

Genuine IPMS Richmond

# SPARE PARTS

June

An IPMS/USA Award Winning Newsletter

2021

Just a few tools to  
smooth things over:



## Next Chapter Meeting:

June 14, 7:00 PM at  
Smoketree Community  
Building. Swap & Sell! Bob  
Walls' "Sanding & Sanding  
Sticks Overview" Demo!

IPMS Richmond - Social Media Presence  
[www.ipmsrichmond.blogspot.com](http://www.ipmsrichmond.blogspot.com)

# SPARE PARTS LIST

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## Return to In-Person Meetings

...*Michael Lyons, Chapter President*

With the removing of in-door restrictions and the success of the Christmas in May dinner I am sure we are all looking forward to getting back to meeting once a month at Smoketree. For the June meeting let us bring all the neat stuff we worked on while away from each other and fill the tables up. We are also going to have a swap and sell event. So, bring all those kits you know will never get built and sell or swap them for more kits you will never get built! Bob Walls going to dazzle us with how to make sanding sticks from scratch. We will also need to discuss the ODO for 2022.

While masks are not required, please make sure we respect each other's space and if you feel more comfortable wearing a mask then please do so.

Look forward to seeing everyone on June 14th!

*Mike*

## June 14 Demo: Sandpaper and Sanding Sticks Overview:

...*Robert Walls*

- Review of the different sanding papers available.
- Review of sanding sticks available.
- How and when to use these during your modeling.
- Demonstration of using Norton A275 (400 grit) Self Stick No Fill sandpaper to make your own sanding blocks and "sanding sticks".
- Those attending the demo will receive a Foot and a Half of the Norton A275 roll to try at home.



Before sandpaper was invented, people used shark skin, called shagreen, to smooth and polish wood



# JULY 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:** \_\_\_\_\_



Fine Scale Modeler's online update was in a recent email. They had a feature on the recent (May 13-14) Shizuoka, Japan, Hobby Show. It's really more of a Japanese trade show, but among the new products shown was an Ebbro and Tamiya joint venture release of Jim Clark's Lotus in 1/20 scale. I still remember watching Jim Clark (in the Lotus) and Richie Ginther (in the Honda F1 car) racing on ABC's "Wide World of Sports" back then. Pic of the Lotus model is attached. Thought you might be interested.

E.L.



Aerial Firefighting Bucket, and Requests

...Tyler Turpin

1. This is for firefighting bucket UH-1h Iroquois /Huey helicopter of Virginia Army National Guard in 1/72 scale:

Communion cup from a local church, possibly even an ink cup from a local tattoo shop. Another thought - would be an old "tapered" radio or guitar knob. Pull the brass insert and cut it down to size. They'd already be ribbed.

2. Need one propeller blade for a 1/72 scale model of a Nakajima B6N1 Model 11 Tenzan

3. Need instructions and materials list to make accurate the engine compartment in tail of Airfix F-86d Sabre kit version from 60's early 70's.



**"December Party in May" at Richmond's Lunch. Supper! Restaurant**



Mike Lyons presented awesome Prize Show!



Don & Darla Worley are very good company.



Worley's & Milton Conkle show their winnings. The 1/32 Japanese fighter is the editor's.



This was considered the "cool" table...



The Motley's won two of the most desired kits released in recent years.



Do you agree that Alex didn't win what he was wishing for?



One highly respected on-line modeling personality has called Tamiya's 1/48 P-38 Lightning the best kit he has ever built. Alex Valz has done the kit justice, weathering and all...



My comment on the above P-40E Warhawk is probably one of the nicest Hasegawa 1/48 single engine prop models that I have built. The fit is practically shake and bake and the detail is excellent. The 50 cal gun barrels are hollowed out so you don't have to do that yourself or pay extra for after market parts. There is also a very nicely detailed interior and crisp details on the exterior.

This one was flown by the American Volunteer Group (AVG), aka Flying Tigers, in early 1942 and belonged to the "Hell's Angels" squadron. The AVG started with the P-40C but gave those to the Chinese after they got a shipment of the better armed E model (6 50 cal compared to assorted combinations of 30s and 50s in earlier versions). The AVG later became the 23rd Fighter Group and was incorporated into the USAAF in July 1942. They continued to use the famous Shark's Mouth painted on the lower cowl over the radiator. The 23rd FG transitioned to Mustang later in the war. Regardless of what it was flying, the Flying Tigers and it's successor is probably the most famous fighter group of the war because of its image and it's outstanding record.

