

Genuine IPMS Richmond

SPARE PARTS

November

An IPMS/USA Award Winning Newsletter

2020

Next Meeting: Monday, November 9, 6:30 p.m. at The Smoketree Community Building, 11100 Smoketree Drive, Richmond, Va. IPMS Richmond celebrates another meeting, featuring Scott Holtz's "Modeling Real Space Vehicles" demo, the popular "Show & Tell", & Mike's Fantastic Raffle.



Foreground: Scott Holtz's Italeri 1/48 I.D.F. General Dynamics F-16C "Fighting Falcon", loaded for bear. Presented by Scott during the October 12 chapter meeting's "Show 'n Tell". Please consider presenting your latest project as part of the November 9 Show & Tell.

IPMS Richmond - Web Presence

www.ipmsrichmond.blogspot.com

Submit news, announcements, photos (.jpeg format) to:
Mark Groth, hmgroth@gmail.com

Please compose your submission before sending. I will edit, if necessary, before publishing.
Any questions contact Mark Groth.

SPARE PARTS LIST

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Minutes of October 12 Chapter Meeting

...E.L. Motley, Secretary

Chapter President Mike Lyons called the meeting to order at 7:00 PM with 15 members present. Mike announced the Old Dominion Open Committee's recommendation that the 2021 Old Dominion Open, scheduled for February 27, 2021, be cancelled. Mike concurred with the committee's recommendation and stated that at this time, our only expenditure is the non-refundable \$500.00 deposit paid to Richmond Raceway. However, we will see if the Raceway will apply our deposit to the 2022 ODO.

Mike asked for input and the views of those members present. There was a brief discussion of the ODO's status. The consensus was that we have too much uncertainty with the Covid 19 situation over the next few months and no way of knowing if the pandemic will still be a major health hazard next February. Also, masks and social distancing will be impractical for an event as large as the ODO. No members in attendance advocated that we hold the Old Dominion Open as scheduled, and without exception, no formal vote was taken. An announcement will be made of the 2021 ODO's cancellation. Planning for the 2022 Old Dominion Open will continue. Secretary's note: See the chapter's official announcement attached.

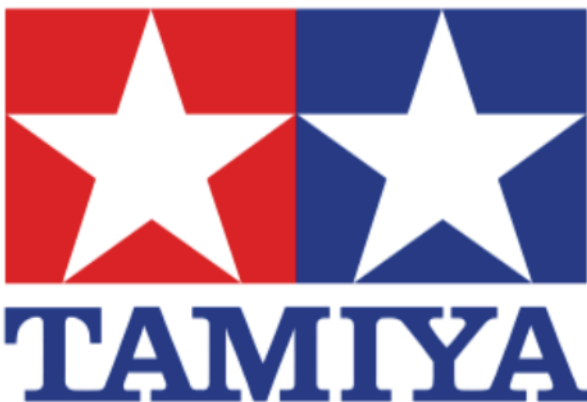
Mike announced that Paul Klanian may be able to make the trophies for the 2022 Old Dominion Open. However, no agreement with Paul has been made. The chapter will also look at additional suppliers for trophies.

Ashley Abernathy made a presentation on the WrightCon virtual show scheduled (online) for November 13-14, 2020. This is the IPMS Region IV show sponsored by Wright Field Scale Modelers. Ashley said that the event needs contest judges. See Page 10. For detailed information, go to: www.wrightcon.com.

Our annual December contest will be Monday, December 14 (Contest is re-scheduled for the January chapter meeting. - editor). The theme will be "Your Birth Year" as a special category. Contest entrants for that category will build a model depicting something (car, airplane, etc.) that was around or in use the year they were born. All of the other usual chapter contest categories will be in effect as well.

...continued on Page 3

Old Dominion Open Sponsors:



The December meeting will also feature our annual chapter Christmas dinner with barbecue and fixings provided by Mike's brother. As in past years, other IPMS chapters and hobby clubs will be invited. We will also have a special raffle.

Our support of the model building club at Fork Union Military Academy continues with over \$2,000.00 worth of paints, tools, supplies and resource materials donated by IPMS Richmond. We especially thank Angel Garcia-Ablanque for his generous help with our project. See details in the October issue of Spare Parts.

Treasurer Alex Valz presented our financial report. The chapter remains in excellent fiscal shape.

With no additional business, "Show & Tell" commenced with eight members presenting 14 models.

Our next meeting will be Monday, November 9, at 6:30 PM at Smoketree. Scott Holtz will give a demo on building models of NASA rockets.

E. L. Motley, Secretary

IPMS Richmond

Announcement of Cancellation of 2021 Old Dominion Open

October 12, 2020

After much consideration, IPMS Richmond has decided to cancel the Old Dominion Open scheduled for February 27, 2021. The event will not be rescheduled for a later date next year. However, we are already planning the 2022 Old Dominion Open. We appreciate your understanding and thank you for support of our annual event.

Our chapter's Old Dominion Open Committee spent the past seven months monitoring the Coronavirus situation while preparing for the 2021 ODO. We have watched as Coronavirus remains a persistent and serious hazard. Our ODO Committee has carefully analyzed the risks involved in holding the event next February. In light of the uncertainty of the Covid 19 situation over the next few months, the possible legal restrictions the government may mandate and the health, safety and financial risks involved, our chapter concluded that it would be impractical to host the 2021 Old Dominion Open. IPMS Richmond reached this decision with regret and disappointment, but we believe it is in the best interests of our guests, vendors, exhibitors and chapter.

