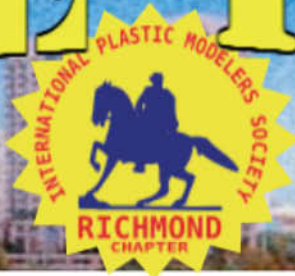


SPARE PARTS

QUARANTINE



JOURNAL #1

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2020 Old Dominion Open, You...

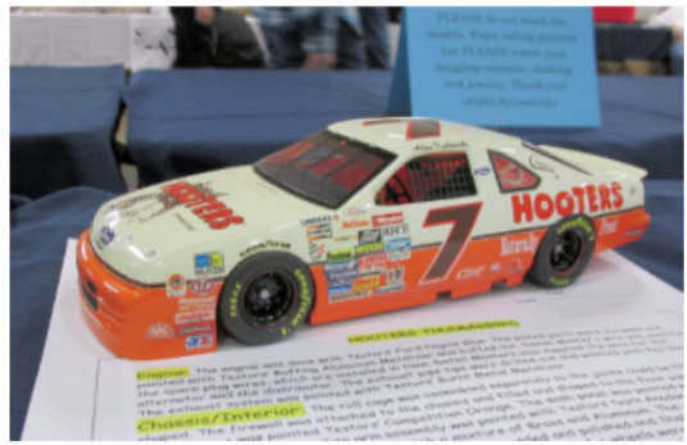


APRIL & MAY CHAPTER MEETINGS ANNOUNCEMENT

The IPMS Richmond E-Board has decided to cancel the monthly chapter meetings for April and May, due to concerns related to the COVID-19 Virus, and the real threat it poses to our members and their families.



2020 Old Dominion Open Sponsor:



...Built It, and They Came!

Mike, ODO Chairman Chris Bryan, Bob Walls, Mark Groth and Alex Valz presented reports on the show. Among matters discussed was the need to reconfigure the hall's entrance area for registration and general admission. Limiting each contest entrant to 30 models was also recommended. Improvements to the volume and sound quality of the public address system still need to be made. The membership thanked Chris Bryan for all of his hard work on this year's ODO. A motion to host the 2021 Old Dominion Open passed unanimously.

President Mike reported that the ODO raffle was successful, particularly with the special prizes that were given away. Very few prizes were left unclaimed. Mike also noted that full participation of the membership will be vital for next year's show. All chapter members will be expected to volunteer and work on the 2021 Old Dominion Open.

A motion for the chapter to contribute \$200.00 to this year's "Pig Picking" event to benefit the Ronald McDonald House passed unanimously. Chapter members also gave approximately 300 model kits to the cadets in the Model Club at Fork Union Military Academy. A request was made for any photos taken at the ODO of Junior or Science Fiction contest entries.

Richard Leininger proposed that the chapter begin self-funding of Old Dominion trophy packages and awards, starting with the 2021 show. We would implement a policy of not soliciting trophy packages or financial support from other IPMS chapters or scale modeling clubs. Also, we would no longer make financial contributions to other IPMS chapters or model organizations. Notification letters would be prepared and sent as contribution requests were received. This new policy would need to be carefully implemented. A motion to go to self-funding was seconded and passed unanimously.

Treasurer Alex Valz reported on the chapter's finances. Mike Lyons recommended that we review our chapter's corporate status and seek professional advice to keep our chapter in compliance with all legal requirements.

With chapter business completed, 12 members presented 27 models in the "Show & Tell" segment. The meeting then adjourned.

Our next meeting will be Monday, April 13, at 6:30 PM at the Smoketree Community Center. A "Build Night" is planned.

SECRETARY'S NOTE: Many thanks to Mark Elder and Mark Groth for taking notes and covering the March chapter meeting while I was out sick.

E. L. Motley, Secretary

2020 Old Dominion Open Sponsors:

Remember going to the auto dealers showrooms in years past and seeing plastic models of the cars they were selling? They were called 'promotional models'. Now they are highly collectable. Not being a car guy but interested in tractors, which I learned to drive first, visiting the Atlantic Rural Exposition, better known as the State Fair of Virginia, all of the farm equipment brands would have displays there. You could buy these models of tractors and other equipment and most, if not all were from Ertl. I had both a Ford Model N tractor and an International Harvester pickup truck. All of these were of an early unstable plastic which warped badly over the years. It wasn't until styrene plastic appeared that you had something that could last a long time.

Anyway, what a convoluted series of mergers and acquisitions these early companies had!