Nearly all military aircraft show some signs of wear. The process by which the modeler imparts this look to the model is referred to as weathering, that is, the representing on the model soot, oil stains, or chipped paint, etc., can really make a model stand out and give it amazing authenticity.

After you have painted your model in the proper colors, you can add the decals. If you first paint your model with... Glosscote, the decal carrier film will seem to disappear. Apply one or two coats of Glosscote for a smooth, glossy finish. Then, after the paint dries, apply the decals. This gives them a "painted on" look. If you want your model to have a matte finish, wait 24 hours for the decals to dry. Then spray on one or two coats of Dullcote. After this dries, you can begin weathering.

Always try to be logical in applying weathering techniques. For instance, you wouldn't want to put exhaust stains on a model and then apply a bright clean decal to the sooty area. Airplanes are normally well cared for, so they don't usually appear very battered. However, soot stains do tend to collect behind exhaust stacks and sometimes oil leaks onto the outside of the plane. However, try to remember that any well kept plane would only show minimum amounts of wear.

Here are two methods of showing exhaust stains. The first is with an airbrush. This is a rather expensive item and requires practice to get the right effect. The second method is by using soft artist pastels or charcoal in shades of Gray or Black. Begin by grinding this material into a fine powder. Apply the powder to the model by rubbing it on with an old paintbrush. Apply the color thicker and blacker near the exhaust outlet, and feather it out as it gets farther away from the outlet. You should practice this on an old model or on a scrap of paper before trying it out on your model. This technique is not very permanent, so it is a good idea to give your model a coat or two of Dullcote to avoid rubbing off the stains.

Oil stains should be done very subtly. Oil really has very little color, so it only leaves light stains. Tint a small amount of thinner lightly with black paint. Add a small drop to the area you want to appear oily. Now with a strong breath, blow the "oil" back along the plane. Keep in mind the direction in which the plane flies, making sure you are blowing the "oil" from front to back. It is very easy to overdo this, so remember, one or two

places are usually enough.



Paint chips are the simplest technique, but like the others, are easily overdone. An average military plane wouldn't have very many chips. They usually appear on the cutting edges of the propeller blades, the leading edge of wings and flying surfaces, and any areas where crew members or mechanics walk across the plane (i.e., wing roots). Use Aluminum colored paint for paint chips, applying with a fine pointed brush. With a very little amount of paint on the brush, apply the chips in small dots, the smaller the better. Large amoeba shaped chips look too obtrusive. Be wary of fabric covered control surfaces though; they don't chip.

Your observation will prove helpful. Visit museums. Look at buildings and vehicles around you. Notice how rust streaks a metal roof. See the oil and dirt on a piece of road grading equipment. Study railroad boxcars and locomotives to see what the weather has done to them.



I have been flying under false colors, the text portion of this article is from the instruction sheet of Testors' 1/48 Me-163 Komet, above. A simple kit, composed of 24 parts, really really nice decals for four subjects, and well composed and illustrated instructions, that includes the "Weathering Hints" above. Though superseded by newer and better-detailed kits of the Komet, assistance provided by Testors in this 1982 kit to improve model realism, is still appreciated by me.

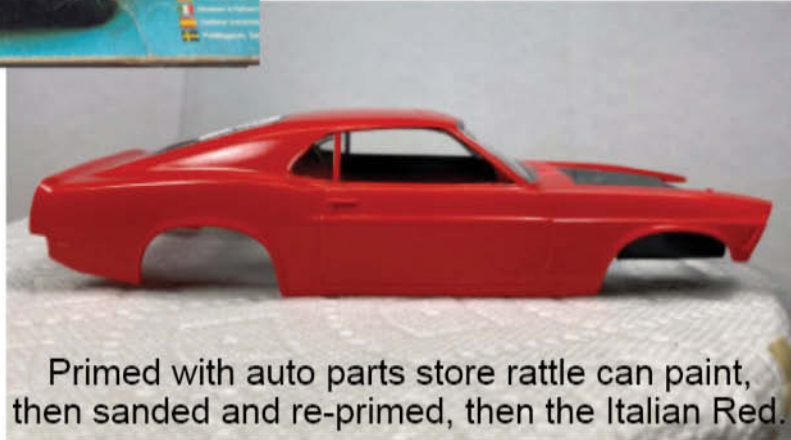
I guess I'll start the ball rolling with the new above noted and hopefully monthly article. Bought the kit new, Box-top is frayed but outlived Monogram...



