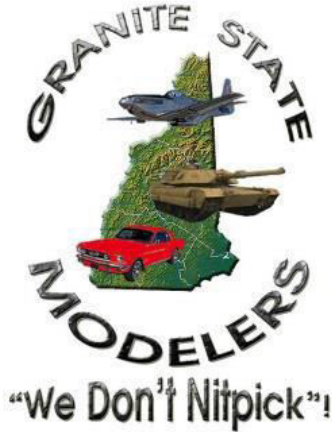




'The Instruction Sheet'

IPMS / Granite State Modelers Club Monthly Newsletter

Website: GraniteStateModelersClub.ORG

Email: GraniteStateModelers@Gmail.com

Visit us on Facebook: Granite State Modelers Club /
IPMS



Club Meeting Reminders: April 20, 2026, May 18, 2026, June 15, 2026

Weekly Zoom Build Sessions: Sunday, Monday, and Wednesdays 6-9 pm;

Saturday 1-4 pm; Zoom Meeting Link – [GSMC Zoom Meeting](#)

From My Bench

Hello Fellow Members!!

Well, the shows are here!!! A few of us made the trek to Wings and Wheels last Sunday. The weather was good to us, and the show was fun. I didn't get a head count of entries, but the planes looked a little light. Armor, Gundam, figures, and some amazing ships were to be seen. There were some very interesting automobile subjects also, which deserved a look.

Lyn and I entered, and we both placed. Bob Ingalls and John, who was a vendor, were also present. If I missed anyone else, I'm sorry I didn't mention you.

In regards to the newsletter, can we please get some more interest in the modeling history and the workspaces? I think a lot of folks would enjoy them and get us to know each other a little more. We are a club, so can we please share?

This month, we're going to start and try to see if we can have a board meeting before the membership meeting, to shorten the business end of it. This means hopefully we can do more with show and tell, and some modelling tips. I'm going to plan to do a little demo at the next meeting, showing how I apply dirt to models.

I have two other club requests. The first is, even if we have a little more time for show and tell, can we focus more on the model rather than on lengthy history reviews. The history in an abridged form is fine, but there have been some very long sessions. It's not fair to others who should be allowed a fair chance. We are a diverse group, so I don't expect everyone to have the same interests as everyone in the room. Let's be respectful of that.

Secondly, this is a big one!!! IF YOU GET TO THE MEETING LATE OR DURING THE MEETING, AND DECIDE TO VISIT LOUDLY WITH OTHERS----THAT'S RUDE!!!!!!!!!!!!

Please wait until there's a break. Also, the microphone is very sensitive, and it picks up all the talk. This includes folks with hearing aids, and it is very hard to filter out the chatter. I'm not trying to be unreasonable, just respectful.

Ok enough of that!! AMPS and DowneastCon are coming up, and, hopefully, Can Am Con will happen; the new date is May 9th.

Now, go build a model!!!

The Pres

Rod's Ramblings by Rod Currier

Dues were due in March. I made up new membership cards and brought them to the March meeting. I am pleased to report that we are already halfway there in membership renewals. If you have not already paid, please fill out the dues payment form that Bob includes in the newsletter and bring it to me or mail it with your payment. I use the form to make sure I have your correct contact information, so please use it! Or check with me to make sure what I have is correct. Dues are \$20 per member, or \$25 for a family. Please make checks out to "Granite State Modelers Club".

CAN-AM Con 2026, originally scheduled for April 11, 2026, in Williston, VT, has been rescheduled to May 9, 2026. Same place! This takes a bit of pressure off those who were planning on hitting that show and DowneastCon on April 12. Don't forget, we have a display table at the Hooksett Lions Club Train and Modeling Show on Sunday, April 26, 2026. Our table will be manned by Mac and Pete, if Pete is cleared after his upcoming surgery. All members are welcome to show up and help answer questions from the spectators. If your day is free, stop by! I know I will try to be there.

Our meeting is on the third Monday again this month, April 20. It may not even be pitch black when we get out. I know it was nice last month driving down in daylight, even if it was raining. Going through some old club photos from the 1990's, I was amazed to see how some of us have changed a bit over the years. OK, all of us have changed! See if you can pick out some of the faces. There is one common denominator, Pete!

The Secretary



IPMS/GSMC meets for our general membership meeting on the third Monday night (4th Monday in January, February, and October) of each month from 7 PM to 9 PM at the Nashua Public Library, 2 Court Street, Nashua, NH. Visitors are welcome; "Show and Tell," and kit raffles are held at each meeting.

Pete's Ponderings by Pete Davis



Something came up in conversation during one of our online build sessions recently. One of our group members was complaining about how many models have great interior assemblies available, but once built, you can't see them. This triggered some thoughts on my part on the philosophy of how I approach detailing a model.

I personally have built many kits and put in the interior components, finished and painted, knowing they would not be visible after I had the model completed. I have also done builds where I left the interior details out and just closed up the exterior. What pushes me to do either approach is complicated.

