

Genuine IPMS Richmond

# SPARE PARTS

September

An IPMS/USA Award Winning Newsletter

2021

Next Meeting: September 13, 7:00, at Smoketree Community Bldg. (see Chapter Info page). Featured will be O.D.O report, Show 'n Tell. Ask for details about joining the chapter's exciting "Jeep" group build. Bring a model and a friend! See you there!



*Gene Harris' ICM 1/24 scale Ford 1913 T-Model with brass trim and white rubber tires. Along with Gene's Revell 1/25 scale '29 Ford Street Rod at the August 9 Show & Tell*

IPMS Richmond - Social Media Presence

[www.ipmsrichmond.blogspot.com](http://www.ipmsrichmond.blogspot.com)



# SPARE PARTS LIST

**Next Meeting is Sept 13: In-Person!..... Pg. 1**  
Minutes of August 9 Chapter Meeting..... Pg. 2  
Operation Vengeance..... Pg. 4  
Bob's Bench Stuff..... Pg. 9  
History of WWII Jeep & 1/35 Kit Reviews.... Pg. 10  
August 9 Show & Tell Gallery..... Pg. 13  
Gene's Bench Stuff..... Pg. 17  
Scott's Bench Stuff..... Pg. 18  
2022 Old Dominion Open..... Pg. 19  
IPMS Richmond Information..... Pg. 20



Gene Harris' Revell '29 Ford Street Rod

**Chapter member Tim Bowman needs a ride to meetings. Tim lives at 1217 Nelson St., Richmond. He can meet you at Krogers on Cary St. or elsewhere. Please Call Tim at (804) 301-2518**

*Minutes of August 9, 2021 Chapter Meeting...*

*by E.L. Motley, Secretary*

With chapter President Mike Lyons absent because of work, Vice-President Richard Leininger called the meeting to order at 7:00 PM with 23 in attendance. Richard welcomed our visitors, Ray Vermillion and Scott Oates.

The 2022 Old Dominion Open was the first item of business. E. L. Motley has registered the 2022 ODO with IPMS-USA. He will also check with IPMS-USA for the placement and scheduling of our show advertisement in the national magazine. The IPMS-USA Journal will provide one free advertisement, provided we meet their publishing schedule. Purchasing an ad in Fine Scale Modeler magazine will also be looked into.

Bob Walls recommended that we check the attendance numbers for recent hobby shows to see whether people are returning to IPMS and other events after more than a year's absence. Gene Rasmussen reported that MosquitoCon, held July 31 in northern New Jersey, was a major success with about 1,000 attending and over 600 models in competition. The IPMS-USA national convention will be held as scheduled in Las Vegas August 18-21, although everyone present will be required to wear a mask per Nevada state government mandate. The ongoing Corona virus pandemic continues to be the biggest factor affecting the 2022 ODO. While mask requirements would probably not force cancellation of the show, public gathering limitations certainly would.

Richard announced that he has contacted Crown Trophy in New York State about the design and production of ODO contest trophies. Crown can provide us with a proof or prototype of a 3" diameter medal which could be produced in gold, silver and bronze for first, second and third place awards. As previously noted, these trophies will be undated. Our cost would be \$4.89 per medal. We will locally source our special ("Best of") trophies. This plan would actually save us about \$600.00 in trophy costs compared to what was budgeted for the (cancelled) 2020 ODO. We will need to settle upon a design and order trophies soon.

Our chapter's large display case at the new HobbyTown store (West Broad Street at Gaskins Road) now has a sign and is rapidly filling up with a variety of models. Gene Rasmussen has been working on this project.

...continued on Pg. 3



Gene requested that members provide additional ships and science fiction models as we are short of those subjects. The sign has our blogsite address and IPMS Richmond information flyers will be available in the store.

Bob Walls announced a chapter group build that is open to all members. The subject is "U.S. Military Jeeps." Any version of a U.S. Military "Jeep" from World War II up to the present will work, including Humvees. Ex-Army jeeps will be included, too. But strictly civilian vehicles like Jeep Wranglers, Cherokees, Ford Broncos, etc., are not eligible. The scale must be 1/35 or 1/32. Bases are permitted but must not exceed being slightly larger than the model. Figures are permitted if they are in the vehicle or attached to the base. The group build starts September 1, 2021, and will end May 31, 2022. The models will not be an Old Dominion Open exhibit, but will instead be displayed in our chapter's case at Hobby Town.

With no additional business to cover, the "Show & Tell" segment began with nine members presenting 18 models.