Enjoy! There are also links to other model companies histories here. All interesting and somewhat surprising at times!

Thanks Monroe!

<https://youtu.be/zcQAC3Jf2tk>



Keepin' My Distance, But... Keepin' Busy

Well guys, it's been a while since I've written an article. I finally tried a couple of paint combos that I told you about !! The first one turned out really well!!! I used Testor's Extreme Lacquer "Diamond Dust" as a base paint, directly on the model (no primer), and when it dried I use Testor's "Fiery Orange"... about 5-6 coats !! This was done on a 2015 Vette. I was more than pleased with it. The second combo was done with a base paint of Testor's "Graphite Dust", and finished with Testor's "Mystic Emerald" with 4-6 coats!! It sure looks different, however, I picked the wrong model to apply it on !! I used it on a 1967 Chevell, It would look great on an older Hot Rod !! These combos were really cool looking, I'm glad I finally got to use them.

I bought an old kit (Hot Rod Lincoln) by Revell, 1/25 scale, I saw them on E/Bay and bought 2 of them. It is a Pro Street with a great engine, it's a 351 c.i.d. with 2 superchargers on it, and 2 very very large slicks and a interior that looks as good as any Pro Street models I have!! I've built the motor and will paint it JET BLACK !! Well, I hope that some of you will try the paint combos.

When I can get to a meeting, after this troubling times is gone, I'll bring the Vette and Lincoln for Show and Tell!!

Be safe my friends!!!!!!!!!!

IMPORTANT NOTICE ABOUT THE CORONA VIRUS (COVID-19) MODEL CLASSIC 2020

Dear Members, Vendors, Exhibitors, Sponsors, Friends, and Families;

The Northern Virginia Modelers (NoVA) Executive Board (E-Board) regrets to inform you that we have decided to cancel Model Classic 2020 (previously scheduled to be held on April 18, 2020) due to the current situation with the COVID-19 novel coronavirus.

Please be assured this action is not being taken lightly. The NoVA E-Board realizes that the commitment made by all concerned for a successful Model Classic is substantial and we appreciate the impact of cancellation to all parties. However, after assessing available information, weighing options, and careful deliberations, we find it in the best interests of our members, vendors, exhibitors, sponsors, friends, and families to cancel Model Classic 2020 and concentrate on making Model Classic 2021 a resounding success. As soon as a date for Model Classic 2021 is established, we will let you know.

The NoVA E-Board considered rescheduling Model Classic 2020. However, the dynamic nature of the COVID-19 novel coronavirus and the uncertainty of the duration of the situation, combined with the realities of the current, and fluid, International Plastic Modelers Society (IPMS) Region 2 show schedule, preclude any dates that would not interfere with our planning cycle for Model Classic 2021.

NoVA intends to refund all vendor table fees and Trophy Package Sponsorships already submitted for Model Classic 2020. If you have already paid for tables or Trophy Packages, please watch your mail for a check from our Treasurer, Tim Barb.

The NoVA E-Board apologizes for any inconvenience that this decision causes you. We wrestled with this decision with little or no precedent to guide our deliberations. However, we are confident that cancelling Model Classic 2020 is the correct decision and in the best interest of everyone involved.

As always, you can reach our Chapter Contact, Tom Henderson, at tomhenderson51@verizon.net, our Treasurer, Tim Barb at tabarbmc@gmail.com, or me at figueroa1956@gmail.com for questions or concerns.

We wish all of you and your families good health in this trying time and we look forward to seeing you at Model Classic 2021.

***Sincerely,
John Figueroa
President, NoVA Modelers IPMS***

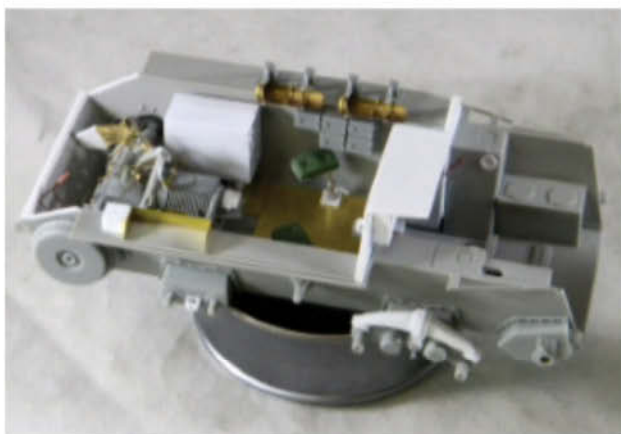




Above: Bob Walls' in-progress 1/35 M3 "Stuarts", Tamiya & Academy's "Honey". Bob explained differences between the two model manufacturers' kits, good & the bad.