These days, many armor kits come with full or partial interiors that beg to be included, for you to open up the hatches and allow someone to shine a light and see the details there. When interior kits in tanks began to crop up a few years ago, there were many attempts to try to accentuate the visibility of the detail. One approach was to do an exploded version of a tank, where the various hull pieces (upper hull, turret, turret top, etc.) were mounted on clear rods, one above the other. There are also kits out there with clear hull parts so you can paint one side completely and leave the other half unfinished, to allow for easy viewing of the inside. I have even seen aircraft and car kits set up this way...an easy way to create visibility of the interior components, and promoting lots of super detailing opportunities.

I have friends who will put a huge amount of tiny details in them, even though they won't be seen. This stems from their desire to replicate a specific vehicle, down to the rivets and radios. To be clear, I have some of these kits in my collection, but I have not yet attempted to build one.

However, I have painted gun breeches on armor and left the top hatches open to allow a partial glimpse of what is in there. I also finish the gun components if I am adding a figure or two in the turret openings, to also give the viewer a semblance of a crowded working environment.

I usually will include the gun breeches in tanks, regardless of whether I will open them or not. I do this to mostly add a balance weight to the barrel. Closed vehicles get unpainted breeches (why waste the paint...!). This is particularly true of Tamiya-style shake-the-box builds.

I almost always painted aircraft interiors completely, adding all the details supplied with the kits. The cockpits are very visible, so I try to really doll them up. I know the rest of the interiors may be out of sight, but it gives me a feeling of completion to include them. It also helps give me a better understanding of why the aircraft was designed the way it was and the overall function internally. However, I still leave aircraft interiors unfinished on occasion if I don't feel inclined to spend a lot of time on a build.

I guess there are a lot of different reasons to approach the inclusion and completion of interiors. One thing I always remember, though, is that the exterior is the most visible component of any model, and I finish that accordingly. That is where my primary focus is.

My Modeling History by Frank Moore

Time marches on, they say. It's hard to believe that I have been in the hobby for sixty-seven years. My first model was an Aurora M46 Patton tank, which I completed with the help of a friend, Leo Benoit. It's odd, when you think about it, you always seem to remember your first model.

My family didn't have all that much money, so I did yard work for some of the neighbors, as well as shoveling snow. Time moved on, and I kept making models. There were kits of various scales, but the most prevalent one was 1/40th. I purchased kits by Adams, Revell, and Monogram, which were 1/35th scale. Most of the military subjects were ordnance (artillery and tactical missiles). I switched over to armored vehicles once they became available.

It wasn't until my 20's that they became more plentiful. My parents decided to move while I was in the Air Force, and had a yard sale to reduce their baggage. When I returned home, I found that most of my collection had been sold off. I had accumulated a large number of aircraft, ships, and military subjects. All were gone. I had to start over.

I decided to concentrate on military subjects, but many had disappeared. Fortunately, some military kits resurfaced under different labels. 1/35th became the standard for military models, followed by 1/32nd.

I got introduced to airbrushing at this time, and my modeling skills improved greatly. I began to focus on making my subjects more accurate and professional-looking.

I began to attend IPMS meetings in Lawrence, MA, and was happy to see I wasn't the only person who was seriously committed to the hobby. Eventually, the club moved to Bedford, MA, where it still meets today.

One special person I fondly remember is Ralph Hayes. He was a pleasant, down-to-earth man who loved the hobby. His area of interest was 1/72nd World War II aircraft. He was a wizard with Polly S water-based paint. The most remarkable thing about his work was that it was flawless! Ralph didn't use an airbrush; he relied on brushes and a steady hand. Sadly, he passed away due to severe recurring strokes. I still miss him.

Eventually, I decided to find out if there might be anyone in the Nashua area interested in starting a club. Little did I know what it would evolve into. The club eventually consisted of me, Paul Kearns, Tony D'Anjou, Ben Keo, Pete Davis, and Dale Wright. The club remained quite small for five years or so. Then, the membership slowly increased. Some members came and went, but we had a solid base of members. Soon, we started a regional contest and swap meet. We have had 32 yearly contests so far. Contestants come from all over New England and Canada. The motivation to improve is very strong.

All is well, and I look forward to every meeting. Ben Keo once said...'Is this an addiction or a sickness?' Sadly, he is deceased. Yes, I miss him also.

My Modeling Space by Jim Moone

Jim has provided an update on his space, owing to inspiration from club members!

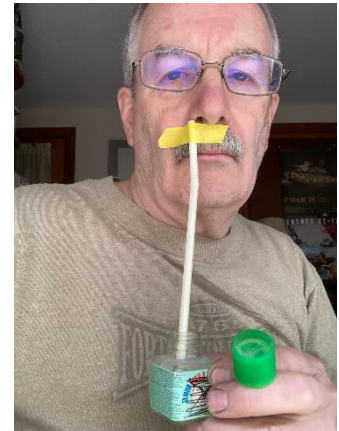
Well, I finally did it. Got myself an airbrush, compressor, and spray booth setup. The compressor is a Master Airbrush Cool Runner II, with a 3-litre tank. The airbrush is the NEOECO SJ83, which was recently reviewed by Jason in a newsletter article. Now I just have to learn how to use them, WOOHOO!