Following "Show & Tell," Scott Wallace presented a detailed and comprehensive demo on working with photoetch and soldering it. During his demo Scott cut, shaped,



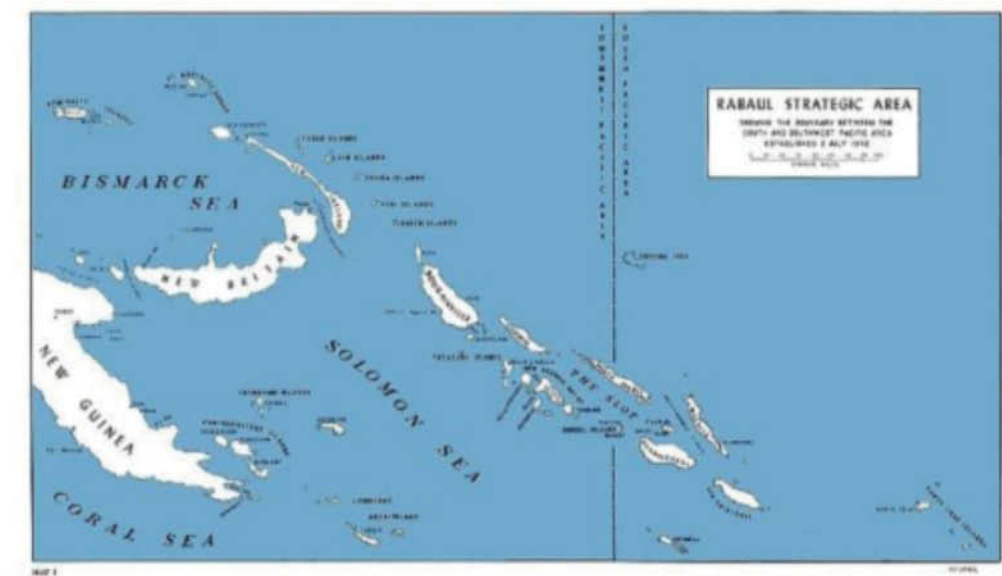
*Scott Wallace sets up his Demo table with photoetch, solder, and the proper tools and lighting for his Soldering Photoetch demonstration.*

folded and soldered photoetch into a 1/35 scale toolbox for a German Hummel armored vehicle.

After the demo, our chapter meeting adjourned, and the Old Dominion Open Committee held a brief meeting. Our next meeting will be Monday, September 13, at the Smoketree Community Center.

E. L. Motley, Secretary

### Operation Vengeance: The Mission to Kill Yamamoto



There are many fine accounts of the mission to kill Yamamoto but I found [We Killed Yamamoto](#), by Si Sheppard, Osprey Publishing a particularly well researched and detailed account of the subject. Below is a condensed version of the book which I am sure the reader will enjoy.

Up until November 1942, the Cactus Air Force, a common term for the air units stationed at Henderson Field on Guadalcanal, was comprised of Navy, Marine, and Army fighters all of which were inferior to the A6M Zero. Nonetheless, these fighters had more than held their own due to the tenacity, experience, and tactical innovation of their crews; particularly those Navy and Marine pilots flying the F4F Wildcat, a sturdy little beer barrel of a fighter. On November 12, the first P-38s from the 339th Fighter Squadron arrived adding a new dimension to the air war in the Solomon Islands. In the beginning the P-38 was not well received but after its strengths were recognized and new tactics were devised to take advantage of them, the aircraft gave the Cactus Air Force an edge over the Zero. The P-38s were faster, much more rugged, and had a more powerful armament. Additionally, they had comparable range to the Zero which would turn out to be a decisive factor in what was to come.

Captain John Mitchell took over as the 339th Fighter Squadron CO and began to get immediate results in several raids against Japanese bases. Mitchell became an ace after downing three Zeros and a Betty bomber. He had previously claimed three victories in a P-39.

In January 1943, the 13th Air Force was formed and included two fighter groups, the 18th and 347th. The 339th Squadron was the lone unit equipped with P-38s. Other squadrons were still equipped with P-39s, useless in a dogfight but much better in a ground support role, and the

...continued on page 5



underrated P-40. Marine Corps F-4U Corsairs also arrived at Henderson Field in late 1942 and give the base air group additional punch.

In March 1943, 13th Air Force bombers escorted by P-38s slaughtered a Japanese convoy loaded with troops bound for New Guinea ports from Rabaul on the island of New Britain in what was called the Battle of the Bismarck Sea. Using skip bombing tactics, the bombers sank all eight transports ships along with four of the eight escorting destroyers. In strafing attacks, P-38s with their nose-mounted cannon and machineguns wreaked havoc among soldiers huddled on the transports and sailors on the destroyers.