We hope that this pandemic will be finally overcome and that hobby shows and contests can soon safely resume. Giving the Old Dominion Open a year's "vacation" should result in an event we can all enjoy in 2022. We appreciate all of the generous support that fellow IPMS chapters, other hobby organizations, vendors, sponsors and the scale modeling community have given IPMS Richmond over the years. We look forward to inviting you to the 2022 Old Dominion Open.

Richmond Executive / Chesterfield County Airport: Chapter Display Case Update

Chesterfield County Airport management has alerted IPMS Richmond's chapter E-Board members that: Construction is about to begin in the airport terminal lobby, the current location of the chapter's aviation themed display case. The display case is to be covered with plastic for protection from dust, but there is the possibility that it may be "bumped". If you are concerned about any items you have displayed there, please contact Mark Elder at (804) 380-9990 or mark701@comcast.net

Region 2 Convention



JUNE 18-19, 2021

SALEM CIVIC CENTER - SALEM, VA



Left & Above: Alex Valz's Dragon 1/35 British SPG "Sextan" self-propelled-tracked howitzer & crew.



Left: Alex Valz's Hasegawa 1/48 Saab J35 "Draken" (Kite or Dragon), Swedish Air Force double delta wing fighter.

Right: Accurate Miniatures 1/48 Grumman TBM/TBF Avenger "Barbara III", yes, by Alex Valz. This is his latest (third!) build of this excellent kit. See his build and history article on Page 11



Old Dominion Open Sponsors:



KittyHawkmodel
kittyhawkmodel@vip.sina.com
elitetorn@126.com





3 Classic 1/48 Lockheed "Vegas": Completed Amelia Earhart's red Vega, an AMT kit; completed Lindberg white Vega "Winnie Mae" in early configuration piloted by Wiley Post; and in-progress later configuration of "Winnie Mae" requiring adding fuselage "keel" for non-gear landing! All these (and beautiful aftermarket decals) presented by Scott Ratliff.

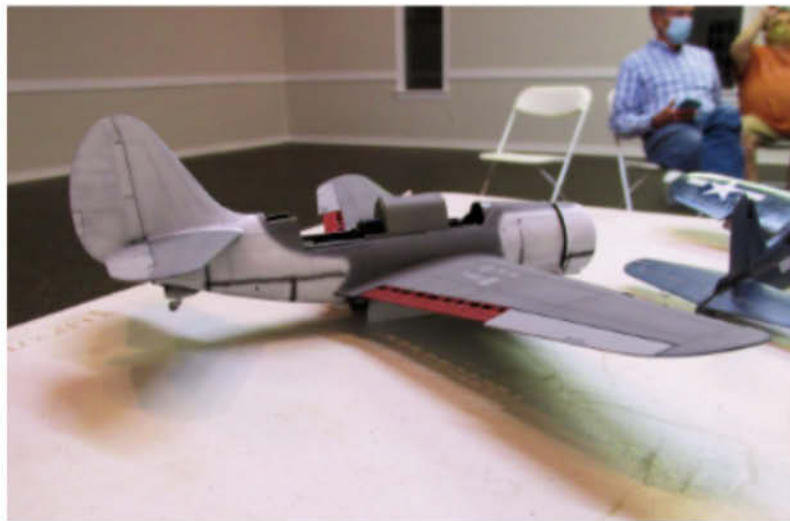


Mark Elder's very much in-progress Airfix 1/600 CVA-59 "USS Forrestal", the first super carrier. Will be revised and supplemented with other kits' aircraft for 1965 pre-fire configuration.

Old Dominion Open Sponsors:



WASHINGTON SHIP MODEL SOCIETY



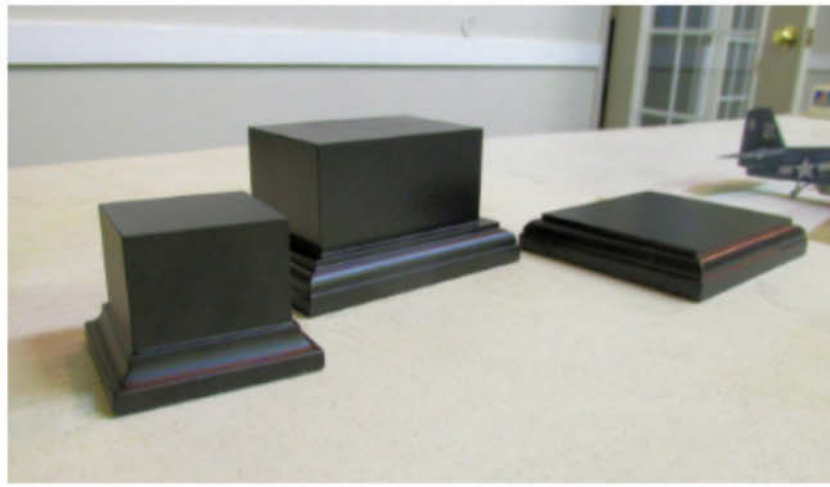
Left: Glen Martin's in-progress 1/48 Promodeler SB2C-3 "Helldiver" in Atlantic sub-hunting camouflage, and right: Academy F-4U-1A "Corsair".



Kimyoshi Okabe's left: Hasegawa MV-22 "Osprey", right: Fascinations Metal Earth Star Wars "At-At" and Darth Vader's Tie Fighter

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Ashley Abernathy's Tamiya 1/48 M4 "Sherman" with examples of his home-crafted bases. Ashley invited attendees to the next AMPS Central Virginia meeting to hear his presentation on building, and applying finishes to, beautiful bases like those shown here.



