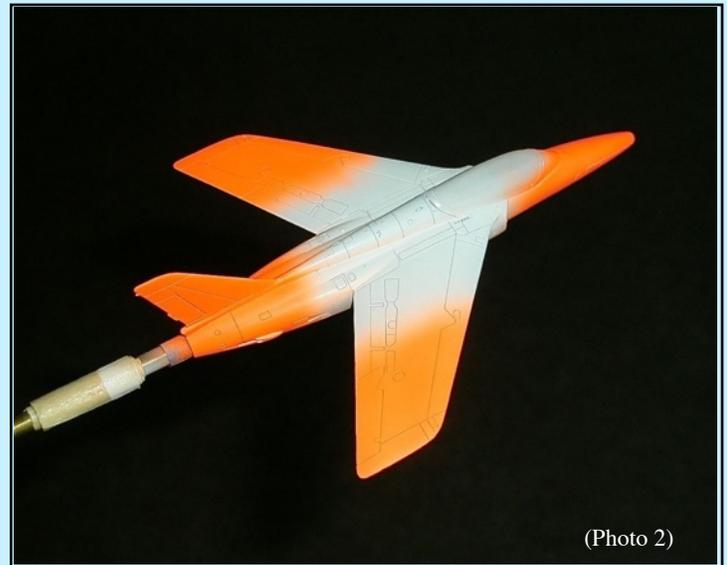
This sorta crosses the line to my previous writeups on doing complicated paint jobs, but there’s really nothing complicated about the scheme I did. But despite warnings not to mix my paint types, I’ve tried it, and it all

seems to work with the sequence of things I use. So for what it’s worth, here’s how I proceeded on the Airfix Gnat kit.

The aircraft’s color scheme of Day-Glo and natural metal just needed a little planning. First thing to note is that all Day-Glo colors are semi-transparent and required to be sprayed over a white base--otherwise the finish color will be dull. After wiping down the model with rubbing alcohol to remove finger oils and other goop, I started the Gnat’s scheme

After that had dried a day or two, I went back with Testors #1173 Neon Orange enamel and sprayed the Day-Glo areas (Photo 2). I didn’t mask anything off, as you can see from the

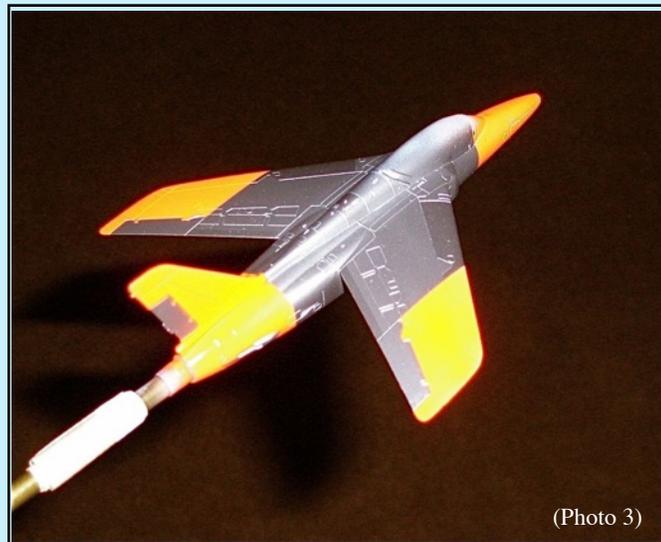
photo, which made painting this color pretty easy. You can see that I mount my models on a “handle” of sorts if I can, so I can paint them without touching them any more than I have to. I cut the enamel with Testors Airbrush Thinner, the good news being that enamel doesn’t react with acrylic, so I was safe there, and the Airbrush Thinner is apparently “hot” enough that it sticks to the acrylic base. Note, though, that when this paint is sprayed, it comes out dead flat. There’s more gloss on a rug than on this stuff.



(Photo 2)

I let the enamel gas out for a few days, and when I couldn't smell it anymore, I went back and oversprayed the entire model with Tamiya X-22 clear gloss acrylic. That restored the model's surface to "shiny status," and again, since acrylic doesn't react with enamel, I was safe using it.