With the tide of war running against Japan, Supreme Admiral Yamamoto decided to take personal charge of the war effort in the Solomon Islands. On April 3 he and his Chief of Staff, Admiral Ugaki landed at Rabaul and brought in three full naval air groups from the flattops located at Truk in the Caroline Islands. These aircraft were assigned to bases in the Solomons and, shortly after, Yamamoto launched a series of massed raids against Guadalcanal and bases in New Guinea. All of these raids were met by American air power, which had increased in numbers, technology, and tactics, and resulted in severe cost of Japanese aircraft and crews. The raids were called to a close on April 16 and the following morning, Yamamoto chaired a meeting in Rabaul to assess the operation and its outcome. The meeting ended up in a pessimistic air with Commander Okumiya of Carrier Division 2 commenting; "We can anticipate only expanding enemy air strength and an ever-increasing drain on our own." In addition to these setbacks, a large part of Yamamoto's staff had come down with tropical fevers including Yamamoto himself who may have been suffering from beriberi.



Admiral Isoroku Yamamoto

Undeterred, Yamamoto decided to fly to Bouganville Island and inspect naval bases off the southern tip of the island. Admiral Ugaki would follow him in a second Betty bomber. The two transport bombers would be escorted by six Zeros. He assigned his administration officer, Commander Watanabe, to work out the details of his itinerary. The itinerary was dispatched as a radio message from Rabaul to the command at Bouganville. The message was probably coded in an old cipher because the newer cipher had not reached the bases which were to be visited. The message was intercepted by Allied code breakers and gave the Allies an inside

*...continued on page 6*

track on the dates, down to the minutes, of Yamamoto's future locations. Yamamoto's death warrant had just been signed.

With the opportunity to intercept and possibly kill the architect of the Pearl Harbor attack and subsequent Japanese successes in the Pacific, the question among strategists became "Should we do it". There were three considerations. First, should a mission be taken that would target an individual? Was the policy of the United States political assassination? Second, could a more capable commander than Yamamoto take his place. And third, would the mission convince the Japanese that their codes had been compromised and take action that would rewrite their codes entirely resulting in blacking out the access that the Allies had enjoyed during the previous year. Admiral Chester Nimitz and his aides assessed these considerations and concluded that the value of killing Yamamoto far outweighed them and so they decided to go on with the mission. There has always been uncertainty about how far up the chain of command the authorization to do so extended. There is no hard evidence that Nimitz sought approval from his superior, Admiral Ernest King, or Secretary of the Navy Frank Knox, although several individuals involved with the planning swore they saw Knox's signature on the authorization to proceed with the mission. Could it be that none of these high level officials wanted to be associated with an assassination?

Rear Admiral Marc A. Mitscher, who had taken command of air operations in the Solomons, called a conference of top officers to discuss possible means of interception. They came to the inescapable conclusion that the P-38 was the only aircraft in the Allied stable which possessed the range to intercept Yamamoto. Thirteenth Air Force commanders were called into the discussion and asked to name strike group commander. The commander of the 347th Fighter Group, Lt. Henry Viccellio immediately named Major John Mitchell, commander of the 339th Fighter Squadron (shown below).



*...continued on page 7*



In his planning, Mitchell meticulously attended to the many intricate details of the mission including plotting a course that would avoid both Japanese observers and radar, possible interception points at the expected speed of both American and Japanese aircraft, and the actual times of interception. Mitchell's calculations were absolutely precise as the American planes spotted Yamamoto's plane plus an additional "Betty" descending to the Ballale Island at the precise time he expected. This is an amazing accomplishment given the human element plus very tight time constraints. The American planes could not have loitered for long around the target area without being seen and intercepted.

Eighteen P-38s from the 347th and 18th Fighter Groups were chosen by Mitchell and were divided into five elements. Three elements comprised of 12 aircraft would fly high cover while four planes were assigned to attack Yamamoto's plane. A spare element of two planes would be deployed if there were any losses in the attack element. Mitchell chose this organization to maintain discipline and avoid large numbers of planes converging on one target. The all important attack element consisted of Captain Tom Lanphier in No.122, Lt. Rex Barber in No.147 (the plane reviews in this article), Lt. James McLanahan, and Lt. Joseph Moore. McLanahan and Moore experienced mechanical problems and had to return to base. They were replaced by Spare Element pilots Besby Holmes and Raymond Hine.



Pilots of Operation Vengeance

As the P-38s approached their interception point at about 0730, they spotted two Bettys escorted by six Zeros in a shallow descent toward Ballale. Mitchell ordered his four plane attack element consisting of Lanphier, Barber, Holmes and Hine to intercept the bombers. There has been a controversy over who actually downed Yamamoto. Was it Lanphier, Barber, or Hine? The consensus now is that Barber was the pilot who shot him down. Here is what happened to support that theory. As Barber and Lanphier approached the bombers from about 90 degrees, the bombers increased their rate of descent. Meanwhile the Zeros spotted the Americans and closed on the Bettys from the right putting them on an interception course with Lanphier and Barber. Alert to the threat, Lanphier broke about 90 degrees and started a head-