Tyler Terpin's ERTL 1/72 former military VIP C-47 "Skytrain" converted to a civilian US government agency transport. Kit features engraved panel lines and interior crew and passenger seating.



Scott Holtz's Italeri 1/48 IDF F-16C "Falcon". To view from another angle, please see the cover.

Old Dominion Open Sponsors:



The 1/72 Gato class submarine is big, at slightly over four feet long when done. When gluing up the main hull (Testors tube cement!), I used large rubber bands and tape, resulting in very little seam to address. Kit went together vey well. I built it as the USS Drum, #228 It was a diesel/ electric sub, and it is now part of the Mobile, Alabama museum. It is the oldest American sub, from World War 2, still in existence. I painted the sub Gray and Black, using Testors rattle-can Flat Black, Gloss Black, and Flat Aircraft Gray. Sequence: I painted the sub Flat Black, then, before that paint dried, i sprayed Gloss Black over it. This created a sun faded appearance. Completed in two weeks, the USS Drum is resting on top of my bookshelf, awaiting the 2021 contest season... I consider the Revell 1/72 USS Gato Class Submarine an easy build, and highly recommend it!

Don Worley



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“We Shall Never Surrender”

IPMS/USA Region



2020 Convention

Due to the pandemic, the IPMS Region IV regional will take place online only. Thank you for your understanding as we work through this together.

Virtual Edition

Model Contest | Vendors | Door prizes

November 13 – 14, 2020

Online at www.wrightcon.com

Registration deadline is Sat Nov 7 11:59pm EST

Contest Registration: \$15 for mailed awards or
\$10 for online recognition

Vendor Listing \$10

General Admission \$5

Contest Chairman: Chris Bumgarner | 614-578-6713 | contest@ipmsdayton.com

Vendor Coordinator: Anthony Tvaryanas | 937-938-9243 | vendors@ipmsdayton.com

Introduction

After a 35 year hiatus, I decided to get back into modeling in the mid-1990s. The first two kits I built were Accurate Miniatures kits - a P-51A Mustang and a TBF-1 Avenger from the U.S.S. Bunker Hill. These kits were a far cry from the simplistic Revell and Monogram kits and toy-like Lindbergh and Aurora kits of my childhood. The Accurate Miniatures models were detailed, realistic to scale, challenging, and a pleasure to build. Moreover, building them took days not hours so it occupied me for a much longer time. Unfortunately, Accurate Miniatures, which made its debut in the 90's, entered the market when modeling became a hobby for older folks like myself as youngsters became seduced by electronic and computer games and the instant gratification they offered. The company has since shut down but, in its brief existence, produced enough airplane and automotive kits that many are still available at model shows or on Ebay. A few of their molds have been bought by other model companies such as Italeri and Tamiya.

These kits and many that I built after were assembled using tube glue and painted with enamel paints using brushes. I don't know that I possessed a nipper until well into the game. Furthermore, seams were not filled, sprue attachments were not sanded off, parts were not cleaned up, and canopies were not masked. In other words, I took up pretty much as I had left off in the early 60s. It probably took me 5 years to buy an airbrush and I spent another 5 years learning how to use it. Fortunately, my skills have improved in the years following these humble beginnings.



Building the Accurate Miniatures Avenger

First, a brief history of the Avenger. As the Navy's torpedo bomber force became obsolete in the years before the war, the necessity of a modern replacement was apparent. The reality of the obsolescence of the existing Devastators and Vindicators was shown at the Battle of Midway when nearly all of them were destroyed in a number of brave but futile attacks on the Japanese fleet. Their replacement was the much superior and versatile Grumman TBF Avenger. With a crew of three, the Avenger could be used as either a level bomber or a torpedo plane. The single engine bomber was powered by a 1,700 hp Wright Twin Cyclone radial engine and could reach a top speed of nearly 280 mph. The Avengers soon proved their value during the Guadalcanal campaign when they finished off the damaged Japanese battleship Hiei and a number of troopships. Later versions of the Avenger were produced by General Motors and were redesignated the TBM. This is my third attempt at building this kit. I hand painted my first Avenger kit and applied numerous coats of white in trying to cover up the brush streaks on the bottom of the plane. Since I was using enamel paints the kit was covered with finger prints which I merely painted over. After keeping the finished model for several months, I realized it was a hot mess and I canned it. The second attempt involved an attempt to masking off the sections of the plane to be painted. I used spray cans in this attempt and achieved much better results. Most notably there were no brush streaks on the bottom. I kept this one for several years and finally disposed of it when I ran out of room on my shelves.

This kit represents the TBM-1C flown by Lt.j.g. George Bush throughout 1944. It was Bush's third Avenger after having the first two shot out from under him. He named this plane "Barbara III" after his future wife. Presumably the first two were I and II.

With the parts count, this is not a kit for a beginner or the faint of heart. An experienced modeler will find this a real pleasure as the detail, fit, and molding are first rate even though these kits were released in the mid-90s. I will put it up against any of the newer kits in quality and satisfaction of build.