Once the clear coat had dried, I masked off the Day-Glo areas and sprayed the NMF areas with Testors Non-Buffering Aluminum Metalizer (Photo 3). This is lacquer-based, and it might react with the enamel if not for the acrylic barrier. A caveat here: Lacquer WILL react with acrylic--it'll melt it. So the secret is to spray on some very light "attack" coats first, and since Metalizer is almost dry when it hits the surface, it won't ruin things.



(Photo 3)



(Photo 4)

My theory, for what it's worth, is that the Metalizer particles hit the acrylic surface, and the little bit of lacquer vehicle on them sticks them down before it dries. Pretty instantaneously. Once the attack coat's dried, a heavier coat of Metalizer to cover is OK.

After the Aluminum Metalizer had dried, I went back with some low-tack (drafting) tape, masked off a few panels, and sprayed a darker accent color of Metalizer--in my case, just a bottle of Aluminum which I'd put a few drops of gloss black acrylic into (Photo 4).

When I first tried this method of mixing paint types, I had visions of the model's melting down into a pile of goo after several months, but so far, the oldest model painted this way looks pretty much as good as it did in 2005 when it came out of my paint works (Photo 5).

Oh, and by the way, I don't shake my paints. I DO stir 'em--with my super-high-tech stirrer, a ten-penny nail.



(Photo 5)

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

**Send To: Butch O'Hare Model Club
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3136 Medford Court
Aurora, IL 60504**

NEW MEMBERS: Jan-Mar \$20; Apr-Jun \$17; Jul-Sept \$14; Oct-Dec \$9 / **Family:** \$25

Juniors: Jan-Mar \$14; Apr-Jun \$10; Jul-Sept \$7; Oct-Dec \$5



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** 1524 Lee St., Des Plaines, IL, 847-297-2118
<http://www.desplaineshobbies.com/store/>
- **America's Best Hobby** 865 Maplewood, Itasca, IL, 630-467-1102
<http://www.americasbesttrain.com/>
- **La Grange Hobby** 25 S. La Grange Road, La Grange, IL, 708-354-1220
<http://www.yelp.com/biz/lagrang-hobby-cntr-la-grange>
- **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/>
- **Panther Hobby Supply** 8041 S. 13th St., Oak Creek, WI, 414-762-3777
<http://www.pantherhobbysupply.com/>
- **Oakridge Hobbies & Toys** 7511 Lemont Road, Suite 100, Darien, IL, 630-435-5900
<http://www.oakridgehobbies.com>
- **Hill's Hobby Shop** 60 W Dundee Road, Buffalo Grove, IL 847-541-3500
<http://www.merchantcircle.com/business/Hills.Hobby.Shop.847-541-3500>

NEW!

New Kits...and stuff

Thanks to those who brought in these new releases for us to see.



AIRFIX

1:72 SUPERMARINE SWIFT FR.5

AD4003 MODEL KIT • MAQUETTE À MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOWMODEL • MAQUETA PARA MONTAR • PLASTYGGESATZ • RAKENNUSARJA • MODELO PARA CONSTRUIR • MODELBYGGESAT • ЗНАКОМОТОРНО МОДЕЛО

The advertisement features the Airfix logo in a red circle on the left. The main image shows a Supermarine Swift FR.5 fighter aircraft in flight, with a smaller version of the same aircraft flying above it. The aircraft is painted in a silver and blue livery with a roundel on the fuselage and the number 'WK 281' on the tail. Two smaller images at the bottom left show the aircraft in its landing gear configuration.