Purchased when still scared to try model car finishes. I found my way to decanting Tamiya's "Italian Red" to spray thru the Iwata, 2, maybe 3 years ago.



Put to bed in a safe box of Doom, I don't remember the reason.



Primed with auto parts store rattle can paint, then sanded and re-primed, then the Italian Red.



Italian Red sanded, then polished, followed by Molotow liquid chrome application to the...

...windshield framing.



Tamiya Semi-Gloss Black applied to interior and seats, Block flocking on Elmer's glue...

... for carpet. PolyScale wood colors and chrome brush-painted where instructed.



Grill, wheels, bumpers stripped of original chrome, then Alclad II Chrome was applied.



The "Boss" is out now, so I'm committed, all other parts are in plastic baggies, but the assembled & painted 429 c.i. engine is gone... where?



Sometimes, just for fun, you have to pull a kit out of the stash and start building it without regard as to whether the panel lines are recessed, the details are accurate or the molding has so many raised rivets the kit resembles a porcupine. Blame it on the Covid pandemic, but I'm currently trying to finish some of these "oldies" and make something presentable out of them. No trophy winners, just something I'm pleased with.

Some are projects that work and family matters caused to be set aside—often for years. Many are old kits that have been superseded by newer and better moldings, but despite their age and flaws still meet my growing requirements of simpler builds and lower part counts. Among these "oldies but not necessarily goodies" is a Monogram (ex-Aurora) 1/48 F-111A that I bought sometime around 1982 at now long-gone Continental Hobby in Lynchburg.



Aurora released this 1/48 F-111 in 1966. To put time into perspective, yours truly was then a sixth grader and instead of a cell phone, had a transistor radio as my "electronic device" of choice. Aurora released two versions of this kit—the USAF's F-111A and the Navy's (later mercifully cancelled) F-111B. Aurora's F-111B model disappeared from store shelves around 1969, but their F-111A lived on in a curious way.

After Aurora went out of business in 1975, Monogram bought a number of their molds, including the F-111A. In 1981, Monogram re-worked the mold and re-released the old Aurora kit. Some things were changed. A new nose and non-retractable landing gear were added. I think different jet exhausts were also part of the makeover. But many of the Aurora model's inaccuracies went uncorrected, and Monogram added some mistakes of their own. In other words, if you really want to build an accurate 1/48 model F-111A, this ain't it. It may not bark, shed, or wet the carpet, but it's definitely a dog instead of an "Aardvark."

Here's where my "hobby within the hobby" kicks in. I have always had an interest in "What if?" building. While researching a Spare Parts and IPMS-R blog article on the F-111, I came across information on Britain's cancelled order of 50 F-111's for the RAF. I wondered how a British F-111K would have appeared in service. I decided to take a flight of fancy and make the forlorn Aurora/Monogram kit into an early 1970's F-111K Merlin (more on that name later).

As noted, there is more wrong than right with this kit in terms of accuracy and details. But since no British F-111K's progressed any further than two half-completed airframes, that shouldn't be a big problem for my "counterfactual" build.

A bit of history and research here.... In 1956, Britain's Royal Air Force asked for a supersonic, all-weather replacement for the Canberra jet bomber (a version of which our USAF flew as the B-57). Thanks to ensuing years of bureaucratic mismanagement, cost overruns, delays, an idiot Defense Minister named Duncan Sandys, political meddling, and the Labour Party's animus towards the British aviation industry, the Canberra's actual replacement didn't arrive until 1981 with the Panavia Tornado. In the meantime, the British government cancelled an excellent advanced strike bomber, the TSR.2, in favor of American built F-111's, withdrew the F-111 order when the British economy stalled and the whole F-111 program sputtered, and then finally supplied the luckless RAF with the subsonic Buccaneer.