The first three steps of the instruction booklet cover the interior of the plane. The interior instructions are divided into Cockpit/Bomb Bay Assembly, Fuselage Center, and Rear Fuselage and are well illustrated and written. The written instructions tell the builder what each part is, which I am really sold on. They also include painting instructions which are very complete. The interior goes together well and features spars that fit though each side of the fuselage eliminating alignment concerns. I elected not to install the bomb racks since I chose to close up the bomb bay doors. Steps 4, 5 and 6 cover engine, tail surfaces, wings, landing gear, and bomb bay doors. No problem here although I would like to compliment the beautifully detailed four piece engine. The bomb bay is nicely detailed although it won't be seen on my build. Step 7 covers clear parts including canopy parts that can be posed open or closed and fuselage bottom windows. I posed my canopy open to show off the nice interior detail.

Step 8 covering the gun turret may give some builders some problem but my advice is to study the instructions and follow them closely. Again, they actually tell you in words what to do in this delicate operation. This turret assembly includes 12 parts and is rather fiddly to assemble. I misaligned a couple parts and had to take the turret apart and realign everything. If you follow the instructions on installing the turret into the fuselage, it should drop right in. Turn the turret to either side so that the gun is perpendicular to the fuselage, tilt it down about 45 degrees, and give a push on the top. With the turret installed, assembly is nearly complete with the exception of the wingtip lights, the yagi radar mounts and antenna, and the pitot tube which are covered in Step 9.

Painting and Decals

George Bush's planes were painted in the attractive three color scheme. The top was non-specular sea blue; the area below the canopy and the tail section was intermediate blue; the bottom was either white or light grey. Since Tamiya and most other paint manufacturers don't provide non-specular sea blue, I had to mix it. I googled mixing Tamiya paints and found a formula that specifies Sea Blue (XF-17) and Flat Blue (XF-8) in a 50:50 mix. I used that as a base coat for the top and shaded between panel lines using the base coat lightened with a little flat white. The Intermediate Blue (XF-18) was air-brushed on as a base for the middle color and lightened with white to post shade. Straight Flat White (XF-2) was used for the bottom and covered well. I used black Tamiya panel line accent color to darken the panel lines. The interior was painted with Testor's Model Master acrylic green zinc chromate. The kit came with vinyl masks but these took most of the paint with them when I peeled them off. Consequently, I had to resort to the old tried and true but exceptionally tedious method of pressing Tamiya over the clear parts and cutting around the framing with a Xacto knife. I love the Eduard masks but couldn't find any for this kit online.

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After covering the model with Pledge using a brush, I applied the decals. Ugh! The smaller decals and the ones that went on flat surfaces adhered pretty well with little silvering or wrinkling but the large national insignias on the rear fuselage did not conform to the curved surface so I had to apply several applications of Solvaset. As a result the decals wrinkled and cracked somewhat. I have personally experienced the same results with Accurate Miniatures kits and have heard from several people who have observed the same thing. My advice is to get a set of aftermarket national insignias that are the approximate size and trash the kit provided ones.

This kit includes markings for both the Barbara III (X2) and a plane marked X3, which Bush flew on his ChiChi Jima mission. It also includes markings for "Plonky" of the Royal New Zealand Air Force.

George Bush's Wartime Experiences



No review of Bush's plane would be complete without a discussion of his wartime experiences. When Bush finished high school he promptly joined the Navy with the intention of becoming an aviator. In less than a year, he completed flight training at NAS Corpus Christi, was commissioned an ensign, and, for a while, was the younger pilot in the Navy. He was assigned to Torpedo Squadron 51 (VT-51) aboard the U.S.S. *San Jacinto*, an *Independence* class light carrier. VT-51 was comprised of only nine Avengers and FT-51, the fighter squadron, included another 24 F6F Hellcat fighter/bombers. Surprisingly, *San Jacinto* included no dive bombers in its air group as the Hellcats filled two roles.

San Jacinto was assigned to Task Force 58 and participated in operations against Wake and Marcus Islands during June 1944. Later that month, the task force participated in the Battle of the Philippine Sea, better known as the Great Marianas Turkey Shoot. During the return from a mission, Bush ran out of fuel and was forced to make a forced water landing. Bush and his crew members were rescued by a destroyer.

Old Dominion Open Sponsors:



Protecting The Past For The Future





Left: CVL-30 underway in 1944. Right: Texas state flag flies above deck of USS San Jacinto

After promotion to Lieutenant Junior Grade in August 1944, *San Jacinto* commenced operations against the Japanese in the Bonin Islands. These islands were among the innermost of Japan's defenses and included Iwo Jima and ChiChi Jima. Iwo Jima contained several airfields which the U.S. planned to capture for use in supporting bombing missions over Japan originating from the Marianas. ChiChi Jima held a radio and communications station that had been intercepting U.S. military radio transmissions and warning Japan and neighboring islands of impending air strikes. Eliminating it would save many American lives.



LT(JG) George H.W. Bush's flight crew, US Navy. Left to right: ARM2c John "Del" Delaney, AO2c Leo W. Nadeau, and Bush. Delaney would die on 2 September 1944, when Bush's plane (TBM-1C Avenger BuNo 46214) was shot down during an attack on Chi Chi Jima.

In September, Bush and three other pilots were assigned to hit ChiChi Jima and take out the radio station. Bush had previously flown a mission to destroy a gun emplacement on the island and noted that the anti-aircraft defenses were particularly intense. On this mission, his plane was hit by AA over the island and the engine caught on fire but Bush dove on the target and released his four 500 pound bombs scoring several damaging hits. He then flew several miles from the island and told his crew to bail out. Unfortunately, one of the crewman had already been killed so the two survivors bailed out. The other crewman's chute refused to open and Bush was the sole survivor on the life raft for about four hours. Hellcats patrolled above and drove off one Japanese boat that was sent to capture him.