Member Gene Rasmussen's Trumpeter 1/200 scale legendary "RMS Titanic" kit.



Left: Two of Scott Wallace's heavily modified and scratch-built components for his 15cm s.I.G 33/2 (Sf) auf Jagdpanzer 38(t) A.K.A. "Hetzer"

Right: Tom Dailey's Meng World-War Toons Soviet KV-2 and T-34/75 "Egg-Tanks" finished in two distinctly different camouflage paint schemes



2020 Old Dominion Open Sponsors:





Bob Walls' "old" Hobby Boss 1/35 heavily armed Land Rover "Defender".



James Alvis' MPC 1/72 Savoia-Marchetti SM.79 Mk. II "Sparviero" (Hawk) in Regia Aeronautica (Italian) markings, was a successful tri-motored torpedo bomber.



Alex Valz's 1/35 Tamiya Su76M Soviet Self-Propelled Gun



Alex Valz's in-progress Trumpeter 1/35 M1130 "Stryker Command Vehicle"

2020 Old Dominion Open Sponsors:





Travis Johnson's colorful 1/24 Revell Ford GT (left) and Hasegawa Mazda 767B (right).



Travis Johnson's 1/20 Tamiya Formula 1 Benetton Ford B192 (left) and McLaren International MP4/7 (right).

2020 Old Dominion Open Sponsors:





Scott Ratliff's AMT 1/25 Formula 1 Rick Mears' Penske PC-17 (left) and Ernie Ivan's NASCAR Cup Series Kodak Oldsmobile (right).



Scott Ratliff's Revell 1/25 2003 NASCAR Dale Earnhardt Jr.'s Budweiser Monte Carlo (left) and Jeff Gordon's Dupont Monte Carlo (right).

2020 Old Dominion Open Sponsors:

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<http://ramseang.weebly.com>

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 Quality detailing products for outstanding models

www.TedsModelingMarketplace.com



Steve Boegu's Monogram 1/48 A-10 "Thunderbolt II" (Warthog), featuring subtle weathering.



Tom Pulliam's MPC Profile Series 1/72 RAF Vickers "Wellington" Bomber.



Tom Pulliam's Italeri 1/35 M4A3 Sherman "Thunderbolt"



Scott Holtz's "grab-bag" vintage Airfix 1/72 de Havilland Mosquito FB.XVIII "Tsetse" with Molins Machine Co. 57mm cannon.

2020 Old Dominion Open Sponsors:

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Decals and accessories for Classic Model Kits
since 2005



Chris Bryan's in-progress 1/35 (left) Panda's Soviet Air Defense System (A.D.S.) and (right) Trumpeter's USMC LAV III TUA (Tow Under Armor) placed in-action on rough terrain base.



Aaron Winer presents his Airfix 1/72 Gladiator I/II kit & Valiant Wings Publishing Airframe Album 12 "Gloster Gladiator"



Helicopter component finishes and paint colors were presented and explained to attendees by Steve Boege

2020 Old Dominion Open Sponsors:



THE LAST CENTURION: CONVAIR'S F-106 DELTA DART BY E. L. MOTLEY

Classically sleek and blazingly fast, the Convair F-106 Delta Dart has been called the most beautiful fighter plane ever built. For 30 years, the "Six" guarded North American airspace as the U.S. Air Force's last purpose-built interceptor. As the final "Century" fighter to go into production, the F-106 was the sharp end of the air defense network covering the U.S. and Canada.

Intended to be the follow on fighter to Convair's F-102 Delta Dagger, the F-106's development was slowed by chronic problems with the F-102's aerodynamics and performance. There were also problems with the F-106's Pratt & Whitney J-75 engine and the extremely advanced Hughes MA-1 fire control system. In addition, the Air Force also wanted the McDonnell F-101 Voodoo, which meant that two major interceptor projects were going on simultaneously. Two years behind schedule, the first F-106 flew December 26, 1956. Delivery to USAF squadrons began in May, 1959, but for a number of reasons, including a series of revisions to the plane's state of the art avionics, the F-106 was not in full service until 1962.