*...continued on page 8*

on attack into the oncoming Zeros. By taking on the Zeros, Lanphier had given Barber a path to complete the mission. Barber latched onto the Betty's tail and raked it with his guns eventually sending it crashing into the jungle. Then he turned right and headed for the coast with Zeros in pursuit. Two P-38s came to his rescue and sent the Zeros scattering. Continuing toward the coast he spotted Holmes and Hine in pursuit of a Betty. After they made their pass, they headed south allowing Barber to drop in back of the Betty and destroy it as well. Therefore, Hine couldn't have shot down Yamamoto as he was miles away pursuing the other Betty. Holmes later lost contact with Hine. Later Hine was spotted with smoke pouring out of his left engine and three Zeros in pursuit. Unfortunately of the 18 pilots on the mission, he represents the lone casualty. Yamamoto was later found in the jungle still seated in his chair by a Japanese army patrol that had been sent to find him. The Lieutenant in charge of the patrol noted that the Yamamoto's wounds and bullet entry holes in the fuselage of the aircraft indicated an attack from the rear.



Left to Right: Tom Lanphier, Busby Holmes, Rex Barber

After landing at Guadalcanal, Lanphier, ever the grandstander and self-promoter reportedly proclaimed loudly from his aircraft that "I got the son of a bitch, I got Yamamoto". For years Lanphier got the credit for downing Yamamoto and profited from it in a big way, becoming a VP in two defense related Corporations and a special assistant to the Secretary of the Air Force. His obituary of 1987 noting his burial in Arlington Cemetery stated that "Lanphier shot down the plane carrying Admiral Isoroku Yamamoto".

In the 1990s, forensic investigations of by several scientists who visited the crash site stated that the attack on Yamamoto's plane definitely came from the rear as indicated by gunfire and shrapnel damage. Additionally, the seat that Yamamoto occupied that has been preserved and on display in Japan shows evidence of the rear attack. Finally, in a sworn affidavit, a Japanese



escort fighter pilot testified that he saw one P-38 attacking from behind before Yamamoto crashed in the jungle. There were no other P-38s in the area for at least two minutes. This last eye witness account by someone who had no stake in the argument would seem to be definitive proof that Yamamoto was shot down by Barber.

With the death of Yamamoto, three admirals served as C-in-C of the combined Fleet until the end of the war. None of them possessed a fraction of Yamamoto's tactical insight or domestic prestige. In that sense, the mission was of concrete value in strategic terms. The gamble was worth taking, and it paid off.

Sources: Wikipedia

Si Sheppard, We Killed Yamamoto, Osprey Publishing Ltd, 2020

### Bob's Bench Stuff: Takom's 1/35 M-47 "Patton"



Bob Walls' beautifully built and rendered Takom 1/35 M-47, his contribution to AMPS Central Virginia's large group build of "Pattons". Bob took photos with his iPhone 12. Glen Martin used his Adobe Photoshop to re-size, crop, and brighten up images, then passed them to this editor, and AMPS Central Virginia's John Robinson, for publication in their excellent newsletter.

## History of WW II Jeeps and 1/35 Kits reviews

By Bob Walls



### PART ONE

#### The Origin of the Jeep

In the late 1930's the US Army realized that future land wars would require mechanized units and these units would need light reconnaissance vehicles capable of good speed and off-road capabilities. The two prime solutions were motorcycles and small 4-wheel cars. Civilian versions of each were tested and a British designed car made by American Bantam Car company was offered for evaluations. The army liked the Bantam car and requested Bantam and other motor car companies to submit samples of military vehicles which would meet the battlefield requirements of the impending war in Europe. These requirements were for a 1,200-pound gross weight, a 75in wheelbase, 4-wheel drive, a mount for a machine gun and other military grade improvements over civilian cars. Bantam and Willys produced prototypes for testing. After much thought, discussion, and apparent "lobbying", it was decided to build a Bantam based vehicle with improvements from the Willys version such as the more Willys powerful 4-cylinder engine. Both companies were given test production contracts and went into production. The first one to enter service was the Bantam 40 BRC with under 2,000 40 BRC's built. Due to concerns that Bantam could not tool up to meet the vast number of anticipated vehicles the army needed, Ford was asked to join the effort. Based on bids from these three companies, Bantam was the highest and the Army contracted with Ford and Willys to joint produce the vehicle in mass quantities. Ford and Willys were not a unanimous decision but in the end it turned out very well. The following quote is a Motortrend's description of the process from their "Retro Review" of the Jeep:

"While partisans argue for either the BRC 40 (1940 model year) or the Ford GP (G for government contract, P meant 80-inch wheelbase), the Mark II model, as the "true" first Universal Jeep, was really an amalgam of all three. Bantam could claim credit for the basic roadster body. Ford contributed the flat hood and nine-slat grille. Willys had the right engine."

