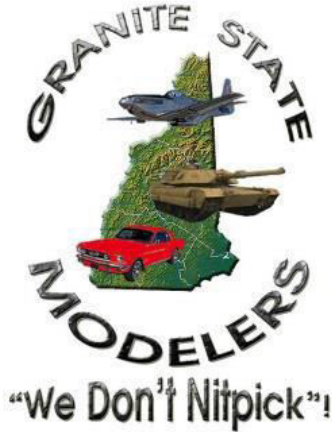




'The Instruction Sheet'

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: December 15, 2025, January 26, 2026, February 23, 2026

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

Saturday 1-4pm

Zoom Meeting Link – [GSMC Zoom Meeting](#)

My Modeling History by Mac Johnston

I thought I would be first to kick off this new feature for the newsletter. We hope everyone will follow through and contribute their history to share. So here goes...

I was born in 1954, and we all lived in a very small home. As we all got a little older, we had the chance to have our own bedrooms. I had to share with my brother, and he unknowingly was my influence to do better in the newfound hobby of model building. We had chores to do like most kids, and we got a little reward for doing them. When we were about 10 ish... we would accompany the parents to a store in Lebanon NH. Rockdale was its name, and it had a toy room. That is where the world changed for us. My brother and I were introduced to the world of scale models. My first ones that I remember building were the Monogram army kits. Then came the cars, large trucks, motorcycles, a few sailing ships, some Aurora scale knights, and so forth. I mentioned my brother, as at that time we shared a bench. My side was nice and neat, and his was, well, not.

So, in his ability to lose some parts more than I, mine were usually finished. We had fun comparing the kits and fighting about room, but it was the first and best memories I have of starting this adventure.

I built more than I can count. My brother had other interests and went to college. I worked and backed out of the hobby for a while. Not until a friend of mine, Wayne, had back surgery and his wife noticed some tank models in a hobby store in West Lebanon, did we start up again. Because of her trying to find something for him to do, it got me started also. He was an ex-tank driver, so we had a good topic to keep us interested in the hobby. I think we both built most of the Tamiya and Italeri/Testors kits out at the time. I still have a few in a box from that time.

Later on, in the mid 90's, I met Lyn Cushman. We discovered we both liked armor. Soon we had started a small club called Upper Valley model club. Mike Duguay joined our armor ranks, and we decided to become one of the first AMPS chapters. That was 1998, and we are still a chapter. Our numbers have gone from around 20 members to the now four original members.

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.

I have competed in most all the New England shows since about the early 1990's with Lyn, Wayne, and Mike, and we are still doing some. I also have been in AMPS since 1993, and have only missed one National show. I have competed in the Canadian AMPS regionals with some of our fellow members and friends. Recently, my biggest achievement was going to the IPMS Nationals with John Rauscher, John Walker, and some of their friends. I managed to come home with some awards. That was something I never thought could happen. There are other model builders I know that I'm forgetting to list, but it's the whole group of modelers that make the events fun, and I enjoy staying in touch with them at the Nationals.

I have a few special kits that are my favorites. Those are two complete scratch-built ones. One is the German Waldschlepper, and the other one is a Russian Komintern half-track.

The last one is a replica of my 1989 Mustang mini-stock race car. That one is also a scratch-build, and was one of my favorite cars. The last is a planned project of my Ford Granada Street stock race car. I have the pieces and have yet to start. I just got a 3D printed body I can now use.

I have held offices in the Granite State Modelers Club for some years. I don't count them. It has been, and is a pleasure to be at the helm of the club. We have a great group of modelers that keep this fun. I owe many thanks to all of the past and present members, who have helped me in this adventure.

Thank you, folks.

Club Officers:

President: *Mac Johnston*

(603)359-0595

macatflandersandpatch@hotmail.com

Vice President: *Jason Robidoux*

(603)674-4973

Jason.Robidoux30@gmail.com

Secretary: *Rodney Currier*

(603)726-3876

nickmatt2@roadrunner.com

Treasurer: *Rich Filteau*

(603)514-1604

r.filteau@comcast.net

Newsletter Team:

Content Editor - *Pete Davis*

(603)759-2173

granduck@aol.com

Contributor - *John Rauscher*

(603)315-0751

JVR@gsinet.net

Contributor/Distribution - *Rod Currier*

Newsletter Content Layout

& Zoom Administrator

Bob Ferri

(603)547-7456

ferri@gsinet.net

Social Media Coordinator

VP Jason Robidoux

So enough of me, I'm going to build something!