*The RAF's F-111Ks were to be serialised XV902-947, the TF-111K trainers being allocated XV884-887. This speculative example, in standard RAF grey and green camouflage, carries long-range tanks on its outer pylons with a BRU-3 rack holding six Mk 84 low-drag bombs on the mid-wing stations. Artwork by JUANITA FRANZI / AERO ILLUSTRATIONS © 2016*



My "What if?" build assumes that the British government didn't cancel the F-111 deal in 1968 and proceeded to buy F-111K's for the RAF. It is also assumed that deliveries would have started in 1969, with squadron service commencing around 1971. With the Royal Navy taking over the British nuclear deterrent in 1969, the F-111K's would have usually carried conventional weapons and would have joined RAF Vulcans, Phantoms and Buccaneers in the tactical strike role. Harriers would have performed the ground attack mission. The Jaguar and Tornado would likely never have been built.

Fortunately, I came across some excellent reference material and reliable online information as to what the RAF's F-111K's would have been like. The British government actually assigned serial numbers for the planes and considered which squadrons and bases in the UK would operate them. The F-111K's would be American built and powered by Pratt & Whitney turbofans, but the electronics, weaponry and a special reconnaissance package would be British. A nose mounted retractable refueling probe would replace the USAF boom receptacle on the top of the fuselage. Despite much that has been written to the contrary, the F-111K would have had the F-111A's wings and not the longer span wings of the Navy's F-111B, SAC's FB-111, or the Australians' F-111C.

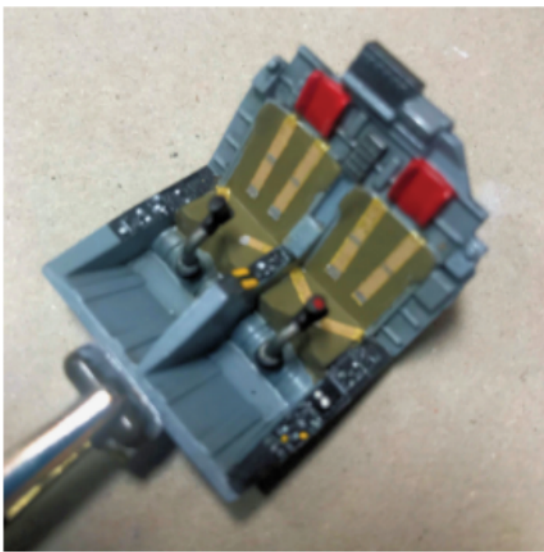
Being an RAF-phile, I pick up postwar RAF decals (usually for Phantoms, Lightnings or Hunters) whenever they are available and reasonably priced. This collection includes a couple of 1/48 sheets for the F-86 Sabres Britain flew in the 1950's. Quite striking (and usable) are the decals for a Sabre flown by the RAF's No. 4 Squadron. In 1969, No. 4 Squadron switched from Hunters to Harriers. Let's say that in 1969, No. 4 Squadron traded their Hunters for F-111K's. Fits the timeframe, doesn't it? And with carefully "cut and pasted" serial numbers (matching up that "XV" sequence was tough), I have one of the serials that would have been assigned.

The color scheme would be obvious, too. In the early 1970's, RAF combat aircraft (excluding some Lightnings still in bare metal) were finished in Medium or Dark Sea Gray and Dark Green camouflaged topsides with Light Aircraft Gray underneath the wings and fuselage. Because of a polyurethane sealant, the colors were semi to full gloss, depending on how long ago the paint was applied and how much use (and wear) the airframe took. So, there's no problem in choosing paint schemes. I'll also assume that the cockpit colors would be the same as USAF F-111's (what appears from color photos to be either Dark Gull Gray or Dark Ghost Gray). Fortunately for me, there are some chaps across the pond who also share my interest in the F-111K and have posted their handiwork on the Brit Modeller website.