ArcticDecals

RUST'S
FLYING SERVICE

N2899J

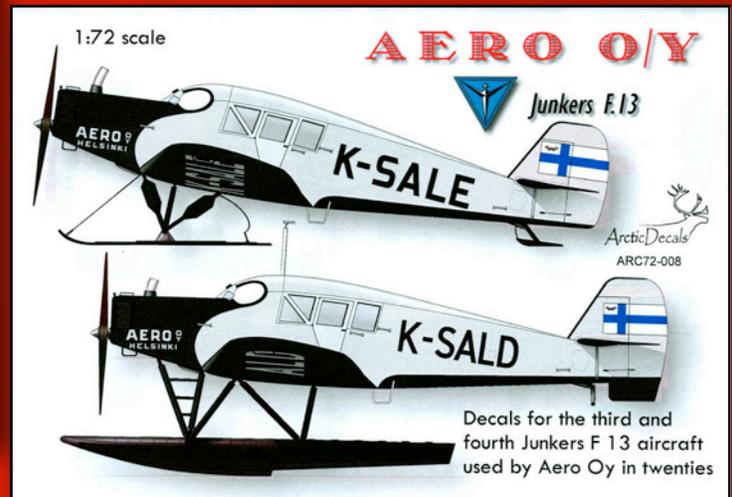
1:72 scale decals for
DE HAVILLAND
Otter

DHC-3T Vazur Turbine Otter

ARC72-037

VAZAR DH

The advertisement shows a red and white DHC-3T Vazur Turbine Otter amphibious aircraft. The aircraft has 'RUST'S' on the tail and 'N2899J' on the fuselage. The ArcticDecals logo is in the top left. The Rust's Flying Service logo is in the top center. The De Havilland Otter logo is in the bottom right. The product code ARC72-037 is in the bottom left. There are also logos for 'VAZAR' and 'DH'.



1:72 scale

AERO OY

Junkers F.13

K-SALE

K-SALD

ArcticDecals
ARC72-008

Decals for the third and fourth Junkers F 13 aircraft used by Aero Oy in twenties

The advertisement shows two Junkers F.13 aircraft in flight. The top aircraft is white with black markings and the text 'AERO OY HELSINKI' and 'K-SALE'. The bottom aircraft is white with black markings and the text 'AERO OY HELSINKI' and 'K-SALD'. Both aircraft have a Finnish flag on the tail. The ArcticDecals logo is in the top right. The product code ARC72-008 is in the bottom right. The text 'Decals for the third and fourth Junkers F 13 aircraft used by Aero Oy in twenties' is in the bottom right.



1/700 WATER LINE SERIES

SAKURA 桜

日本海軍艦艇 (300) 日本海軍艦艇 (300)
JAPANESE NAVY DESTROYER

The advertisement features a detailed illustration of a Japanese Navy destroyer at sea. The ship is shown from a side-on perspective, moving through blue water with white waves. The sky is blue with some clouds. The text '1/700 WATER LINE SERIES' is in the top left. The 'SAKURA' logo with a cherry blossom symbol is in the top center. The text '日本海軍艦艇 (300) 日本海軍艦艇 (300)' and 'JAPANESE NAVY DESTROYER' is in the top right. There is also a logo with three stars in the top right.