Mac

November 2025 Meeting Notes By Pete Davis

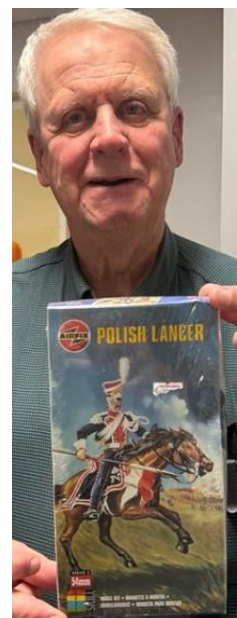
- Our meeting opened with 16 present, and none online.
- Treasurer Rich Filteau opened the meeting, as our President was running late. He advised us that the display we did, of NH National Guard aircraft, for the New Hampshire Aviation Museum, is a must see on their guided tours. They have thanked us again for providing the collection.
- We had a guest, Guillermo Zaballos, who told us he is looking for motivation to build and concentrates on science fictions subjects. He also has acted at a panelist at conventions, and advised us of an upcoming sci fi gathering in Massachusetts.
- Vice President Jason Robidoux, Secretary Rod Currier, and Show Coordinator John Rauscher, were unable to attend due to illness and other commitments.
- Zoom Coordinator Bob Ferri advised sessions are active and well attended. He also extended an invitation to participate to our new member and guest.
- Newsletter Content Editor Pete Davis discussed two new columns we would like to integrate into the newsletter. The first would be about each of our club members, and their history of model building titled "My Modeling History".
- The second, "Ask the Modelers" would be hosted by Bob Ferri, and would be dedicated to answering modeling questions members may have on techniques, or any other subjects, where the information might help us all. Both submissions can be sent to Pete Davis or Bob Ferri, for handling and

review.

- Treasurer Rich Filteau reported that we have already sold two vendor tables for our October 2026 GraniteCon.
- President Mac Johnston complimented the page one photo in our last newsletter of the two remaining founders of our group. He restated our nominations for the executive board for 2026. The current slate of officers was elected to another year.
- President Mac Johnston recently attended BayCon and advised it was a good show. They had better lighting, and a smoother registration process than last year. He heard mostly good comments on our 2025 GraniteCon show.
- We will be tweaking our show processes for 2026, to make GraniteCon run more smoothly.
- Member Bob Ingalls did an overview of our club activities for our guest. He also opened a discussion on the use of gloves, when handing models at our show.
- President Mac Johnston reminded us that we do a yearly purge of our kit raffle items, to allow for the integration of fresh kits, to make the monthly raffle more enticing. He suggested a limit of \$300 for replacement purchases, which was ratified by the membership.
- We will run the Yankee Swap again at our December meeting. Bob Ingalls will manage the Yankee Swap. Kits must be complete, not started, including instructions and decals, and not aftermarket items, conversions or update kits. The offerings can also be books, complete paint sets (unused), and tools. At the September 2026 meeting, a drawing for a \$50 prize will be offered for those who complete their Yankee Swap kits. Participant names will be put in a hat, and a winner drawn.
- It is asked we keep the December Show and Tell to a minimum, to allow time for the Yankee Swap.

November Meeting Raffle Winners!

Our meeting raffle winners were Jim Rondos, Mac Johnston, and John Walker! Congratulations!



Coming Events of Interest

March 28, 2026 – RepLICon 32; Long Island Scale Modelers, Freeport, NY

March 29, 2026 – ValleyCon 35; Wings and Wheels Modelers Club, Chicopee, MA

April 11, 2026 – CAN-AM Con 2026; IPMS/Champlain Valley & Mount Mansfield Scale Modelers Clubs, Williston, VT

April 12, 2026 – BuffCon 41 IPMS; Niagara Frontier Chapter, Cheektowaga, NY

April 12, 2026 – DowneastCon 2026; Southern Maine Scale Modelers, Sanford, ME

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

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

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

October 2, 2026 – ArmorCon 2026; NMMA/Northeast Military Modelers Association, Southbury, CT

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



Pete's Ponderings by Pete Davis

The other night, I watched an interesting documentary on Steampunk. I had first encountered this during a visit to the Mark Twain house in Hartford, Connecticut, a few years ago. At that time, they had a curated display of Steampunk related items viewable in the carriage house behind the home. I had never seen anything like it, and became instantly fascinated.