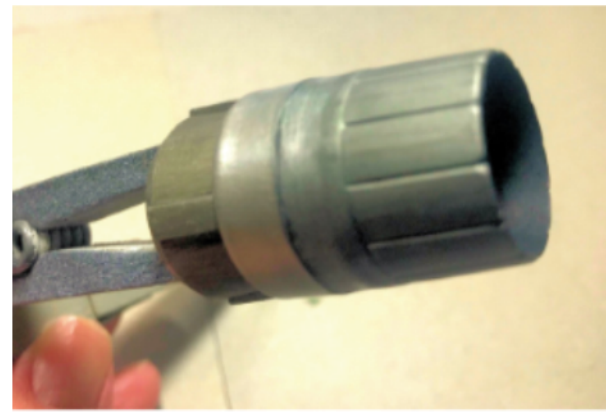


Now for the building part.... Remember, this is a Monogram doctored version of an Aurora mold. It's not Tamiya, Hasegawa, Eduard or Trumpeter. As the late, great Flip Wilson would proclaim, "What you see is what you get." And what you get includes faint, inaccurate raised detailing, exhaust cans more closely resembling trash cans and a cockpit with an instrument panel that looks more like the dashboard of my father-in-law's old Ford pick-up than a fast jet's. It's all dark olive styrene parts with some ejector pin marks. And a nose section that still doesn't want to fit.

I thought about trying to scratch build a more realistic instrument panel, but I saw that was impractical. So I embellished the cockpit walls and instrument panel as much as I could and planned to use the two crew figures as a visual diversion. Nope. The pilot figures are nicely molded, but they are helicopter pilots. Helmet, but no oxygen mask! And RAF pilots generally wear a life jacket over the flight suit. These Aurora figures didn't even get the flight suit. When I found suitable replacement crewmen in the spares box, they were a bit too big for the seats and their legs wouldn't fit under the instrument panel.



Above: Kit cockpit benefits from fine detail painting with contrasting and accurate colours.



Above: Flip Wilson's Trashcan/ Exhaust Cans helped with paint, and, Left: Custom baffles to hide-toy like wing-fold mechanism.

Besides being wrong for this earlier mark of F-111, the jet intakes and splitter plates let you see deep down the intake into the model. Look up and you'll see the mechanism to make the wings moveable. Yikes. I cut and painted some balsa strips to make intake baffles, which helped. However, I had to keep the baffles low enough that they didn't interfere with the wing mechanism. But then look straight back and it's all open plastic until you see the exhausts. I got really creative for those engine area baffles. No, they don't look like the front end of a Pratt & Whitney TF30 turbofan, but with a little bit of paint and careful mounting with a lot of gel super glue, recently replaced and discarded Norelco shaver blade toppers fill the space. The round metal blade covers also look like jet turbine fronts to most who aren't contest judges with penlights.

One of Monogram's errors was using triple ejector racks for two underwing pylons. Great on Phantoms and A-7 Corsairs, but the F-111's didn't carry them. However, they are well detailed and literally fill holes in the wing bottoms. I may pass them off as something the Brits decided to use. I have already made two hybrid drop tanks by combining the underwing tanks of a Monogram F-4J with the fins of old Super Sabre drop tanks. Those will look convincing enough to work with the two remaining kit pylons. I'm not ready, however, to rob my Airfix Harrier GR.3 kit of two Martel missiles (the RAF's air-to-surface precision weapon in those days).

I'm now almost ready to fit the wings, insert the cockpit, put the fuselage top and bottom halves together, add the nose and start the seam work. The puttying and sanding may not be as bad as I feared. I have already dry-fitted much (see picture) and I reinforced with sheet styrene what looks to be a weak join on both sides of the fuselage just before the cockpit. The Bondo and Mr. Surfacer stand on call.

Hopefully (and especially after I can clean out the garage and get my painting area back), I will have another RAF "Could have been" strike bomber to add to the big Airfix TSR.2 I built a few years ago. We'll see.



Custom wing tanks, primered, puttied, & sanded



The only two (2) RAF F-111K "Merlin" prototypes, Strike/Recon and Trainer.