The production F-106A soon proved itself to be the West's finest all-weather interceptor. Capable of more than 1,500 mph at a service ceiling of 57,000 feet, the "Six's" large internal weapons bay carried four Falcon air-to-air missiles and a Genie unguided rocket tipped with a 1.5 kiloton nuclear warhead. The Genie was designed to take out an entire formation of Soviet Bear or Badger bombers. By the mid-1960's, the "Six" equipped 14 USAF squadrons. In addition to 277 F-106A's, Convair built 63 two-seat F-106B trainers. All were built at Convair's San Diego plant.

Unlike its predecessor, the F-102, the F-106 had no export orders. Convair proposed a special fighter-bomber version of the "Six" for Japan and West Germany, but nothing came of it. After cancelling the outstanding CF-105 Arrow in 1959, Canada briefly considered the F-106, but bought F-101B Voodoos instead. Convair even pitched a carrier-based version of the F-106, but the Navy wanted McDonnell's then-new Phantom and Vought's Crusader. When the Pentagon sought a next generation interceptor, Convair proposed the F-106X with canard wings, large rectangular intakes and many upgrades. Lockheed's YF-12 was far more advanced and capable. Having dumped millions into the XB-70 and TFX (F-111) programs, the Defense Department dropped the interceptor project. The YF-12 went on to become the incredible SR-71 Blackbird reconnaissance aircraft.

Old Dominion Open Sponsor:



COLD WAR ENCOUNTER



F-106A 51-0240, 119 FIS Atlantic City, NJ. Pilot: Lt. Col. Raymond Neimotka intercepting Soviet Tu-95 "Bear" over North Atlantic. No date.

THE LAST CENTURION: CONVAIR'S F-106A "DELTA DART"

Although no F-106's were built after 1960, the fleet was steadily upgraded. Along with supersonic drop tanks to extend the "Six's" range, in-flight refueling systems were installed in 1967. Ongoing improvements to the radar, fire control, communications and navigation systems kept the F-106 an effective warplane through the 1970's. A retractable infra-red seeker was installed just ahead of the windscreen. Late 1960's testing showed that the F-106 had a surprisingly good dogfighting capability. Starting in 1972, installation of a clear bubble canopy vastly improved the pilot's visibility. The withdrawal of the Genie missile permitted a 20 mm Vulcan cannon pod to be installed in the weapons bay. Redesigning the bay's doors allowed firing the gun without having to open up the weapons bay.

The F-106 saw few overseas deployments. None were sent to Vietnam. There is a continuing story that one F-106A was given Southeast Asia camouflage, but nothing confirms it and there are no photos of that plane. During the USS *Pueblo* crisis in 1968, some F-106's were rushed to South Korea. That deployment lasted until May, 1970. Other than South Korea and rare excursions to Europe and Iceland, the F-106 served stateside.

Starting in 1972, F-106's were transferred to Air National Guard (ANG) units. Ultimately, the "Six" would fly with ANG squadrons in California, Massachusetts, Michigan, Montana, Florida and New Jersey. As F-15 Eagles and F-16 Fighting Falcons began rolling off the assembly lines, F-106's were increasingly retired from both frontline USAF and ANG squadrons. The first F-106A went to Arizona's desert "boneyard" in early 1982. By late 1986, 193 more had joined it. A number of those planes would eventually see additional service (and ultimately destruction) as QF-106 target drones.

Other than a few chase planes and test aircraft, including some used by NASA, the end of the line for the F-106 came on August 1, 1988, when three F-106A's of the 119th Fighter Interceptor Squadron, New Jersey ANG, took off from their Atlantic City base for the last time. The very first production F-106A now stands watch in Ohio at the USAF museum.

Moving on now to the "good stuff"

Our unexpected "sheltering in place," self-isolation, house arrest, or whatever this current limbo is, has given me time to return to the plastic arts. My current project is the "vintage" Monogram (now Revell) 1/48 F-106A. This kit was a raffle prize and for me, it's one of those old kits that are the hobby's equivalent of "comfort food." It always seems to be around, isn't the newest or fanciest kit, but it doesn't have a high parts count and doesn't require but so much thinking. And the fit is unexpectedly good. I'm in the midst of building this 1/48 "Six" as this article is written.

Old Dominion Open Sponsors:



Ejection Seat, Painted

THE LAST CENTURION: CONVAIR'S F-106A "DELTA DART"

The Monogram 1/48 F-106A was first released in 1983. It's probably the best of Monogram's 1980's series of 1/48 jets. For many years, it was the ONLY 1/48 F-106 model. Monogram reissued this kit with different decals in 1990. Following Monogram's merger with Revell, the kit reappeared under Revell's label in 2000, 2004 and 2010.