There is no certain explanation for the name we know this vehicle was called: Jeep. Officially the new light recon/utility vehicle was known as the ¼ Ton truck- 4x4 GPW or MB (Wyllis MB and the Ford GPW). The name Jeep and Peep seems to have been used for various new vehicles in the early 1930 and 1940's, as it meant new or small. Army Cavalry units called the new vehicles the "Bantam" throughout the war as those units were first given Bantams. Manuals during the war addressed the Jeep as GP and pronouncing GP as "Jeep" is as likely a reason as any for the name that stuck. It is noteworthy that Willys did copywrite the name Jeep before the war ended. The name still being used today for off road vehicles.

Jeep production during WWII totaled 640,000 vehicles of all types from all manufactures and they were used by every Allied army. To demonstrate the absolute superiority of USA industry during WWII compare production numbers. The

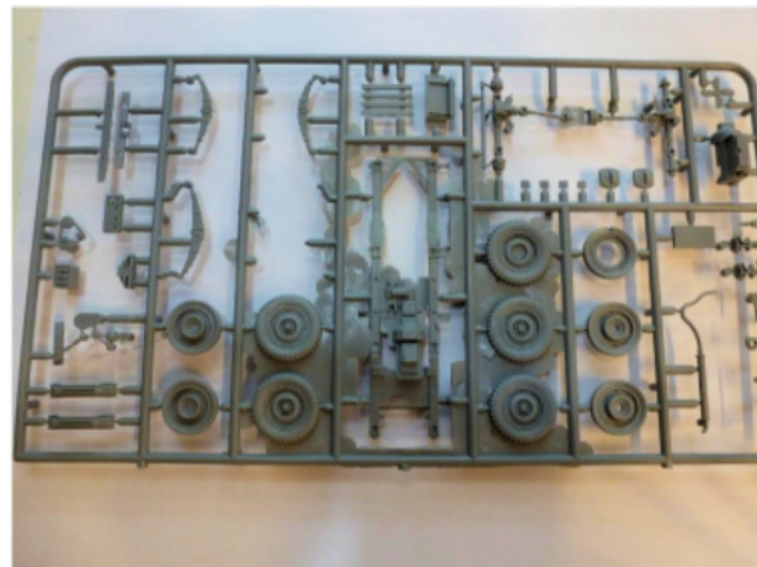


German counter part of the Jeep was the Kublewagen, of which a little over 10,000 were produced for the German military. That is a 640 to 1 advantage for the little Bantam, ah, Jeep.

Jeeps were modified to perform additional functions besides recon and "4 Star General Delivery". Many were used as machine gun platforms for raiding, stretcher carriers, communication, and even railroad switch engines.

Note: Per the original founder of Willys, the family pronounced their Sir name and the company name "Willis", not "Willies". Also, in these articles I will refer to all versions as "Jeep" as that is what we now call them. All kit reviews are of kits I have either build or are in the process of building.

### Kit 1: The First Jeep- American Bantam Car Company



MiniArt is the only company releasing kits of the Bantam 40 BRC with four releases dating from the first release in 2008 through the latest rebox in 2020. The basic Jeep is the same in each box. The kits have different crew figures consist of two Russian versions, a British version, and a US version.