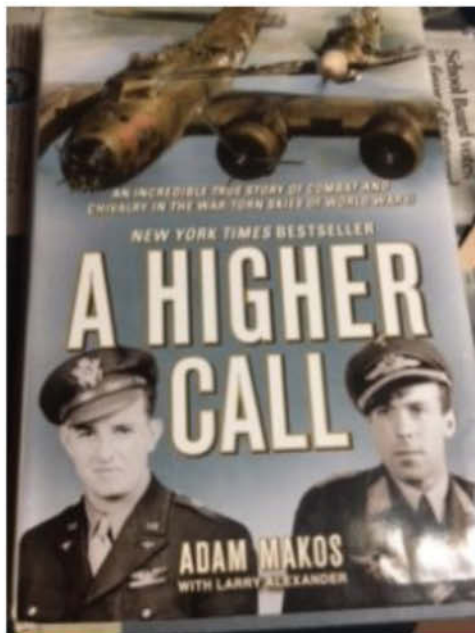
One last thing... What's with that proposed name of "Merlin" for the F-111K? Wasn't the Merlin the legendary Rolls-Royce aircraft engine? Or Merlin the great mythological magician? Well, yes to both. But a Merlin is also a fierce small falcon. This "Merlin" was reportedly suggested as the name for the British and Australian versions of the F-111. It reportedly came after a long debate among British and Australian defense officials. The Aussies wanted the name "Taipan," after a deadly Asian snake, or some Aboriginal names that made no sense to the Brits. The RAF had a practice of naming bombers after cities or places (for example, Lancaster, Lincoln, Canberra, etc.). Apparently, the British wanted to name the F-111 the Richmond, since England, the United States and Australia all have towns or cities named Richmond. The Australians refused because Richmond, Australia, was home to a football team (think rugby or soccer) with a bad reputation and obnoxious fans! The Merlin, the tough little falcon of Europe and Asia, was the compromise. However, the UK cancelled the RAF's F-111's. When the Aussies finally received their F-111's, the wait had been so long that the name was forgotten. The RAAF F-111C pilots simply called their planes "Earth Pigs."



Contrasting kit plastic & body putty colors are beneficial when sanding.

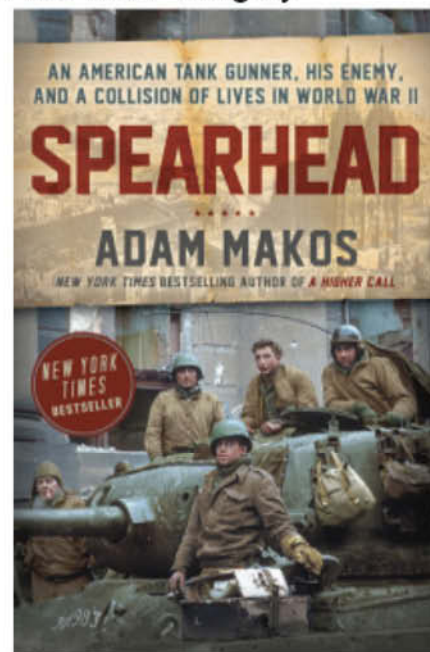


Another "Merlin"



I know you all like to read war stories and I am reading one now called "A Higher Calling" by Adam Makos. It's about a Luftwaffe fighter pilot named Franz Stigler and an American B-17 pilot named Charlie Brown and their encounter over the skies in Germany in 1943. What is remarkable is that Brown's plane was shot to pieces but he managed to get back to England. Stigler acted as his wingman and escorted him out of Germany allowing him to get past the AA on the coast. It's more about Stigler and his life in the Luftwaffe than the American pilot. Surprisingly very few German pilots were Nazis. In fact most of them hated the party. Makos has also written an gripping account of an encounter between a Pershing and a Panther in Cologne late in the war. I highly recommend both books.

Adam Makos, author of "A Higher Call" and "Spearhead". I could not resist the impulse to include this image of him posing with a tank, in a white shirt...