The idea that an alternate history, beginning in the Victorian era, led to many unique concepts that still had that boilerplate kind of appearance (think Rod Taylor in the movie, *The Time Machine*, and the utterly over the top decoration applied to the machine). HG Wells was a great source of inspiration, as was Mary Shelley (think *Frankenstein's Monster*), and other writers, and inventors, of that era. I have spent the many years since trying to understand the steampunk ideology, trying to figure ways to incorporate that conceptualization into my own modeling...with no success yet, unfortunately.

This documentary talked about the origins of the movement and how it developed into the unique subculture that currently exists. One of the points that was brought up is that this grew out of two things...the desire to return to a hand crafting interaction with our world, and the need to get away from the slick design of today.

We used to be able to fix anything, with a little imagination and effort, using our own tools and knowledge. That is impossible for the majority of us now, what with the self-contained technologies inherent in our communications and data processing equipment. Much of this stuff derives from the old Bauhaus design concept of 'Keep it simple'! It is sleek, modern, futuristic, and totally unapproachable, predominantly shelled with plastic. That is not a bad thing, because we are still able to easily interface with and use this technology to enhance our lives.

But the aesthetics, inherent in things produced before us baby boomers brought our simplicity into focus, are lacking. Where are the visible nuts and bolts, welds, hand formed surfaces and decoration so unique to our past culture? How can we use our own hands to create distinctive interpretations of alternate histories that hark back to that time? Steampunk developed as a means of answering this, allowing individuals to interpret form and life, through their own imaginative efforts.

Steampunk shows a refreshing approach to a fictional future life, leading to answers to the question, "what if...". They use clothing styles, accessories (typified by the welding goggles worn on pith helmets as part of the costuming, and waistcoats with suits). They create clockwork machines and ray guns which show derivation

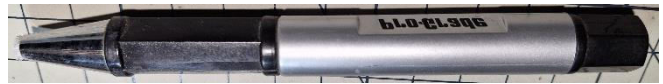
form weapons of the 1880's. Vehicles are steam powered, dirigible airships prevalent, and many other unique subjects drive their visualization of what life might be, if only....

We as model builders are a sort of bridge between the contemporary and the past. We follow the hand-crafted ethic by physically building models of whatever subjects suit our interest. Yet we also work with modern materials to achieve our desired result. To a great extent, we also answer the question, 'what if...', derived from our current culture. Wonder what it might be like to try thinking 'steam power everything', and see what we can create...!

Ask the Modelers by Bob Ferri

I will start our new forum off by putting forth the first 2 questions for our modelers. Please send your replies, containing a paragraph or two of your opinions, techniques or methods regarding the questions posed to us members. I will print the replies in the next issue of "The Instruction Sheet". This is an opportunity for all members to participate and share the knowledge that help others grow in our chosen hobby.

Question 1 – *Do you have a fiberglass brush, what type is it and how do you use it?*



Question 2 – *How do you handle small parts like bolt heads and other small PE or plastic parts?*

We look forward to your replies to ferri@GSINET.NET!

Rod's Ramblings by Rod Currier

Another Christmas season is upon us! That means it is time for our Yankee Swap/Pass the Stash event. If you wish to participate, bring a wrapped gift to this month's meeting. Taking part in the exchange is optional, but can be a lot of fun. Personally, I love seeing Mac bring home an aircraft model! Remember, kits have to be "buildable" as is. It can come from your stash, but it has to be a full kit, not a part of one, or an "addition" that needs another kit to use and complete. We bring our completed kits to the September meeting where a raffle will determine the winner of a gift certificate.