Monogram's F-106A is as well detailed as their old 1/48 F-100D Super Sabre and F-4 Phantom kits, but the F-106A's fit is much better. Like most kits from that era, the panel lines are raised. But on Monogram's "Six," it is thankfully underdone. The detailing of the weapons bay, cockpit, wheel wells, exhaust and afterburner is outstanding even by today's standards. There are the usual mold lines and ejector pin marks, but most are in inconspicuous places or easy to clean up. The clear parts are fine and include both the early and later canopy versions. There is also a superbly detailed pilot figure.

Depending upon the age or reissue of your kit, the decals can be for any of about six squadrons. If the decals are yellowed or not useable, several good aftermarket sheets are still available. By serendipity, knowing that one day I'd build a "Six," I picked up several 1/48 F-106A decal sheets at either a show or on sale from Squadron. I now have the luxury of picking from among four squadrons when it's decaling time.

This is a model that is built from the inside out. The cockpit tub and side pieces were hand painted with Model Master [MM] Acrylic Dark Gull Gray. Instrument panels followed with MM Acrylic Interior Black with dials, switches, knobs, etc. picked out in white, silver and an occasional red, yellow or green. Gauges and the radar scope also got small drops of Future. The bang seat was hand painted and detailed. I sent the pilot figure to join his brethren in the spares box's Ready Room.

From my research, the F-106 was the last U.S. combat plane to have WWII style green wheel wells. The beautifully done main and front wells were hand painted MM Acrylic Green Zinc Chromate later followed by Future, followed by an oil wash of Burnt Umber and Turpenoid to make everything pop, and later brushed over with MM Acrylic Semi-gloss clear.

Like any kit, this oldie F-106A has some faults and places to be extra careful. The cockpit and gear wells are formed by multiple pieces that must first be painted and detailed separately, then assembled, and then carefully fitted into the fuselage. It gets a bit fiddly! The large rear vertical stabilizer fin is integrally molded with the fuselage halves but isn't joined edge to edge. This creates a ridge and gap along the right side of the fin. I minimized—but could not completely remedy it—with Tamiya White Surfacer Putty smoothed with rubbing alcohol and a Q-tip. I probably should have resorted to a shim or thin layer of card stock underneath. We'll see once the primer is sprayed.

ODO 2020 Sponsor:



Painted Cockpit



Painted Front Wheelwell



THE LAST CENTURION: CONVAIR'S F-106A "DELTA DART"

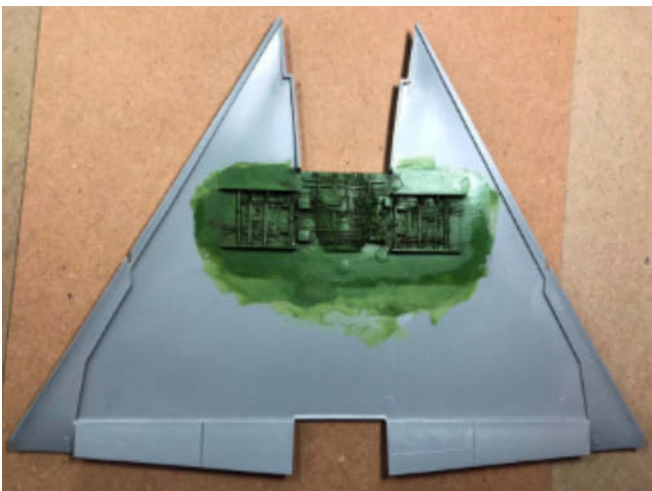
Other than the odd joining of the fin halves, the top fuselage's assembly goes well. Glue the front and rear ends first, then the middle. I later ran a line of Testors "Window" Cement along the inside of the seam from tail to nose to reinforce the join. What few seam gaps remained on top were easily filled with Tamiya White Surfacer Putty and sanded smooth with little loss of detail. The other problem on the fuselage top is the refueling receptacle. It fits poorly, but comes clean with Tamiya White Surfacer Putty and some careful sanding.

Although the outstandingly molded and detailed weapons bay has four Falcons and a Genie together with all the launching rails and hardware, I really didn't want to go to all that extra work. Also, all my references showed the "Six's" weapons bay as closed unless missiles are being loaded, unloaded or the aircraft is under maintenance. Weapons bays otherwise stayed closed up on the tarmac and inside hangers (I discussed this with Col. John K., too). One of my favorite features of this kit is that you're given the option of open or shut weapons bay doors. I used the closed doors.