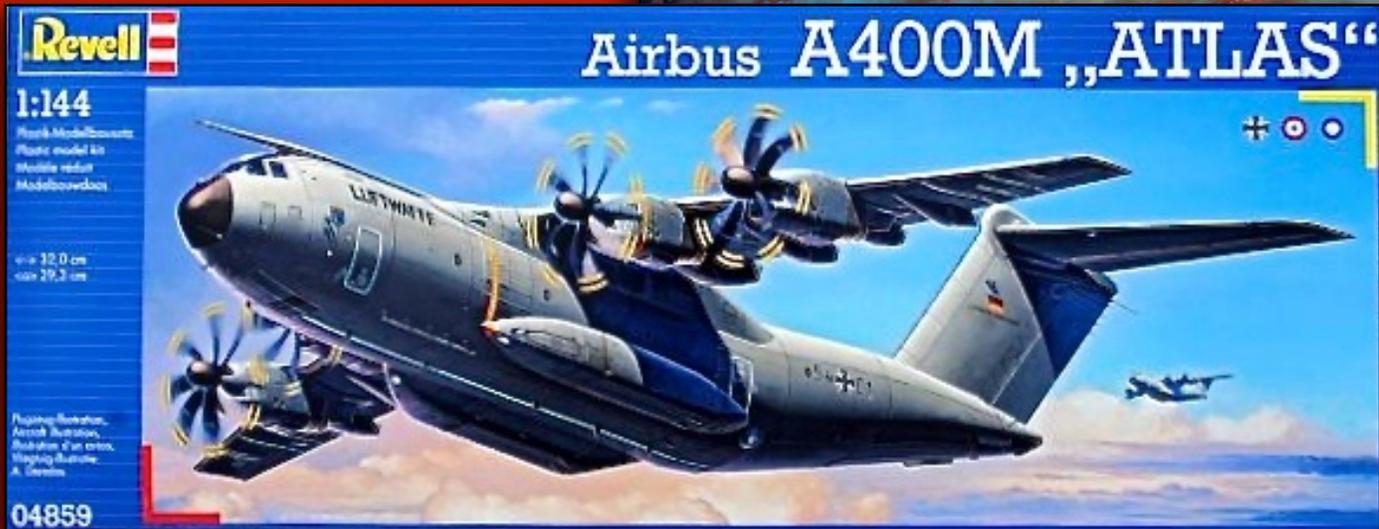
New Kits...and stuff

Thanks to those who brought in these new releases for us to see.



New Kits...and stuff

Thanks to those who brought in these new releases for us to see.





The Chattanooga Convention Center Hosts Another Bang-up Contest for its IPMS Namesake

The 2015 Chattanooga Scale Modelers have again put on a fantastic event worthy of recognition from all over the USA. The show was held at the Chattanooga Convention Center, which is in the center of two hotels. We stayed at the Marriott, which was more conducive to us because of the two fine eating places and Starbucks! This is the third time it has been a two-day event, and it works. Ron set up his two tables on Friday and was off and running. Mike and I registered and put our kits on the contest tables that same day.

The contest room and vendor area are both in the same room, but the size is really cool. It's the same size as many national convention vendor areas. In fact, this is the place they had in their failed national bid a few years ago, except there is an additional hall (much bigger) where the World Of Wheels is held. The room is carpeted and there's at least 12 feet of space across to the next table. They needed every bit of it because of the crowd! There were almost 500 kits this year, and we are already making plans for next year's bash. Michael entered one kit, his FIRST as an adult member (leaving the Junior ranks), and took home a Silver. CONGRATS, Mike!



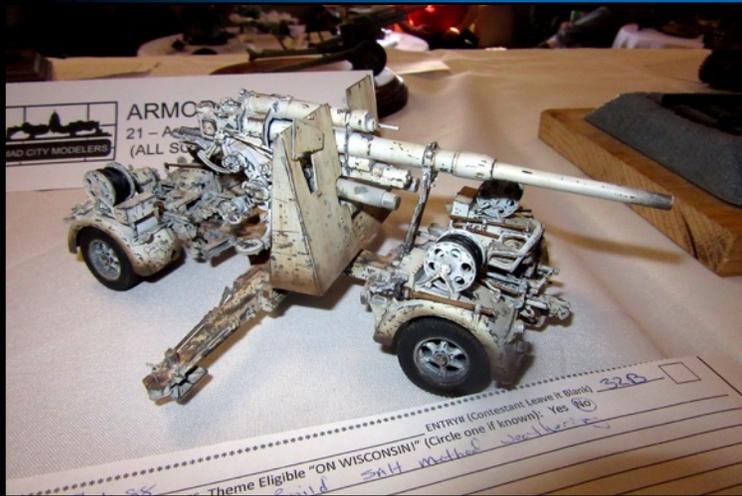
I entered many figures this year and just a few tanks, with all 11 entries getting something. I turned water into wine in the vendor area, and the best time was had at the after-show dinner in the Marriott dining room, where we are looked on as The Chicago Mafia. It was GREAT, to say the least, and the awards and judging was fast and fair.