This past week I completed the rechartering of our club with IPMS/USA for 2026. Just as we pay dues to remain "in good standing" with our club, our club has to pay a fee (dues) to remain part of IPMS/USA. The biggest perk is the insurance coverage for our yearly contest. It would be prohibitively expensive to purchase the coverage on our own. We also have to have a certain number of members who belong to the national organization. If you decide you would like to join IPMS/USA, you get a quarterly magazine included with your membership. It usually has some good modeling articles written by IPMS members. Our own John Cook had an article published a while back that he had written about one of his science fiction builds. Please remember to list IPMS/Granite State as your primary club if you decide to join the national organization. For those who are already members (our officers are) be sure to pay your dues when you get that "reminder." One of our "perks" for being an officer is that GSMC will reimburse your IPMS dues. That keeps us above the threshold of required national members to keep our charter active.

Since we are getting into "questionable weather" season, this is what happens when the weather is bad on a meeting day; members of the E-board get in contact with each other to discuss the situation. If we decide to cancel a meeting, I will send out an e-mail before 5 PM to the membership. If you don't have e-mail, I will try to call you. I will also inform the library of our cancellation. Heck, sometimes they call me because the library has to close early. We then switch to meeting on Zoom. Same link as for our build sessions.

Hope to see everyone on the 15th. Keep warm, and wish for some plastic under the tree!

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! Be it a kit or product review, build review, site visit or 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 Pete Davis or Bob Ferri for inclusion. The next newsletter submissions must be in by **January 7, 2025**.

New Columns Coming!

The first installment of our new column "**My Modeling History**" is on page 1. Our President Mac Johnston has done his homework and started the column going.

We would like to have every member write their modeling history, and send it in for inclusion in a future issue. This should be an easy task for most, so we are **assigning this to you as homework!**

The first installment of our new column "**Ask The Modeler**" is on page 4.

Thank you from the editorial team from **The Instruction Sheet** for your continued support.



Grumman F8F Bearcat - Blue Angels by Rich Filteau

With the end of World War II, budgets for military expenditures were spiraling down. The exploits of naval aviators were no longer making the headlines, as they had for the previous four years. To keep Naval Aviation in the public's eye, Chief of Naval Operations, Chester W. Nimitz, sent a directive on April 24, 1946 to Admiral Frank Wagner, director of Naval Air Advanced Training Command, authorizing the formation of an Aerobatic demonstration team to display the capabilities of Naval Aviation.



The team was assigned the name "Blue Lancers", but it never took. In July 1946 the local newspaper even ran a contest to name the team. It took one of the team members, seeing an ad in the New Yorker magazine for the "Blue Angel" nightclub, for the team to get the name that has stuck for the last sixty years. The first show with the Blue Angels name was on July 19-21, 1946 at Omaha, Nebraska.

In June of 1946, the team's first Aerial Demonstration took place at Naval Air Station Jacksonville's Craig Field. The first shows consisted of three Grumman F6F-5 Hellcats in a simulated dogfight, with a North American SNJ (T-6 Texan), taking on the role of a Japanese Zero. Periodically a PB4Y-2 would join the demonstration with the Hellcats providing escort. The SNJ/Zero would attack and would inevitably lead to the SNJ being shot down. In July, a fourth Hellcat was added as a spare aircraft, and also did a solo routine. On August 25, 1946, a short two months after the team's formation, the Grumman F8F Bearcats replaced the Hellcat



The Grumman F8F Bearcat was the last piston-engined fighter developed for the United States Navy. By 1943 the Grumman F6F Hellcat was in full production, and Grumman began considering a follow-on design for the Hellcat. Reports reaching Grumman attested to the overall excellence of the F6F design, but its low-level abilities were a little lower than the Japanese Zeros it was in combat with. While in England during 1943, Grumman's Chief Test Pilot Bob Hall had flown a captured Focke-Wulf FW-190. Using this information Leroy Grumman personally laid out the specifications for Design 58. The overall design of the new fighter utilized the same low wing stubby design, and would use the same Pratt & Whitney R-2800 Double Wasp engine as the Hellcat. However, the new fighter was to be smaller, lighter and faster than its predecessor. A development contract for two XF8F-1s was awarded on November 27, 1943. The first flight of the prototype took place 10 months later, on August 21, 1944. The Bearcats had a 30% better rate of climb than the Hellcat and was also 50 MPH faster.