Modeling Health Tip of the Month by Mac Johnston

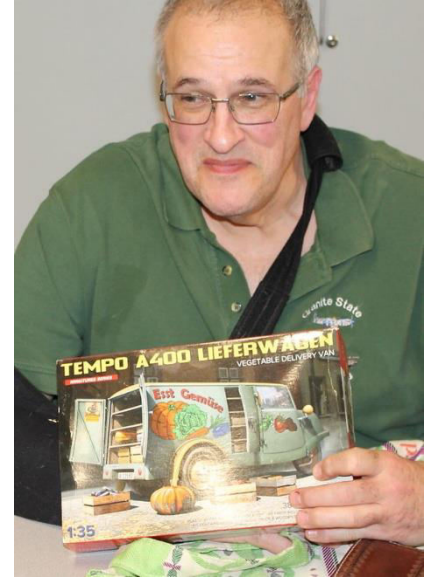
Who said Tamiya glue had to be used for gluing only? For that pesky plugged nostril, it can be a great substitute for Vicks if you're out. Not recommended if you are healthy.

Disclaimer: Safety Officer Jason Robidoux does not recommend this process unless you are already deceased.



March Meeting Raffle Winners!

Our meeting raffle winners were Jim Moone, Tom Shannahan, and Bob Ingalls.
Congratulations to all!



Coming Events of Interest

April 16 – 18 2026 – AMPS Nationals 2026; South Bend, IN

May 9, 2026 – CAN-AM Con 2026; IPMS/Champlain Valley & Mount Mansfield Scale Modelers Clubs, Williston, VT

June 13, 2026 – NoreastCon 53; Roc City Scale Modelers, Henrietta, NY

August 5-8, 2026 – IPMS/USA National Convention 2026, Fort Wayne, IN

September 27, 2026 – PatCon 2026; IPMS Patriot Scale Modelers; American Heritage Museum; Hudson, MA

October 2, 2026 – ArmorCon 2026; NMMA (Northeast Military Modeling Association); Southbury, CT

October 18, 2026 – GraniteCon 33; IPMS/Granite State Modelers Club; Weare, NH

October 24, 2026 – Hudson Valley Scale Model Show; Hudson Valley Scale Modelers; Poughkeepsie, NY

November 1, 2026 – BAYCON 2026; Bay Colony Modelers Club; Franklin, MA

Ask the Modelers by Bob Ferri

In this new forum, we will reply to questions received from the membership so our fellow modelers can share their techniques and methods. Please send in your replies to the new questions below (when received before publication), including a paragraph or two of your opinions, techniques, or methods regarding the questions posed by our fellow members. I will print the questions and replies in the next issue of “The Instruction Sheet”. This is an opportunity for all members to participate and share the knowledge that helps others grow in our chosen hobby.

Question 1 – How do you remove ejector pin marks without destroying nearby detail? Both raised and recessed.

Mac Johnston replied: I remove them in a few ways. One is to sand them down where accessible. Others are filled in with a disc of Evergreen and filled, sanded, and primed. I have also used CA glue with kicker and then filled with putty and primed. It is quicker for me to do this method.

Lyn Cushman replied – I have sanding sticks from Micro Mark that are less than ¼” inch wide and 6 inches long. Easy to handle, and you can get right in there. Or I cut off a small piece of sand paper and use a small tool or the back of a paint brush to rub it. Indented ejection points, CA glue with a fine tip. Many coats if needed.

Pete Davis replied - I will scrape off the raised pin marks with a hobby knife using a chisel blade or curved blade tip, then use a skinny sanding stick to clean up the result. If recessed, I use black superglue or Tamiya putty to fill the hole, then carefully sand it down with a skinny sanding stick.

Rod Currier replied - I try to cover details with tape, sand, and fill as close as possible. I try to use 91% alcohol or acetone to smooth the filler to avoid actual sanding as much as I can.

Question 2 – How do you finish mirrors or other reflective surfaces?

Mac Johnston replied: I either paint mirror glass with chrome silver or use a piece of Bare Metal foil if the mirror is strong enough to put light pressure on it.

Pete Davis replied - I have begun using liquid chrome-tipped markers to cover the surface. It takes a light touch, or you end up with a lumpy surface.

Rod Currier replied - I use a chrome pen or Testor's chrome silver paint for mirrors.

Lyn Cushman replied – I use after-market lenses or paint with white or aluminum paint, then top with Elmer's white glue.

Bob Ferri replied – Jason turned me on to a product he raves about called FusionFirm Ultra Shining Fluid Silver Foil. It is a 2-part product, the first being the fluid silver foil. Apply that first, then wait 72 hours and apply the clear seal coating. The results look really good.

I have also used Mac's methods, with the addition of a coating of Future for good results.

Question 3 – How do you finish headlights and marker lights?

Mac Johnston replied - I mix some chrome silver paint with white paint to do some. If I can, I'd rather drill them out and use a lens. Side marker lights, I use orange or red paint. If the lenses are transparent, I use Tamiya clear paint.

Pete Davis replied – I use liquid chrome markers to create the shiny surface, and translucent Tamiya colors to create the look of a colored lens.

Lyn Cushman replied – I use after-market lenses or paint with white or aluminum paint, then top with Elmer's white glue.

Rod Currier replied - If a wingtip light has a clear part, I will drill a hole on the inside to add paint. If they don't, I will paint and coat the exterior with Future to make a lens.

Question 4 – How do you deal with a part that fits into a recessed area that does not fill the recess when in tight quarters with other details, making physical access difficult?