While parked, F-106's usually had the large butterfly speed brake spread wide open. That open speed brake is also nicely detailed, but for me, it spoils the jet's sleek lines. After finding a couple of photos showing some F-106's parked with speed brakes closed, I had my excuse. Since Monogram only provides an open rear speed brake, I modeled mine shut through careful cutting, trimming and use of Dap Plastic Wood Filler on the hinge seams. Much better and still accurate!

As this is written, I'm about to insert the exhaust assembly and cement the wing tops and bottoms in between the top and bottom fuselage halves. The cockpit and wheel wells are already glued in place. We'll see how it goes. Then comes some primer and hoping I have enough (and still usable) MM Acrylic "Aircraft Gray" (a/k/a FS 16473 and also a/k/a "Air Defense Command Gray"). As for decals, I'm leaning towards the 1970's markings of the New Jersey Air National Guard. There will probably be little or no weathering. In both USAF and ANG service, F-106's were immaculately maintained.

A final note.... For those contest-driven modelers who want a newer, nicer (and much more expensive) F-106, Trumpeter has a 1/48 F-106A and also a 1/72 two seater F-106B. The F-106 more than lived up to its description as "The Ultimate Interceptor." With its highly conspicuous markings (colorful rear fins and a billboard sized "US AIR FORCE" along the fuselage sides), the famous "Six" will make an impressive addition, regardless of kit or scale, for any fan of jet fighters.

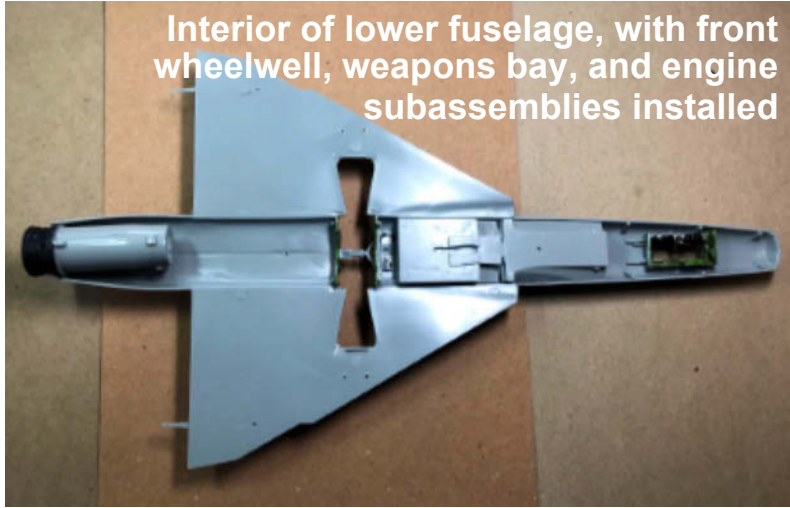


Wheelwells painted WWII style "Green Zinc Chromate"



View of upper fuselage assembly, note the "coke bottle" shape that reduced drag at high speeds.

Interior of lower fuselage, with front wheelwell, weapons bay, and engine subassemblies installed



Tamiya White Putty applied to fill gaps on and below vertical stabilizer, then carefully sanded to preserve details.



Some "Quarantine" Projects

...Mark Elder



Had this 1/48 kit a while, intending to include in a 1/48 Luftwaffe dio. Maybe mount a Flak-38 to its flat bed? I have the time now.



Glued Cab & Bed Sub-assemblies w/Hood, press-fit together here.



I appreciate the kit provided thin decals with "true" White color.



Macchi C.202, 386.a Sq., 22.0 Gr. Aut. CT, USSR, Spring 1942.

by Pietro Mazzardi

This Hasegawa 1/48 MC. 202 has been partially done for years. I have decided to restart by spraying exterior XF-23 "Light Blue". I intend to replicate the profile at left (Squadron's "Italian Aircraft of WWII").

The Frugal Modeler Self-Quarantines (or How To Buy Models and Never Leave Home)

...By Bob Walls the Frugal Modeler

With most stores closed, including hobby stores, it could be a bleak summer for us Modelers if this unpleasant Foreign visitor does not leave the country soon. Unless you are into purchasing your kits and supplies from the internet. Many of the “Best” companies are located in Asia and Europe but with the current Corona Virus status of many countries, overseas mailings are a problem. But there are plenty of mail-order/internet sellers in the USA to keep your need for plastic fulfilled.