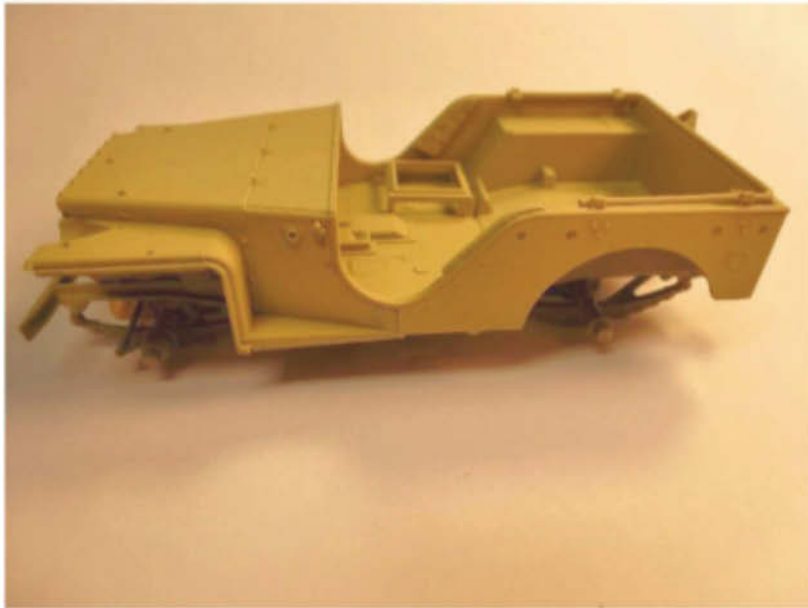
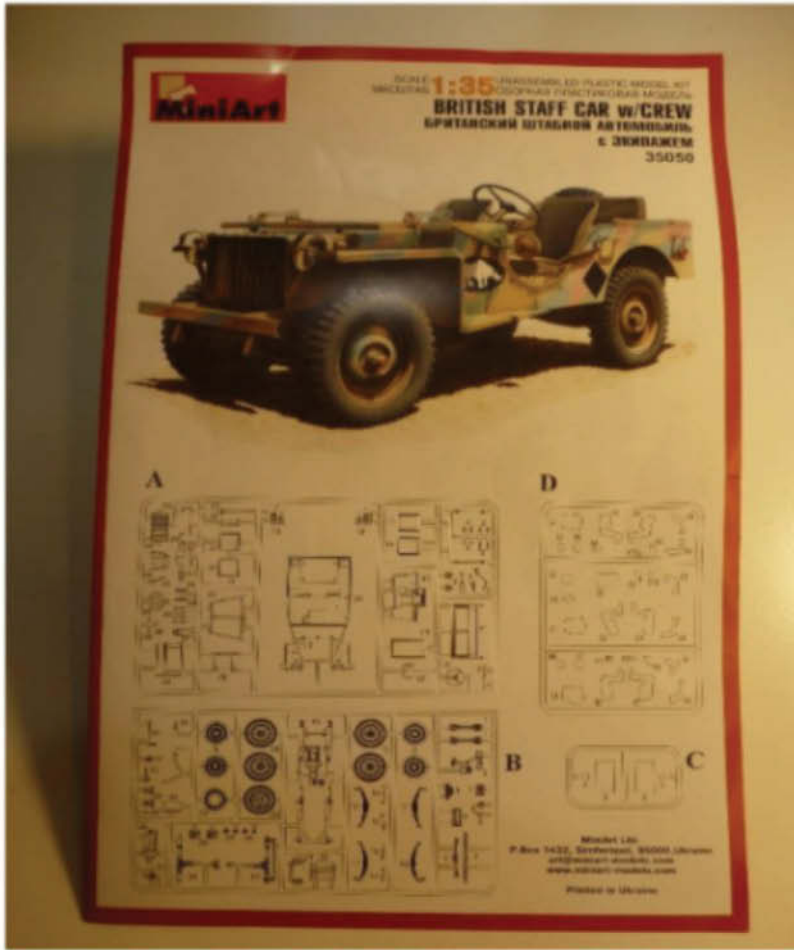
The MiniArt 35324 kit represents two North African British Jeeps. The box contains three gray colored sprues two for the jeep and one for the crew of three plus one clear sprue for the head lights and windscreen. The molding of the kits is well detailed, but my kit had severe flash. It was so severe I picked up a second kit to avoid the issue. There are twenty-two assemble steps and about 75 parts for just the jeep. Instructions are rather straight forth, but the location of some parts is not clear. Test fitting is a must for that reason and there are NO part numbers on the sprues only on the instruction sheet's sprue layout. Since some of the parts look the same, it is easy to mistake one set of parts for another, The leaf springs and shock absorbers are prime examples. Part fit is good with no putty needed.

Advantages: Detail and appearance is very good. Main parts fit well. The chassis can be built plumb and in alignment with only normal effort. Crew members are a bonus not seen in many new kit offerings and these are normal MiniArt quality. The kit incudes a full engine which replicates the Bantam engine to a "T".

Disadvantages: My second kit also had a little flash, but nowhere as bad as the first kit. These molds may have started showing their age and QC does not look to be Minimart's strength. The detail of the kit comes at a cost of many small parts. As an example, the Tamiya Jeep (mechanically very similar to the Bantam) has 7 parts making up the frame, suspension, and engine while the MiniArt has 36. This does not include the wheels and tires.

Major Issue: The British 1<sup>st</sup> Armoured Jeep pictured on the box and in the color guide has a totally incorrect color scheme. The MiniArt graphic is exceedingly attractive while totally wrong. Use a brown or green splotch disruptive camouflage instead.

Overall: The only kit of this early version of the Jeep and builds up nicely. Well worth the effort to build



My Bantam work in progress.



Recent Jeff Davis Highway Jeep found by the editor.





Scott Holtz's Revell 1/72 Chilen Air Force P-47-R-30 "Thunderbolt" (left) & the vintage Monogram 1/72 "Blue Angels F-8F Bearcat" (right), both with beautiful finishes.