Mac Johnston replied - That's a tough one. If it's not a clear part, I would probably use something like a filler to make it thicker. Possibly make some shims and use filler.

Lyn Cushman replied – I fill the gaps with CA glue using a tiny tip, then follow up with the process I outlined for Question 1.

Pete Davis replied –I have been using a small bit of blue tack on the tip of a toothpick or long piece of stretched sprue to hold the part long enough to get into the recess. I have also applied Micro Crystal Clear or white glue to the recess, then set the part on top of it, using the toothpick probe. This should help fill any gaps around the part.

Question 5 – Jim Moone asks: To weather or not to weather, and if so, how much?

Lyn Cushman replied – Completely depends on what the build is. A show car, no. Aircraft, yes, anywhere from factory condition to destroyed on a field. Street vehicles, be it a car or truck, yes, it depends on the setting. Light weathering for the road. I have never seen a clean dump truck on the road. Heavy if you're mudding. Military vehicles, yes, but it depends on what the setting is as to how much. Sci-fi? Probably not heavy. A train? Is it used or sitting in a round house? On tracks, yes, it could be mildly weathered. If it is not used, polish it up.

Rod Currier replied - I weather most of my aircraft models fairly lightly. So many aircraft models at shows have so much grime on them that I don't think they would fly them that way. My old buddy, Jack Sutcliffe, never weathered any plane. He wanted them to look like they just came out of the factory. I like a bit of grime in the wheel wells and around the exhausts. They don't stay covered in mud, as a tank may. A bit of chipping on the prop and leading edges of wings would not be out of bounds to me. The big question I ask myself is, would the plane still be in service the way it looks?

Mac Johnston replied - I think that's a personal choice of what you want the finished piece to look like. Certain subjects should be clean, like planes, and anything new. Again, what do you wish to try to portray? Weathering can be so overdone in my opinion, but to do enough to show normal use or its environment is a good stopping point. To show enough iron/metal or something destroyed, hard usage and severe weather, as some examples, is a huge effort for I think average modelers. Subtle weathering, to me, helps bring out some details to show dimensions and details. So, for me, I think some is needed in most cases if the subject gets that exposure

John Rauscher replied - I think a lot of weathering has to do with personal preference. You can find a case for any direction you go. Early jet aircraft fumes were really dirty, and you can see lots of staining on natural metal skins and camouflage.

Armor on base usually isn't dirty unless they're running through the woods training, or road marching, in which case you might see some dust.

Cars, of course, always look nicer pristine, unless you maybe have a work truck or something that you'd want to see some rust on, or you're doing a car in a junkyard!

I like mud in my track links, and I like to weather based on a picture. Mac usually weathers pretty lightly. I usually don't go crazy overboard either, but I use pastels and acrylic paste in real dirt and some airbrushing sometimes.

At the end of the day, I try to find a photograph... My Tiger One build is based solely on photographs taken of the vehicle in North Africa when it was captured.

Science fiction gives me more leeway, and I like to show textured metal staining and rust as well as scars from shots taken.

Here are the questions for next month.

- 1 - How do you prep car or truck bodies? New ones from the box.
- 2 - What are a few of your go-to all-around glue types?
- 3 - Airbrush or spray can? What is your preference?
- 4 - When you're building, do you listen to music, have a TV on, watch a show on the computer, or do nothing?

Don't forget to send in your questions and answers to "Ask the Modeler". Even if you know the answer to your question, you may get other ideas you were not aware of. Everybody does things differently. We look forward to your questions and replies! Please send them to [**Ferri@gsinet.net!**](mailto:Ferri@gsinet.net)

Kit Review of Panzer I Sig 33 ARK (Alan) Models by Lyn Cushman

This model has been detailed using:

- Jordi Rubio Sig 33 L/11 metal barrel and carrier.
- Warp United metal tracks.
- Hand-made ammo cases using cheesecloth, white glue, and Tamiya paints
- Two cables made using ends from another kit, and twine from Revell's CSS Alabama, also used for the "rope" for the camouflage crossing the front hull
- Barrel cover made of tissue and white glue, painted Tamiya German gray. The tie-down is from CSS Alabama twine also.

This tank has been on my "bucket list" for a long time. Instructions for building the Ark PZK I Sig 33 model are divided into 3 sections, of 2 pages each. First is the interior, with the second being the tank with 5 sprues labeled B, C, C, C, C. Third is the gun, 2 sprues labeled D. This kit is not for the faint of heart.

I have built a few Alan models Panzers before, and their Sig33. So, this was not new to me. What was new was the upper hull and melding these two together.

I started by assembling and detailing the interior and dash. You will never see it under the hull and gun. Lots of sanding and filling were needed here. Before mounting the dash, you must apply the dash decal (B25). Assemble parts C2 and C3 before B6 and B36. C2 requires a lot of sanding on the bottom plate to fit. At no time do the instructions say to insert the interior into the hull. This must be inserted from the bottom front. I suggest painting this before installing.

I painted the drive and engine in a Testors RAF PR Blue gray. All hand levers and the shifting gears are black. The seat is painted in a red-brown color and buff.