This is a top-notch show using the same format, only better, that O'Hare uses. The contest was first-rate, drawing the best from the South! The vendor area, I dare to say, is equal to any show up North. These guys learned fast and soon will be THE SHOW in the South. It's in January next year, and I hope most of you can come!

Jack Bruno

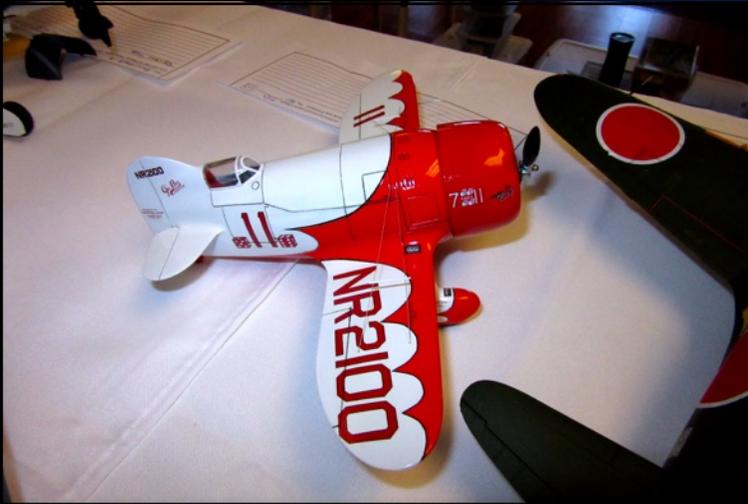
MAD CITY MODELERS SPRING SHOW 2015

Cottage Grove, Wis.



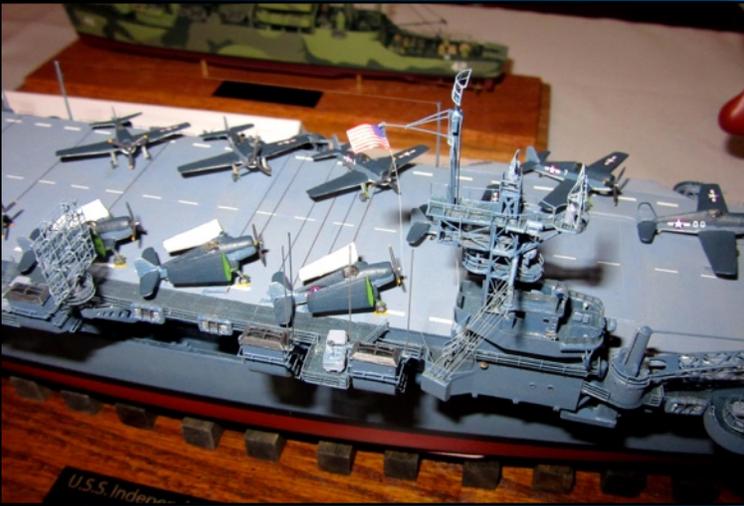
MAD CITY MODELERS SPRING SHOW 2015

Cottage Grove, Wis.