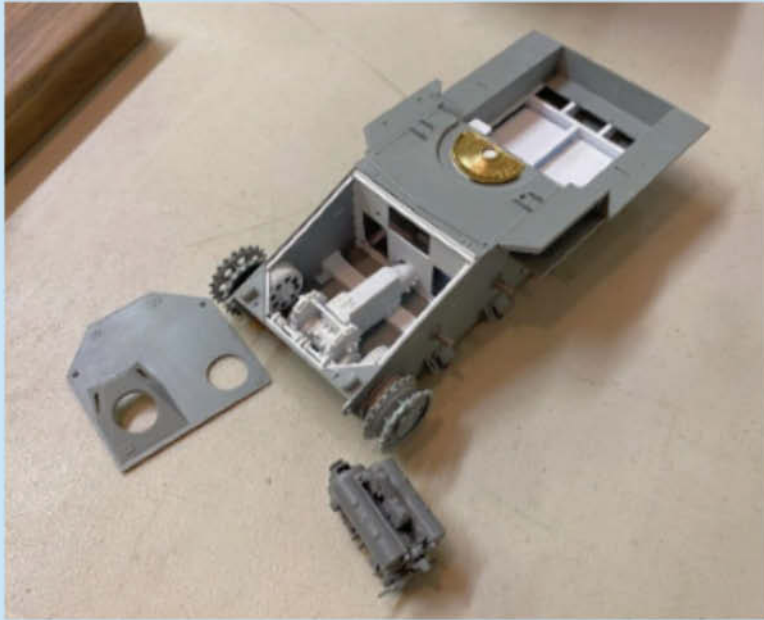
Travis Johnson's Tamiya 1/20 MP4/8 McLaren Ford F1 Racing Car (left) and Tamiya 1/12 Williams Renault FW14B V10 Engine, 1992 F1 Grand Prix (right)



(left) Bob Walls' 1/35 Italeri Willys Jeep, MiniArt Bantam Jeep, and Tamiya Ford G.P.A. Jeep kits.







Scott Wallace's Scratch-Built Interior for Dragon 1/35 "Hummel"



James Alvis' Zvezda 1/72 "Black Coast" On Custom Stand



James Alvis' fearsome Revell 1/48 USMC Huey "Hog"



James Crumpler's AMT 1/25 '41 Plymouth, a winner in the July contest!



Gene Harris' Nicely Done ICM 1/24 "T-Model" (left) and Revell 1/25 '29 Ford "Street Rod"





Mark Elder's Tamiya  
1/35 Croation T-55A,  
"Operation Storm, 1995"



Bob Walls' 1/35 SAS Jeep and PAK 75 Howitzer  
Combination, Nice!



Two Views of Alex Valz's ambitious ICM 1/35 World War I Model T Ford Ambulance Vignette, with Medical Attendants



(left) Glen Martin's Trumpeter 1/48 F-100C  
"Super Sabre" w/ Jet Engine "Heat" Effects



(right) Glen Martin's beautifully assembled and painted HobbyBoss 1/48 P-40K "Warhawk", with interesting U.S. markings.





I do not know who to credit the above nice 1/25 scale Winged Sprint Car build to.



Ray Vermillion's 1/35 Soviet Naval Large Calibre Gun Turret



Glen Martin Filling Out the Show & Tell Registration Form. Glen brought his very nice 1/48 scale "Super Sabre" & "Warhawk"



Ray Vermillion's in-progress 1/35 Soviet Missile Launching Vehicles



## Gene Rasmussen's Bench Stuff: Zvezda 1/350 Dreadnought "Sevastopol"

"Sevastopol" built by Baltic Yard, St. Petersburg. Laid down 16 June 1909, launched 27 June 1911, completed 17 Nov 1914. Laid up late 1918.

Renamed Parizhskaya Kommuna 31 March 1921, recommissioned 1923. Overhauled, recommissioned 17 Sept 1925. Bulged 1930's.

On March 31, 1921 Sevastopol was renamed Parizhskaya Kommuna to recognize the revolutionary Paris Commune of the 19th Century. Parizhskaya Kommuna had received a refit, including a new bow design, so in 1929 it was decided to send her to the Black Sea. She left with cruiser Profintern but the force ran into a strong storm in the Bay of Biscay. The new bow created a well that kept water. As the Parizhskaya Kommuna took green seas over the bow, water was trapped in the bow, until it failed. Parizhskaya Kommuna had to put into Brest for emergency repairs. The Soviet government was embarrassed by the incident, so repairs were made solely by the crew. Threedays later Parizhskaya Kommuna left Brest to be greeted by 35 foot seas. The condition in the ship deteriorated to worse than before and again Parizhskaya Kommuna put into Brest for repairs but this time the Soviet government contracted with a French shipyard for repairs. On January 18, 1930 Parizhskaya Kommuna reached Sevastopol and spent the rest of her career in the Black Sea. Anti Torpedo Bulges were added during her next major re construction between 1934 to 1938. During this work her Torpedo Tubes were removed and extra anti aircraft guns fitted (76mm AA and later 37MM AA were added).