Step one...the lower hull. All parts are well called out. The plastic is soft and too thick. Step 6 calls out part B#13...There is no part B13! Mounting location for part B36 (B6 left side) is difficult to identify. I recommend doing all the C4 parts first. The instructions say to do all return rollers and road wheels now. I prefer to do these later, after painting. Parts 14 and 15 of the gun have ejector pin holes that need to be filled. So do parts B17 and 11. I used old Model Master liquid cement to fill these. There is flashing on part C4; use a square to check alignment on this.



Sand out the seam on part B16 (exhaust), without damaging the muffler and pipes. I painted the exhaust with rust using Alclad II.

The gun assembly, carriage, and slide are then assembled and primed. There are no instructions on how to achieve this. I removed the gear from the plastic pieces and assembled them with the metal parts, using CA glue.

The instructions show parts 46 and 47 as reversed. Part B48 will not fit onto part B49 as described. Step 9 cannot be done until the gun and carriage are built and installed. Part B54 must be removed to mount Parts 55 and 56. Put part E33 in before part E3. Nowhere do the instructions show the right side of the hull, or parts 17 and 46. I guess it only had tracks on the left.

I painted this overall German Gray, and accented using buff or flat black.

During final assembly of the 3 sub-sections, I found that nothing fits right. I used CA glue and back-filled with Tamiya filler to attach the upper shields. Then I mounted the gun emplacement to the body.

Road wheels, return rollers, and drive sprockets were airbrushed with Tamiya German gray while still on the sprue. The wheels and return rollers were painted with Tamiya rubber black, and Testors steel for the sprockets.

I had to drill out all road wheels and return rollers to assemble them. The sprockets needed spacers behind them to line up with the road wheels. I had to shave down both idler wheels so they would fit. I painted a rattle can Testors Lacquer finish over all, and pin-washed using AK black pin wash.

After market decals were applied with Microsol setting solution. I finished with Tamiya flat clear and Mig European dust.

Show and Tell

Many higher-resolution images can be found on the website!



Scott Mallett showed us his Atlantis Models 1/135th scale NASA Convair 707-710. An easy build, he liked the decals.

An Atlantis Models 1/104th scale PBV-5A was Scott Mallett's show-and-tell offering. He went with the kit's molded color and added the kit decals. This represents a plane used to rescue survivors of the USS Indianapolis sinking in World War II.



Scott Mallett also built an Atlantis Models 1/160th scale trawler, named the Carol Jean. He used kit decals.

Rod Currier displayed his 1/32nd scale Trumpeter ME262. He liked the detail, but had a lot of challenges making parts mount properly. This is marked for Oberstleutnant Heinz Bar of JV-94, March 1944 in Germany. He had 16 victories in jets, which flew at 540 mph at 19680 feet.



Pete Davis brought in his Border Models 1/35th scale Spitfire Mark 5D. Had two issues with the build. The tail wheel broke off and got lost, so he made a replacement; he then found the lost one, discarded the spare one, and then lost the original again, requiring fabrication of another replacement. He used silly putty to mask the camouflage, but had a lot of touch-ups to do after the fact. Tamiya acrylics provided the colors. This was a nicely detailed kit that went together well.



Paul Lessard displayed his Funaro and Camerlengo 1/87th scale Central Vermont Railroad grain car, converted from an outside-braced box car. Paul added cut levers and hatches. He also added full underbody detail.



Paul Lessard showed off his Sheepscoot/Alloy Forms 1/87th scale 1954 Autocar Dump Truck. The Alloy Forms components are the front and rear ends. He scratch-built the dump body.





Paul Lessard included his Southcoast Models 1/87th scale '52 Ford pickup in his presentation. This is a 3D printed kit that needed windshield wipers, mirrors, bumper, and a junk load. He based this on the truck used in the TV show, 'Sanford and Son'.



A Sylvan Models 1/87th scale White dump truck was offered by Paul Lessard for our review. He added a dump body to a cab and chassis kit. He also added scratch-built snow plow mounts.

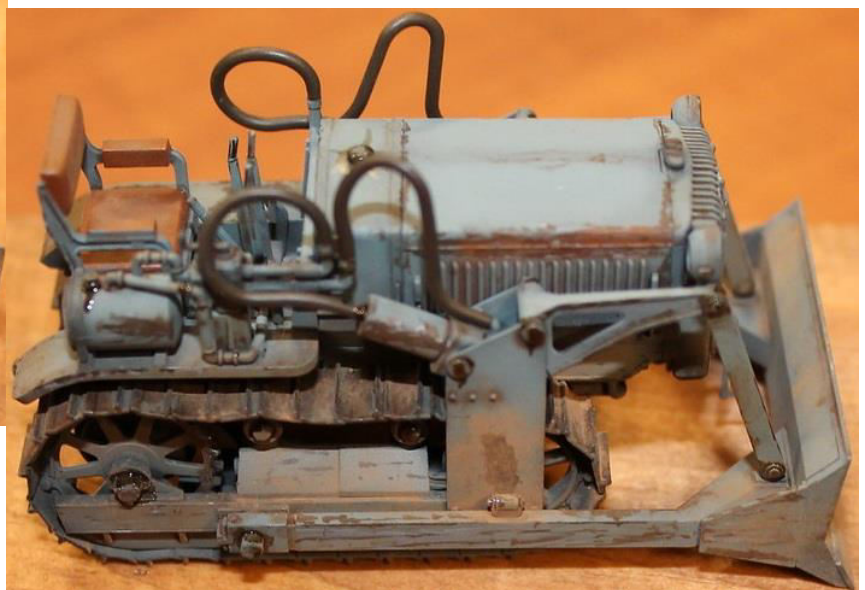




Mike Bailey had his 1/32nd scale Williams Brothers Seversky P-35 plane on the table. In his opinion, this kit was designed for master builders. The engine was oversized, and many of the parts had a finicky fit. Decals were very brittle and fell apart with handling, but he used spares from his collection to replace them.