In fact, today my mailbox presented me with two of my orders. The first one is a set of British Decals in 1/144. Hard to find at a local hobby store, or Squadron or even the “Best” out of country stores. This set was ordered from EBAY. EBAY is actually one of the largest homes of modeling kits and supplies you can find on the internet. Google EBAY and look at what is out there. You have to sign up if you want to buy or sell. You will need PayPal. So sign up for PayPal first. PayPal is owned by EBAY and allows you to buy without handing over all that credit or debit card information to some guy living in his mom’s basement. PayPal will need your debit card or charge card. They are a reputable company and this is no worse than giving Squadron Shoppe or Macy’s your card information. There is NO charge to you if you only use PayPal for buying or bidding on EBAY. Likewise, EBAY does not charge you anything to bid or buy. You only pay the price you agree to plus any taxes and shipping. Just like you bought from a store mail order. In 18 years and buying 300 items on EBAY, I have been disappointed in two purchases and when I contacted the sellers they refunded my money. I have had one seller stiff me and never mailed my Sherman kit. PayPal reimbursed me for my purchase. And here is the one caveat about using EBAY. If the deal is TOO good to be true, don’t buy or bid. The bad deal I had was for a newly released Meng kit selling for \$90+ retail, if you could find it. This sale had a price of \$39.95 with free shipping. I thought it might be a scam, but was willing to try. In the end, I got my money back. But I knew deep down I probably would have to deal with EBAY and PayPal. At least I lost NO money on a bad deal.

Also, EBAY has stuff you won’t find at hobby stores, most model shows, or flea markets. I collect AFV G2 magazines. I first bought them from Bob’s Hobby and High Command so that tells you how long I have been collecting these. I now pick up missing copies from EBAY. I just won a bid for an issue I don’t have. Total price with shipping and tax was \$5.16!

The decals I received today from the EBAY seller were perfect, packaged well and shipped fast. You can expect that 98.9% of the time. I can’t speak highly enough for the USA sellers of model supplies and kits. To limit your searches, click the US box and you won’t see seller out side the USA. One word of advice. If you are into kinky stuff, you are on your own as EBAY sellers sell everything you can imagine or not imagine! Be careful how your word things. “Hot Tiger Tank” might get your stuff you were not expecting! And I probably would never buy a car on EBAY!

Old Dominion Open Sponsors:



CENTRAL PA IPMS
INTERNATIONAL PLASTIC MODELERS' SOCIETY

The Frugal Modeler Self-Quarantines (or How To Buy Models & Never Leave Home) *...By Bob Walls the Frugal*

One of my recent EBAY winning bids. \$2 bid and \$3 shipping plus 16 cents tax! A deal for an old magazine from the 1970's

ORDER DATE Mar 29, 2020	ORDER NUMBER 27-04745-85426	SOLD BY 2006euchler (1 item)	ORDER TOTAL US \$5.16	Leave feedback
	AFV-G2 Magazine January 1972, Vol. 3, No. 5...Michel WittmannII (303521582135)		\$ 	View order details More actions ▼
	 Estimated delivery Mon, Apr 06		ITEM PRICE: US \$3.00	
	 This item has been shipped.			

So, you don't think you are up for the rough and tumble world of EBAY, dealing with that unknown seller in South Dakota. Then try some of the lesser known but good U.S. mail-order companies. My favorite is Lots-of-Models (LOM) located in Wright City, MO. They sell mostly estate kits and a few new releases, kind of like the ODO vendors, but you can't open the box and haggle. They do a good job of examining the kits and let you know what you are getting. Along with my decals today, I received a 1/144 Revell Tornado kit from LOM that was bagged, not boxed but the picture and description made that clear. At \$8.95 it was a good deal, even without a box and I was going to use my EBAY decals anyway. The best part of LOM is that they NEVER charge shipping. Two day Priority USPS shipping is free. So I got a \$15 kit which would have cost another \$5-\$7 with shipping from another seller or EBAY for \$8.95 plus tax! Oh, and this company always has a 10% off coupon code and this past month had a 15% off code. So the kit cost me \$7.60 plus tax. If I am looking for a small item, the free shipping makes LOM my first place to shop.

The only issues I have with this company is their website is not as user friendly as I would like for searches and if you see something and don't buy it, it may not be there a week later. Only their new stuff is carried in quantity, all the older or pre-owned kits are pretty much just one and then gone.