Suddenly, with a loud gush of water, a submarine surfaced near him. It was the U.S.S. *Finback* commanded by Capt. Robert R. Williams, Jr. Bush was pulled aboard and treated to a hearty meal in the sub's galley while music played on a phonograph

Several other pilots who had been rescued also were on the sub and they were all soon put to work standing watch and giving the crew some relief. Bush fondly remembered standing watch from midnight to 0400 and witnessing the beauty of the heavens and the sea along with the breakers and the flying fish. Not all was relaxation however, as *Finback* was attacked and depth charged on a couple of occasions. Bush remembered feeling helpless and quite scared while the submariners appeared calm and unconcerned. In turn, the sailors seemed to be in awe of Bush in surviving the terror of being shot down. After his rescue, the submarine returned to Pearl Harbor in 30 days.



2 September 1944: USS Finback crew rescuing George H.W. Bush

Following the ChiChi Jima experience, Bush returned to the *San Jacinto* in November 1944 and participated in operations in the Philippines. When the ship returned to Guam, VF-51, which had suffered 50 percent casualties, was replaced and sent to the U.S. Throughout 1944, Bush flew 58 missions and received the Distinguished Flying Cross, three air medals, and the Presidential Until Citation awarded *San Jacinto*. In December 1944, Bush was sent stateside to U.S. Naval Station, Norfolk, Virginia and put in a training wing for new torpedo pilots. Later he was assigned to a new torpedo squadron, VT-153 but that unit never went into combat. He was discharged from the Navy in September 1945 upon the surrender of Japan.



References

Biographical Paper, Naval History and Heritage Command, August 29, 2019

Vice President Bush Calls World War II Experience "Sobering", by JO2 Timothy J. Christmann, *Naval Aviation News* 67(March-April 1985): 12-15

Grumman TBF Avenger, Wikipedia



**E. SHAVER'S U.S. 59
IMEX '58 CADILLAC ELDORADO
It had dual everything**

1958, the year of duality. Comedian Bill Cosby would later joke about dual everything on his album "200 Miles An Hour". He said he had ordered a new car and was quite amused that it had two of everything. In 1958, you almost could! Several models had dual exhausts and, by 1958, even dual headlamps! Cars were already known by "dual" names, example: Chevrolet Bel-Aire. Cadillac, of course, had all these features. One hundred miles an hour wasn't impossible, either.

Growing up during these times was exciting for me, because car manufacturers changed styles yearly. A glance would show the difference between a Buick and a Mercury. Hey, we were a nation of winners. We had led the world in technology. We had toppled dictators in World War Two. Our cars stated the fact that we were on the cutting edge.

We've recently celebrated the Fiftieth Anniversary of World War Two. I'm curious how IPMS members will remember the Korean War. Technology developed at this time benefits everyone today.

Our advancements were later shared with both Japan and Korea. At one time, though, Japanese products were inferior to the rest of the world's. Meanwhile, "Motor-City" became complacent. The same goes for the domestic model makers. The Japanese firm Aii and U.S. partner Imex teamed up to make several Chevrolet Corvette kits. Per some sources, they are well detailed and they are selling well. (I have purchased their 1971 Mustang Mach 1, and it is very inaccurate, but well detailed -Editor.) The partners then went on to produce the 1958 Eldorado Seville in three versions. There are two convertibles, top up and top down, and the hardtop. It's a subject I've heard requested by old car enthusiasts several times. Instead, domestic model manufacturers give us Robo-Taurus and generic Dodge vans with completely inaccurate grilles.

The Imex Cadillac is a giant leap forward for the Japanese market, as these kits come with complete engines. The instruction sheets are legible and the photographs are useful for detailing. The engine is made up of sixteen parts. Along with the drive belts are the air suspension pump and power steering unit. The triple carburetors, standard on the Eldorado models, is a little vague. Still, the air cleaner covers any inaccuracies. The valve covers are on the money, with "Cadillac" etched clearly on

them. Now the engine doesn't have a distributor or the top radiator hose. Still, the location bosses are detailed on the assembly. The instructions will show you where to attach these items. Overall, the 365 C.I.D. "mill" looks right in the chassis.

The frame looks nice molded in Black. You could simply shoot semi-gloss lacquer over the piece as the fenders were Black on the real car. You will also note four metal springs. This feature hasn't been around since M.P.C. produced the '68 Corvette and their Mako Shark kits. Steering is poseable.

Only two small faults are on the body. First, on the top down version the boot is a tad too small. Secondly, on the hardtop version the top is a little flimsy. You will have some seam filling to do on this step. I'd suggest you tape the windshield to the body temporarily while assembling the top into place. Personally, I use NAPA Tec-Glaze or Evercoat 2-part glazing putty. These real world auto products do not shrink or effect paint. Evercoat products are available through Auto Paint located on Chamberlayne Avenue. They also sell a quick drying primer that won't harm plastic. I'd suggest talking to Ron or Nick. They know what will work for you.

You'll be pleasantly surprised to find that most of the Chrome trim is on the Chrome tree. There are some pieces that need foil, but their minimal. The kit tires really need some help. You ought to see the new Stevens International tires with wide whites. American Satco also offers a similar line. The Hobby Center seems to have one or the other on hand. The actual Cadillacs of the era used the 8:5x15 or 9:0x15 wide whites.