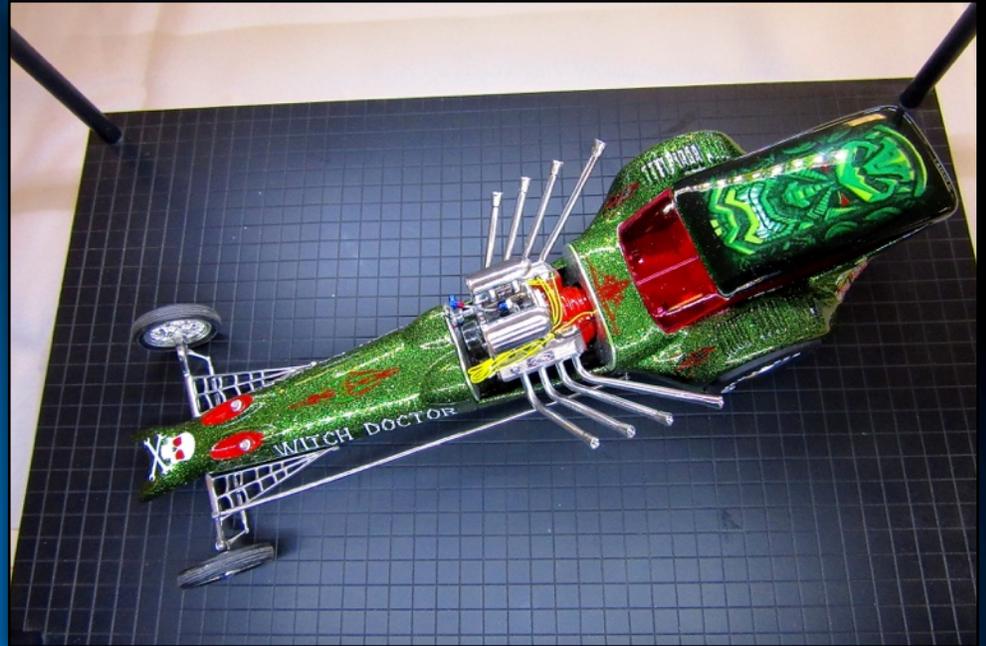
MAD CITY MODELERS SPRING SHOW 2015

Cottage Grove, Wis.



MAD CITY MODELERS SPRING SHOW 2015

Cottage Grove, Wis.





FROM THE OVAL OFFICE



I can tell Spring is here--I have seen water in liquid form on the ground with my very own eyes! We are trying to do a few things together as a club in addition to our usual meetings: Two things on the planning horizon are a trip up to Milwaukee to visit Panther Hobbies and an overnight trip this summer to visit the Air Force Museum.

Looking forward over the next few months, we have a number of officer "retirements" to plan for, including my own. If you have any interest in serving, or if you have any questions, please let me know.

Have a great spring break!

I'm happy to announce the winning nominations for the 2014 "Of the Year" awards:

Chapter of the Year: IPMS/Alexander Lippisch

Newsletter of the Year: IPMS/GTR Auto Modelers

Web Site of the Year: IPMS/Missouri Ozark Scale Specialists

Still looking for bids to host the 2016 Region 5 Convention. I will be setting a hard deadline soon... Ask me if you have any questions.

On a personal note, my wife and I are building a house right now, and unfortunately (or fortunately) have already sold our current home, so we will be moving twice. This is eating up virtually all of my time, so I won't be attending as many model shows as I had hoped this year. Or building models, for that matter. I'm still here if you need me, though!

That's all for now--congrats to the winning chapters! And thanks to all for the nominations!

Kelly Quirk

Region 5 Coordinator
RC5

Friday Night Hi-Lights

Constantly building,
demonstrating and showing
“how to” is our mission



This could be yours in 2015!

Butch O'Hare's "Best Century Series Jet" Award



Build any Century Series jet, any scale, to be considered for this competition at Butch O'Hare's 33rd annual contest in November 2015. We've pulled out all of the stops to sculpt and create this unique award.

NOW is the time to start building!!!

See you in November!

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Upcoming Schedule 2015

Date	Theme	Demo/guest
January 9	*****	*****
February 13	*****	*****
March 13	*****	*****
April 10	<i>Figure This</i>	<i>Armor Weathering</i> (Rick Tuck)
May 8	<i>Unmanned</i>	<i>Auction Night</i>
June 12	<i>Hunters</i>	<i>Kit Preparation</i> (Don Smith)
July 10	<i>Korea</i>	<i>BO'Hare Pride</i>
August 14	<i>Japanese</i>	<i>Dry Brushing</i> (Steve Day)
September 11	<i>Display Teams</i>	<i>Build it Night 2</i>
October 9	<i>Armored Cars</i>	<i>Easy Gloss Work</i> (Kevin Stover)
November 13	*****	<i>Contest</i>
December 11	<i>Vietnam</i>	<i>Xmas Party</i>

WE NEED YOUR HELP

BUTCH O'HARE COMMANDOS

IPMS-USA

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

Editorial Chief of The *Monthly Resinator* is Elizabeth Brewster