Go to: <https://lots-of-models.com/>

If you are looking for NEW kits try ScaleHobbyist located in Nashua, NH. They are a full-service Hobby Store and carry a full line of models, paints, after market and tools. Most are in stock or take no more than 3 days for them to have them ready to ship. They don't have the cheapest price compared to EBAY, but their prices are discounted and pretty good. If you are looking for newer models, this is a good source. Their web page is:

<https://www.scalehobbyist.com/>

A good place to look for models is Free Time Hobby located in Georgia, the state, not the country. They carry newer kits and offer sales where 50% off is not unusual. Service is good and I highly recommend them. Check out their clearance area. You can find them at:

<https://freetimehobbies.com/>

I am sure many of you know equally good sellers. Please share this information once we get back to meeting monthly. Until then, enjoy your time at home and good luck hunting down that great deal on the model you have always wanted.

IPMS BALTIMORE

IPMS WASHINGTON DC

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GENERAL ADMISSION..\$5.00/day

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twardf86@aol.com or 540-977-6205

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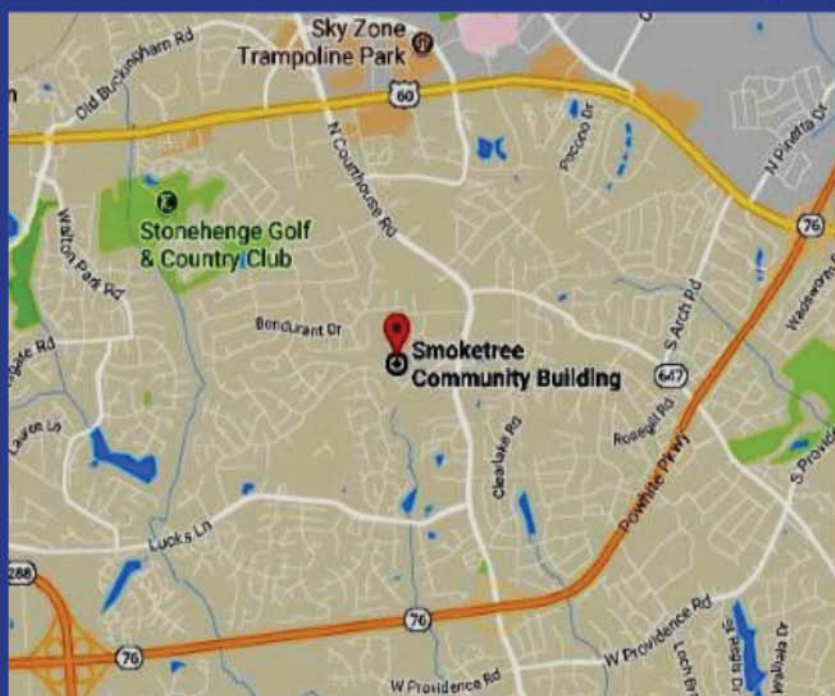
IPMS Richmond Chapter Information

The Richmond Chapter of the International Plastic Modelers Society was established in 1972 by five area modelers. Combining their talent and passion for scale modeling, they created IPMS Richmond, with the expressed hope of spreading their enthusiasm for scale modeling to others in Central Virginia. Chapter members and guests meet the second Monday of each month, sharing their latest projects in "Show 'n Tell", learning new techniques while enjoying veteran award winning members' demonstrations, and special guest speakers. Members plan trips to public events that focus on scale modeling and competition, winning prize drawings, planning and hosting the Mid-Atlantic's largest modeling event, the Old Dominion Open, and much, much more. Annual membership fee: \$25 (& special discount family membership fee). IPMS Richmond is governed by its constitution and by-laws, administered by annually elected officers. We share your love for scale modeling, no matter the subject, and we invite you to join us...

- Visit IPMSRICHMOND.blogspot.com -



Venue: Smoketree Community Bldg.



11100 Smoketree Drive, Richmond

Chapter Officers, Etc.

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mlyons@richmondicezone.com & 804.306.4517

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hmgroth@gmail.com & 804.794.1214

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Old Dominion Open Chairman... **Chris Bryan**

Facebook..... **Bob Walls**

Newsletter Editor..... **Mark Elder**
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Submissions to **Spare Parts** are needed and encouraged. IPMS USA membership is encouraged, but not required. Submit articles, product and event reviews, and announcements to editor at chapter meetings or email mark701@comcast.net.