The 1947 season saw a change in Flight Leaders with Commander Butch Voris being replaced by LCDR Robert Clarke. During this season LCDR Clarke introduced the Diamond Formation, which is now the trademark formation of the Ambassadors in Blue.



team members uniforms in May 1949, but would not replace the cowling script for some time. It is nearly identical to the current design. The cloud in the upper right quadrant contains silhouettes of the squadron's current aircraft. Originally, the aircraft were originally shown heading down and to the right. Over the years, the plane silhouettes have changed, along with the squadron's aircraft. The lower left quadrant contains the Chief of Naval Air Training insignia, but has occasionally contained only Naval Aviator wings.

The model was built using Academy Kit # 12201 "F8F-1/2 Bearcat French Air Force". The kit can be built as one of three options. I chose the Blue Angels scheme, which involves choosing the shorter tail and correct cowling for the F8F-1 as



The 1949 season saw the transition to the Grumman F9F-2 Panther.

The Blue Angels paint scheme has changed over the years. The Grumman F6F-5 Hellcats used in their first two months, remained in the standard Dark Sea Blue with U.S. Navy in gold paint on the fuselage sides and both wing bottoms, but had no national insignia. When the team transitioned to the F8F Bearcat, a special shade of blue was developed, FS15050 known as Blue Angel Blue. The gold lettering was replaced with Insignia Yellow. It is not clear when "Blue Angels" in script appeared on both sides of the cowling.

The official Blue Angels insignia first appeared on



well as the appropriate decals. Assembly was straight out of the box. I did vary from the kit instructions by leaving the engine assembly off until the model was painted and decaled. Some puttying was required, but very little. A lot of time was spent using Turtle Wax Premium Grade Polishing Compound polishing the assembled fuselage in preparation for the mirror finish required for a Blue Angels aircraft. Several coats of Testors Model Master FS 15050 Blue Angel Blue paints were used for finishing. I allowed several days between coats. Once the depth of paint was achieved, I used several coats of Pledge with Future Shine to get the required gloss finish.

There were decals supplied for six aircraft, but to my disappointment, all six had the same U.S. Navy Bureau of Aeronautics serial number 94560. Many higher resolution images can be found on the web site



Show and Tell

Many higher resolution images can be found on the web site!

Paul Lessard brought two Sylvan Scale model vehicles to view. The first kit was his 1/87th scale 1951 Fageol Moving Van lettered up for Bekins. He built this out of box.



Bob Fiero had his 1/62nd scale Revell Martin B57 Canberra out for review. These appeared in the 1950's and 1960's. Several are still in service.



Frank Moore scratch-built his 1/35th scale 25 pounder gun-howitzer. He used sheet styrene, tube, and rod left over from a previous project. His gun crew came from his part and figures box. He experimented with texture (parking lot sand), and earth colors to create the base.



Jim Moone built a 1/72nd scale P51D mustang. This is the fourth model he has worked on. He liked the interior so much, that he left the canopy loose, so he can remove it to allow viewing of the details. He hand-painted with Vallejo ModelAir paints.



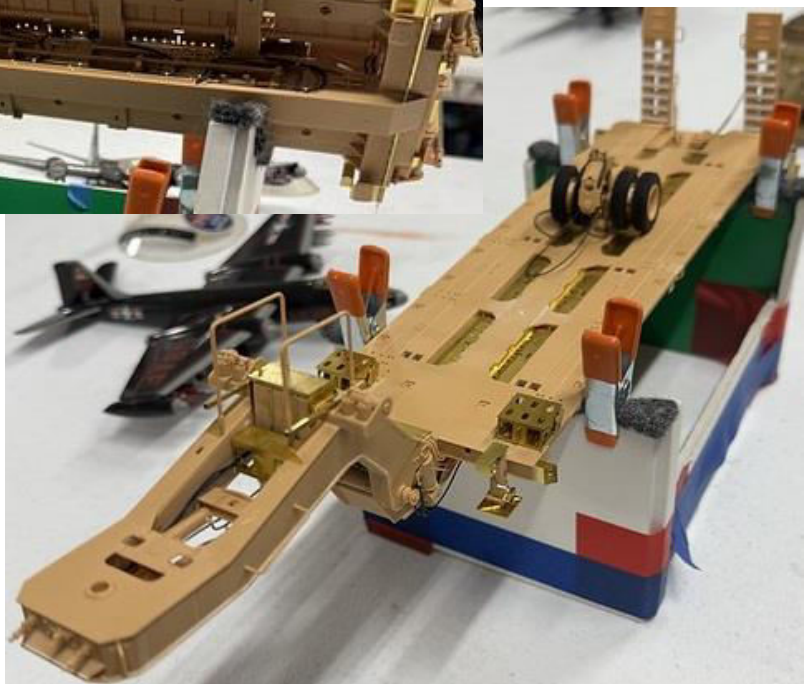
A 1/35th scale Peerless Max model of a US 1 1/2-ton Personnel Carrier, WC62, was John Walker's offering. It was built out of box, with the addition of an Academy machine gun, and a scratch-built tool rack. He painted with Tamiya paints and used the kit markings. He weathered with powders and pencil lead. It is from the 32nd ID anti-tank platoon in the Philippines in 1945.