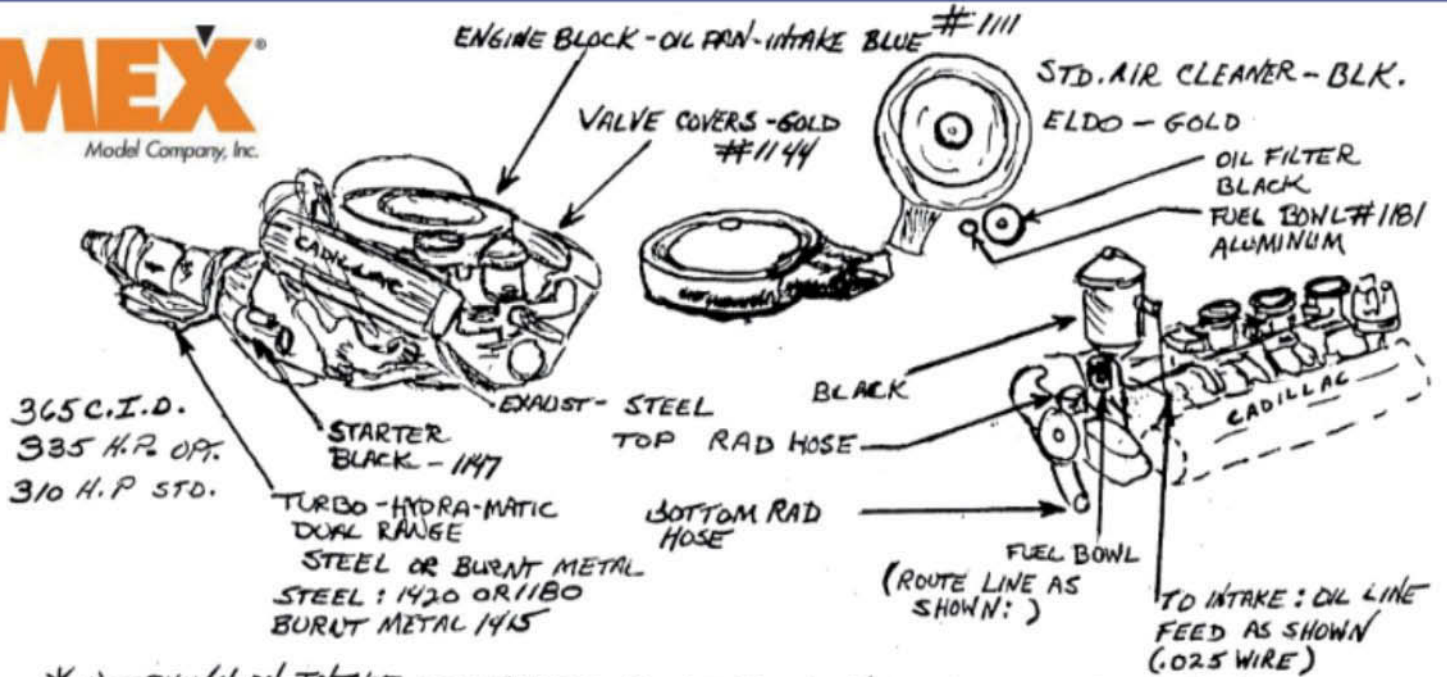
You know, I'll bet this car could go 200 miles per hour!