Mac Johnston's 1/48th scale Tamiya Komatsu World War 2 dozer showcased his talent. He built it out of box, and wired the headlights. His paint of choice was Tamiya, with Al-clad on the dozer blade.





An IBG Models 1/72nd scale Diamond T dump truck was displayed on the table. He wired the headlights and scratch-built headlight guards. He improved the gas tank reinforcement bars. He cut the hood open and folded it. He drilled out the exhaust and scratch-built a carburetor and linkage. He felt this was an easy build.

Built out of the box, John Walker's 1/72nd scale Academy RNZAF F4U-1D Corsair was marked for 18th Squadron, 4th SU, Bougainville in July 1942. He finished with Vallejo Model Air paints.



John Walker displayed his 1/72nd scale Academy FG-1A Corsair. This was built out of box and painted with Vallejo Model Air paints. He added an improved napalm bomb, made from a fuel tank. This is marked for FMF-121, Peleliu. November 1944.



A 1/72nd scale Academy F4U-1C Corsair had much of John Walker's scratch building on display. He added 20mm guns made from 1/16" tube and .035" evergreen rod. He shortened the propeller diameter to a scale of 13' 1". He used Vallejo Model Air paints and decals from his spares box. This represents a plane from VMF-311 Hell's Bells at Okinawa, May 1945.

John Walker displayed a 1/72nd scale Airfix F4F-4 Wildcat he built out of the box. He used Vallejo Model Air paints and kit decals. This is marked for VF-41, flown from the USS Ranger in Operation Torch, November 1942.

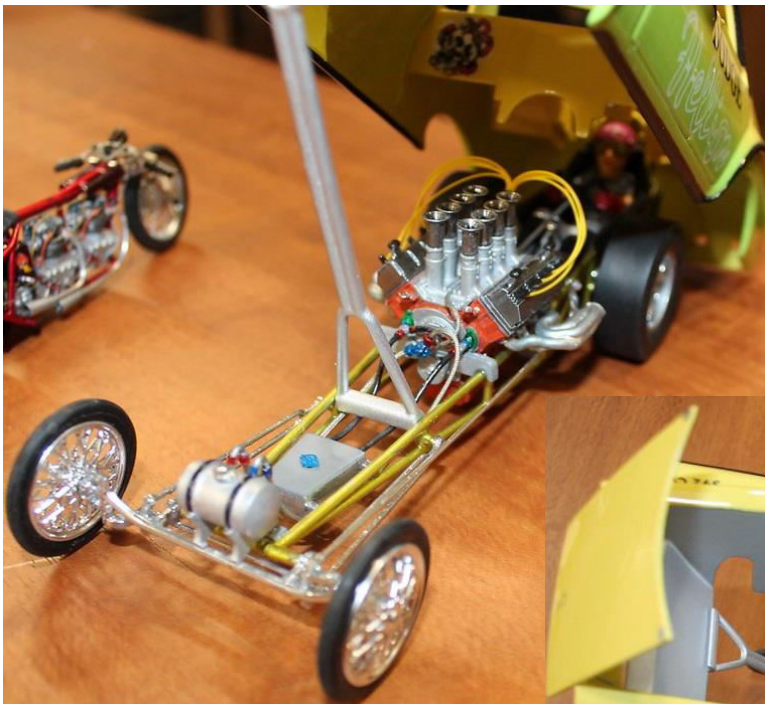


John Walker showed off his 1/72nd scale Academy FAA Corsair II. He built this mostly out of the box, with a scale 8" removed from the wingtips. He finished with Vallejo Model Air paint and Aeromaster decals.





Jim Rondos displayed his 1/25th scale Calnaga Castings 3D printed dual-engined Triumph motorcycle. He painted with Al-clad Ruby Red and Scale Finishes Wild Cherry, and other assorted Al-clad colors. He fully plumbed and wired the bike, adding exhaust pipes made from solder wire.



Jim Rondos showed off his 1/25th scale Revell 1962 Dodge Dart. This was originally a 1970 Dodge Revell kit. He painted with Scale Finishes A70 Dodge Lemon Twist and A70 Lime Light Fade. Decals are from STS. He used an MCV 3D 392 hemi engine, which is fully plumbed and wired. He hinged the hood with pins and tilted the body.





Jim Moone used his 1/72nd scale Hobby Boss Hawker Typhoon as a base on which to try his first attempt at camouflage and weathering. The weathering proved to be subtle and disappeared under a flat coat. The plane had no interior.