When the Crimea fell to the Germans in 1942, Parizhskaya Kommuna had to move her base of operations to the ports of the Caucasus. Throughout World War Two she was very active in supporting the Red Army along the Black Sea Coasts. The Parizhskaya Kommuna took part in the landing at Feodosiya and Sudak in January 1942, and bombarded German positions in the Crimea until March 1942. She was taken for repairs to Poti, where she was renamed the Sevastopol on the 31 May 1943. The Sevastopol was given the Order of the Red Banner in July 1945 for her war time record. She remained in service after the war until July 1954 and was finally excluded on the February 1956.

Zvezda is a Russian company and their love for the original ship itself shows in the detail and quality of the parts and fit of everything. The instructions are also quite clear once you study them for a bit before heading for the sprues and nipping off your parts. The colors they used to use are also contributing to the finished look overall, pre-painting prior to assembly is a must and you have to make sure what parts and which part of a part gets which color.





**Scott's Bench Stuff: Airfix's 1/72 Hawker "Typhoon" Mk. IB & Academy's 1/144 "Hustler"**



(above & right) Scott Holtz's in-progress out-of-box build new-tool Airfix 1/72 Hawker "Typhoon" Mk. IB. Parts fit is exceptional (no putty required) and is a great canvas for his go-to paint, Tamiya acrylics. XF-81, XF-82, & XF-83 colors have been applied with his better-than-thee's Infinity Harder & Steenbeck airbrush. At this point, the project is ready to receive clear gloss in preparation for application of decals.



(above) Scott's Academy 1/144 Convair B-58 "Hustler" being masked, & (right) then covered in Vallejo Metal Color Set "Metallic Panel" acrylic paint, applied with his ooh-oooh Infinity by Harder & Steenbeck airbrush. Chapter member John Kimbriel piloted the mighty "Hustler" prior to flying the F-4D Phantom II from Thailand into North Vietnam, dropping sensors and iron.





# IPMS RICHMOND

## OLD DOMINION OPEN

**SCALE MODEL SHOW & CONTEST**

**FEBRUARY 26, 2022**

**RICHMOND RACEWAY COMPLEX**

**Henrico Hall  
600 E. Laburnum Ave.  
Richmond, VA 23222**

**Doors Open at 8:30 am  
Registration Closes at  
12:00 pm Noon**

**Over 70 Model Categories  
Hobby Vendors  
Huge Kit Drawing**



2020 ODO Best in Show Winner



Follow IPMS Richmond for updated information on:

<http://ipmsrichmond.blogspot.com> or [www.facebook.com/IPMSRichmond](http://www.facebook.com/IPMSRichmond)



## 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.

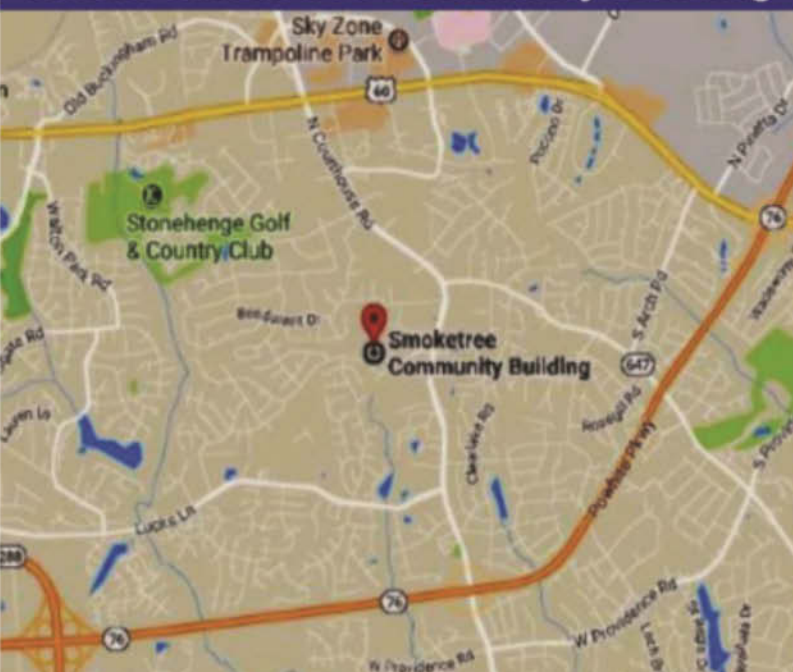
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale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

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

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

*Treasurer.....* **Alex Valz**  
*avlz66@verizon.net & 804.929.1214*

*Secretary.....* **E.L. Motley**  
*804.852.7829*

*Old Dominion Open Chairman.....* **Chris Bryan**  
*modelprofessor@gmail.com*

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

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