See ya on the road, folks

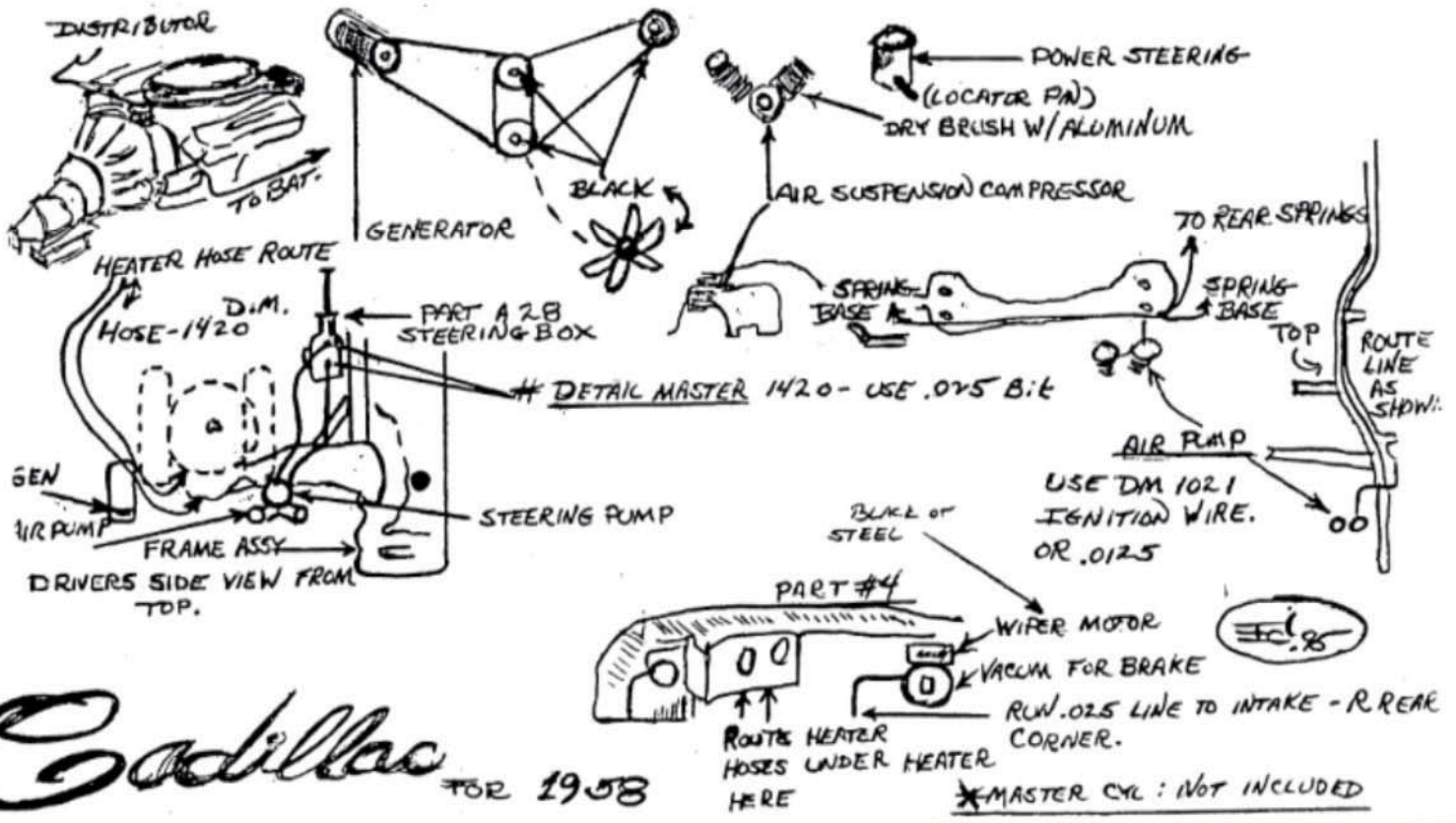
Ed



See Collectable Automobile Magazine, Dec. 95 on Eldorados.



* NOT SHOWN ON INTAKE - DISTRIBUTOR - MOUNTS BEHIND INTAKE - MIDDLE OF BLOCK HALVES.



Cadillac FOR 1958

Old Dominion Open Sponsor:

'STICKY FINGERS' RICHMOND AUTOMOTIVE MODELERS SOCIETY



http://RamSoc.org.WEBGLY.com



58 Cadillac

HEATER -AL - BRAKE BOOSTER -BLACK.



CADILLAC EXTERIOR Colors:

MANDAN RED - 1104 RED

AZTEC RED - 1103 RED

MOUNTAIN LAUREL - 2941 PINK

EMERALD GREEN - 2945 TURQUOISE

BAHAMA BLUE - 2902 ARCTIC BLUE

PECOS BRASS - 2909 IVORY

IRIS - 1234 PURPLE

AZURE BLUE - 7304 - 52905

Godless Gold 7304 - 52910

LAKE - PLACID BLUE - 1805 - LT. BLUE METALLIC

SHAL GREEN - 1722 DUCK EGG BLUE

DAWN GREY - 2914 - GERMAN SILVER

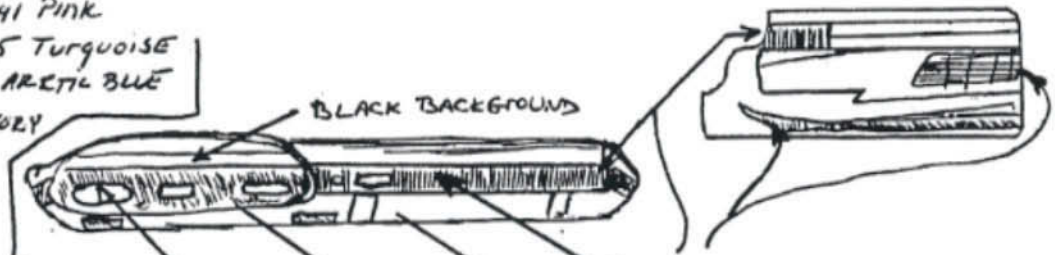
TWO TONE INTERIORS WERE ALSO AVAILABLE.

UPPER HALF OF DASH - DARKER SHADE
LOWER HALF - WHITE.



PART 14

SHADED AREAS - PAINT BODY COLOR



BLACK BACKGROUND

PAINT BLACK - DRY BRUSH SILVER RIBS

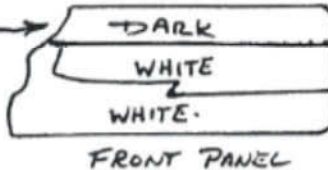
GLOSS BODY COLOR - ONLY TOP OF DASH GETS SEMI GLOSS COLOR. DASHES WERE PAID

* FOIL SHADED AREAS

PLEATS DK WHITE, ONLY ON TWO TONE INTERIORS



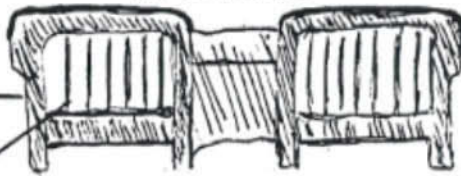
REAR PANEL



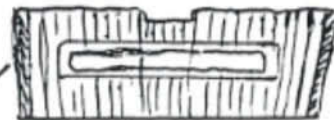
2 TONE INTERIORS:
BLUE - WHT
BLK - WHT
RED - WHT
GREEN - WHT