Frank Moore bought a 1/30th scale Bandai 'Grasshopper' self-propelled howitzer on eBay. He restored the model, repairing or replacing broken parts. The standing figure came with the kit. He added the sitting figure from his spares box.





Frank Moore came with a 1/48th scale Academy IDF Merkava Mark II, which was motorized. He assembled the motor and control components according to the kit instructions.



A 1/35th Academy M181 Hellcat Tank Destroyer was another offering from Frank Moore. He scratch-built an engine and fuel tanks, adding them to the interior.

March 2026 Meeting Notes By Pete Davis

- The meeting began with 21 members present in person and two online.
- Zoom Administrator Bob Ferri discussed how we recently had 14 members online for an evening build session. He also stated that we are currently running Zoom build sessions four to five days a week.
- Newsletter Content Editor Pete Davis pushed for more participation from members. He advised that we are getting national reach through the IPMS Newsletter Blast program.
- Newsletter Publisher Bob Ferri mentioned we put out an 18-page newsletter in the last mailing. There was more written content to compensate for a low show-and-tell count, resulting from having our January and February meetings held on Zoom due to the weather.
- Social Media Coordinator Jason Robidoux reported that he and Mac Johnston would be meeting with the website developer to discuss ways to improve our Facebook presentation. He asked the membership for suggestions on what we might incorporate into the site. He is currently posting every two or three days.
- Treasurer Rich Filteau reported there was no movement in our finances over the last month, and that the outstanding check has finally been cashed.
- Show Coordinator John Rauscher says we are all set for the 2026 GraniteCon date with the school. Since the school PTO group is currently not responsive, he suggested we look at setting out donuts and baked goods offered as a donation from an acquaintance, and we can provide coffee in the morning for the participants. He also advised that the school's PA system is still not functional.

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- Secretary Rod Currier stated that 2026 dues are now due. He mentioned purchasing trophy packs for IPMS nationals and NoreastCon, and the expenditures were approved.
- Secretary Rod Currier advised our show flier is in the works and will include all updates and changes. He plans to have it ready to start handing out at upcoming shows in the next few weeks.
- Vice President Jason Robidoux asked if we would have poker chips to take to the upcoming shows. There will be some available, but there needs to be some changes to the graphics after the current batch is gone, to reflect changes to our website.
- Secretary Rod Currier has been doing a review of all of the past club officers to show the current membership the progression of the club since its inception. His list starts in 1997, and he is still working to identify club officers before that date. He does have some photos available to see if members can identify familiar faces. He will try to include them in the upcoming newsletters for review.
- President Mac Johnston and member Pete Davis will work the Hooksett Train Show table on April 26th. Rod has the club table throw and will get it to Mac prior to that date.
- Three close-in shows were mentioned: Wings And Wheels, Can Am, and DowneastCon. We will likely have members present at all three.
- President Mac Johnston is currently working with two people to set up podcasts at our show. They will use a quiet area in the large room behind the stage for some production purposes. He hopes this will help improve the club's public exposure.
- President Mac Johnston is still working with other clubs and IPMS Regional Director for Region One, Mark Norman, to codify and establish unified entry forms for use at all shows. This effort seeks to simplify the handling of the forms for modelers participating in multiple shows. There are 12 people actively working on

this project. The goal is to have the forms ready for the shows this coming fall.

- President Mac Johnston also advised that the push is on to hold E-board meetings online, between scheduled meetings, to help free up monthly meeting time for more expanded activities (show and tell, demonstrations, discussion, etc.).
- President Mac Johnston and Secretary Rod Currier are working together to clarify the showroom stock category for our show.
- Treasurer Rich Filteau stated that WMUR TV had done a presentation from the New Hampshire Aviation Museum recently, and that models built by our club were prominently featured. The show was about refueling processes on aircraft. Jason Robidoux will try to get the program posted on our website.
- President Mac Johnston mentioned he has been, and is still working, to try to get WMUR to cover our show, mostly with no success.
- Member Lyn Cushman informed us that they are looking for judges for the upcoming NoreastCon show.
- Member Frank Moore mentioned he has been getting a newsletter from Atlantic Models. He gets regular updates on upcoming rereleases of old kits, like Aurora, Revell, etc.

Quick Tracks Product Review by Lyn Cushman

Quick Tracks are 3D printed tracks made in Poland. I have used several of their products and found the quality to be excellent. Being 3D printed, you have no flash to deal with, and the detail is remarkable.