Mac Johnston brought in his 1/25th scale Lindberg 1953 Ford Victoria for review. He built this out of box, and felt it was a nice kit. He had the choice of having the top up or down, and chose the up version. He used the correct Ford colors on the interior, and a black clear coat paint. The engine is also painted stock. His wife's father had one of these.



Bob Ferri had his work in progress 1/35th scale Hobby Boss M1000 trailer on the table. He has finished modifications to the hydraulic and air hoses. He added some new photo etch pieces, modified the hitch pin mechanism to allow for trailer repositioning, and corrected the treads on the loading ramps. He likes replicating mechanical details shown in images he has of trailers deployed in theater.



Paul Lessard brought his 1/87th scale Wheel Works 1932 Ford pickup. He added a driver and grain load to this vehicle.



Paul Lessard's second Sylvan Scale Model kit was his 1/87th scale 1947 Ford flatbed truck. The kit includes the cab and chassis, but he had to scratch build the body. He weathered it heavily.



Pete Davis took the 1/72nd scale Minecraft Models PV-1 Ventura he received, as part of a collection offered to veteran members by Chuck Converse a few months ago, and detailed it as a late war US Navy patrol craft. This kit was a vintage molding, and had a lot of inconsistent parts fitting. There was little to no detail on the motors or guns, and the turret and cockpit glass were challenging. The tail wheel was held to the fuselage by a block of plastic. He did enjoy the build, however.

Rich Filteau is restoring a display model of a Douglas D6B Northeast Airlines plane for the New Hampshire Air Museum. Its scale is approximately 1/49th by calculation. It was originally created for a travel agency display. He is making scale drawings and will be adding window decals in their correct location when done. He asked for discussions on the best ways to strip the paint so he can replicate the original paint scheme.



MiniArt 1/35 B-Type Military Omnibus by Scotty Mallett

This was, for me, a thoroughly enjoyable build. The chassis was challenging due to the large number of pieces to be put in place. The motor has a great deal of detail, and for the modeler who wants even more, it can be wired. My skills are not that good yet, so I chose to just construct it not able to be started up...ha ha. I chose to do this omnibus as if the military had confiscated a civilian bus and was in the middle of retrofitting it. I found the bus section easy until I came to the stairway, which must be done with great care to make sure it is level in all places.

I made several mistakes on this build, corrected them best I could and won't point them out because, as a fellow glue sniffer told me, only you know where the mistakes are. I got this kit from John Rauscher at Empire models. I have purchased another, as you have a choice to make several versions of this model. I can't wait to start the next one.



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

NORTH EAST TRAINS

Specializing Lionel • American Flyer • Atlas
in . . . MTH • Williams • Weaver • K-Line

Bought • Sold • Repaired
N • HO • S • O • G Gauges



www.netrains.com
18 Main Street
Peabody, MA 01960

Don Stubbs
(978) 532-1615
fax (978) 532-2282

Why Grow Up?



MODEL KITS, TRAINS & ROCKETS, PUZZLES, AND PAINTS
& SUPPLIES

978.649.5055

440 Middlesex Rd Tyngsboro, MA 01879



Double Play Hobby
Consignments
479 Elm Street (101A)
Milford, NH 03055
M-F 12-6 Sat 10-5 Sun 12-4

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
Thornton, NH 03285