## Favorite Memorial Day Movies Email Banter

...Editor

I was included on an interesting thread of emails discussing the above noted subject. Shopping is most people's idea of a productive Memorial Day, but watching TV may be mine. If I'm viewing vintage or more recently filmed, well let's call them what they are... war movies. Let's read what some said was their favorite: Alex, "I was watching *Bridges of Toko-Ri* last night and I think it has some of the best flying scenes and special effects that I have seen in a movie despite the fact that it came out in 1954. The attack on the bridges in the gorge is rather stunning in fact. and I like: *Saving Private Ryan*, *Full Metal Jacket*, *Fury*, *Midway* (2019 version), *A Bridge Too Far*, *The Longest Day*, *Dunkirk*, *Paths of Glory* (w/Kirk Douglas), *American Sniper*, & *Twelve Strong*." Bob, "Here's mine, in no particular order: *Sink the Bismark* (first war movie I saw in a movie theater), *The Great Escape* (second war movie I saw), *They Shall Not Grow Old*, *Longest Day* (due to the great number of actors in it more than anything else), *Guns of Navarone*, 1917, *Dunkirk*, *Midway* (both the old & new), any of the *Alamo* Movies, *Zulu* (but not *Zulu Dawn*)." E.L.: "(in no particular order & it's more than 10).... *The Dirty Dozen*, *The Guns of Navarone*, *The Battle of Britain*, *Sink the Bismarck*, *Midway* (2019 version), *The Bridge on the River Kwai*, *Flight of the Intruder*, *Full Metal Jacket*, 1917, *Dunkirk*, *The Desert Fox*, *Where Eagles Dare*, *Waterloo* (Rod Steiger as Napoleon & Christopher Plummer as Wellington, if you can imagine such a thing) & *Das Boot* (lasts about as long as an actual submarine patrol!). Editor likes 'em all, but adds: *In Harm's Way*."



*The Very*  
**BEST OF THE WEST**  
 2021 IPMS/USA NATIONAL CONVENTION  
 LAS VEGAS, NV



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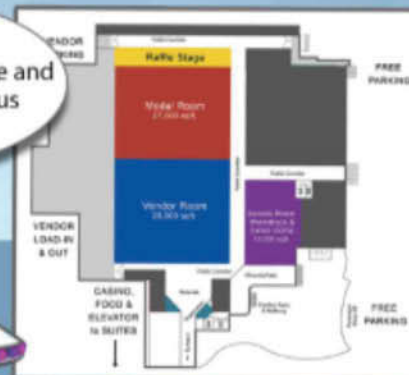
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General Information  
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Website  
[www.natslv2021.com](http://www.natslv2021.com)

# 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.

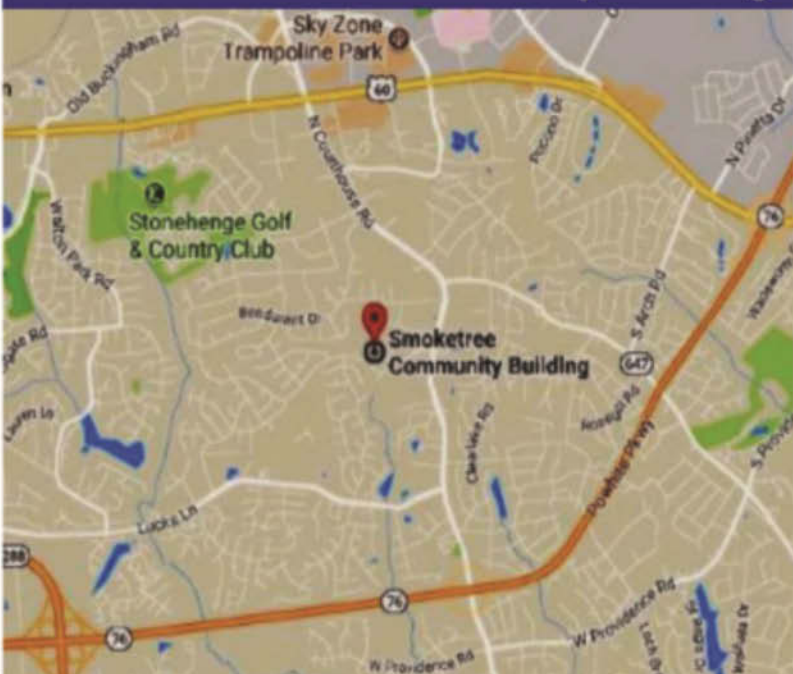
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale 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](http://IPMSRICHMOND.blogspot.com)**



## Venue: Smoketree Community Building



**11100 Smoketree Drive, Richmond**

## Chapter Officers

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