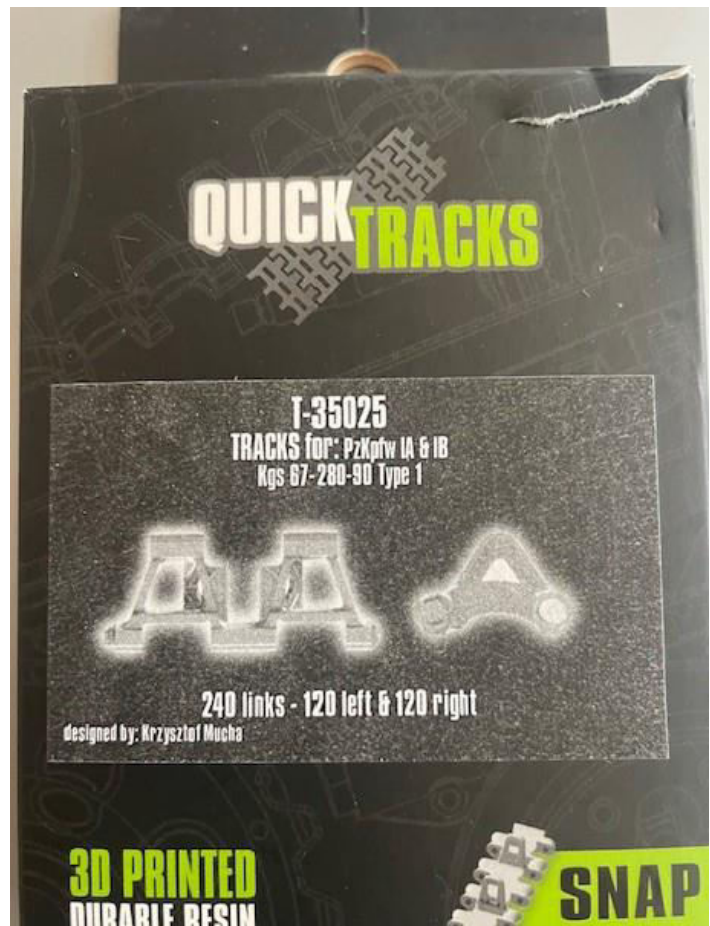
They are easy to assemble. I place two links on a hard surface and, using two fingers (one from each hand), press them together. When done, move the next link in line, place, and press together, Etc. I have always found more than enough links per box for whatever tank I have built. They readily accept any primer you choose to use, and still look great.

I have used these on Panzer 4's, T-34's, even on a Panzer 2. All work and look great. I recently bought a set for a Panzer 1 that I have been working on. I dumped them on the bench and lined them up. They looked great. I knew I was going to have fun, and this would be very fast compared to other tracks I have used.

However, the pressure I needed to apply for them to connect was too much. The tracks are too small, and the sides are too fragile to endure the pressure. I connected 5 links, but broke 15 to get the 5.

I purchased a different set of tracks for this model.

I enjoy how quickly and easily the other Quick Tracks work. But I shall refrain from buying these smaller tracks from them again.



The Instruction Sheet Needs You!

Members, we are constantly in need of newsletter content to keep our IPMS NE Region award-winning newsletter going strong! We strive to put together an informative newsletter with some content that will enhance your modeling experience, inspire you, inform you, and make your modeling experience more enjoyable.

This is your newsletter, and we need your contributions, large or small! It can be a kit or product review, a build review, a site visit, historical content, or even just a picture of your work or something you have seen of interest. We are also looking for tips, tricks, and hacks you use in your modeling that others may benefit from. These can be just a few lines of text and an image or two.

You can just provide the basic text and some images, and we can create the layout and polish the content for you. Don't be shy, there is a writer in each of us... Sometimes it takes a little effort for it to come out.

Anyone in the club can submit their newsletter contribution to either Bob Ferri or Pete Davis for inclusion. *The next newsletter submissions for inclusion in the next issue are due by **May 2, 2025**.*

The Newsletter Team



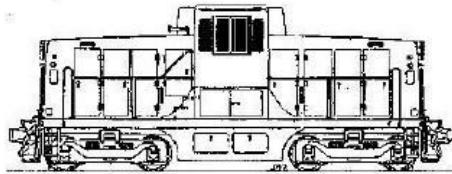
The Hooksett, NH Lions Club

Presents its 29th Annual

Model Train & Modeling Show

Sunday, April 26, 2026, 10am-3pm

Hooksett Cawley Middle School
Route 27, (89 Whitehall Rd), 1 mile east of Route 3
Approximately 3 mi N off I-93 Exit 9N



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For information call (603) 485-3881, (603) 627-4662 or E-mail hooksettclub@yahoo.com

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For I.P.M.S. membership, go to
MYIPMSUSA.org Membership page
for details and membership forms



Hobby Shop Directory

These are the hobby shops that support us and our efforts year after year. Most give our club members discounts. They support our club contests, and stock the supplies and new kits we crave. Please support them!



Boomers Books & Empire Models & Molly Stark Bindery - 273 N Stark Hwy
Weare, NH 03281 (603-529-5644) - BoomersBooks.net

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Bill Greenwood 603-582-4224
doubleplayhobby@yahoo.com
<http://doubleplayhobbyconsignments.com>

Show And Tell Description Form

We have generated a form for meeting Show and Tell descriptions. This will give us the details needed to post in the newsletter along with images of your models. Ideally, you can print the page and cut out the form to use. We will also get it posted to the web site for download. Copies will be available at the meetings to fill out.

	Builder: _____
	Subject: _____
	Kit Mfg: _____
	Scale: _____
Description:	

GSMC Dues Payment Form

Member Names: _____

Mailing Address: _____

E-Mail Address: _____

Telephone # : _____

IPMS/USA Member? ☐ Yes ☐ No If Yes - IPMS Number: _____ Expiration Date: _____

Dues Are \$20 Per Year For a Single Member And \$25 Per Year For A Family

Make Checks Payable to: **Granite State Modelers Club**

Please Return This Form With Your Dues Payment To:

Rodney Carrier
8 Strawberry Lane
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