FRONT PANEL

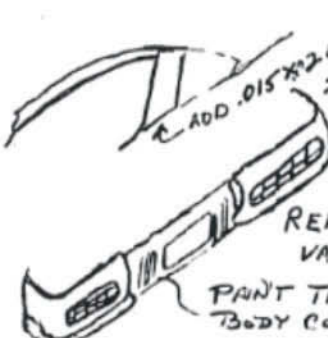
SHADED AREA DARK COLOR
WHITE



FOIL BAND ON TOP OF SEATS



SHADED AREAS DK COLOR



REAR BUMPER VALANCE PANEL
PAINT THIS PANEL BODY COLOR

CHROME
DIP RAILS WINDOW REVEALS

CHROME

RED INSET HORN

CREST BRASS

BRASS

BRASS

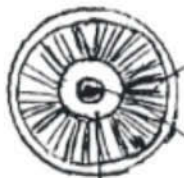
TRUNK

VELDORADO

BRASS

CHROME

FOIL SHADED AREAS



FINS AND OUTER RIM ARE ALUMINUM

RED CADILLAC CREST USE TAIL LIGHT RED

LEAVE THIS AREA CHROME

DETAIL MASTER: P.O. BOX 1465
STERLING VIRGINIA
703-318-1283

JANUARY 2021 CHAPTER CONTEST ENTRY FORM

PRINT ALL INFORMATION CLEARLY, COMPLETE FORM PRIOR TO REGISTRY OF ENTRY



ENTRY NUMBER: (from registrar).....

CATEGORY NUMBER: (see below).....

Place a check or "X" if you are 17 years old or younger.....

CATEGORIES

- 1) Figures
- 2) Armor/Artillery/Softskins
- 3) Civilian Cars/Trucks
- 4) Maritime
- 5) Aviation
- 6) Real Space & Sc-Fi
- 7) Dioramas & Vignettes
- 8) Other Subjects
- 9) Birth Year Entries

SUBJECT: _____

Manufacturer

Designation

Popular Name

KIT(s) USED: _____ **Scale:** _____

ENTER IN SPACE BELOW ANY MODIFICATIONS, TECHNIQUES, OR OTHER INFORMATION YOU WISH TO BRING TO JUDGES' ATTENTION. PLACE ADDITIONAL DOCUMENTATION WITH YOUR ENTRY, IF DESIRED. IF THIS IS A BIRTH YEAR ENTRY, PLEASE EXPLAIN.

Fold under and place beneath Entry

NAME: _____ **ENTRY NO.:** _____

SUBJECT: _____

IPMS Richmond Chapter Information

The Richmond Chapter of the International Plastic Modelers Society was established in 1972 by five area scale modelers. Combining great talent and passion for scale modeling, they created IPMS Richmond, with the expressed hope of spreading their enthusiasm for modeling to others in Central Virginia, and beyond.

Chapter members and guests meet the second Monday of each month, sharing their latest projects during "Show 'n Tell", developing improved modeling techniques while enjoying award winning members' demonstrations and special guest speakers. Members organize trips to public events that focus on scale modeling, competition, and history. Quarterly, our members gather just to build models as a group, and to enjoy each other's modeling, in-progress.

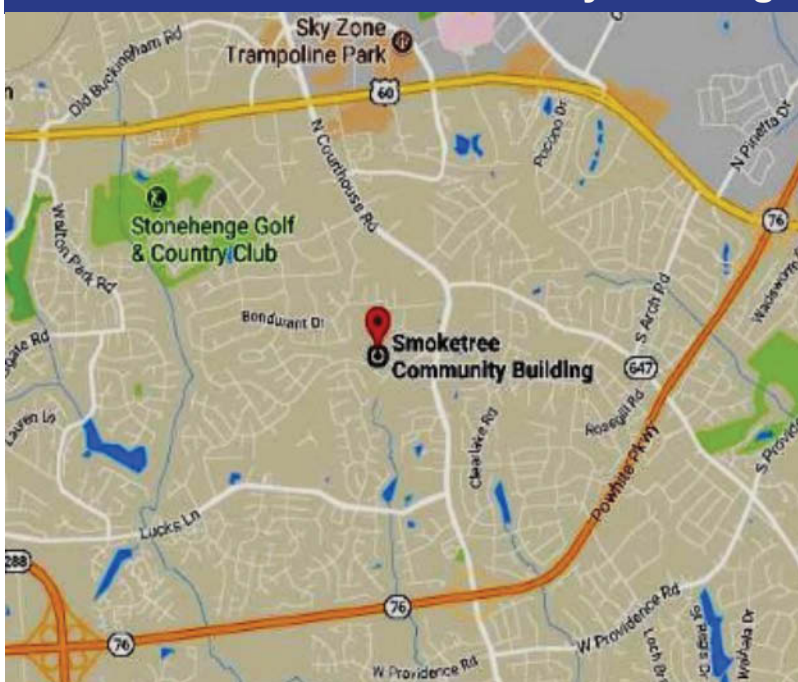
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale models on display.

IPMS USA membership is encouraged, but not required. Chapter 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 Building



11100 Smoketree Drive, Richmond

Chapter Officers

President, Prizes, Contact..... **Michael Lyons**
mlyons@richmondicezone.com & 804.306.4517

Vice President **Richard Leininger**
Raleininger@verizon.net & 804.739.2267

Treasurer..... **Alex Valz**
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Secretary..... **E.L. Motley**
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Old Dominion Open Chairman..... **Chris Bryan**
modelprofessor@gmail.com

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

Newsletter Editor..... **Mark Elder**