

SPARE PARTS

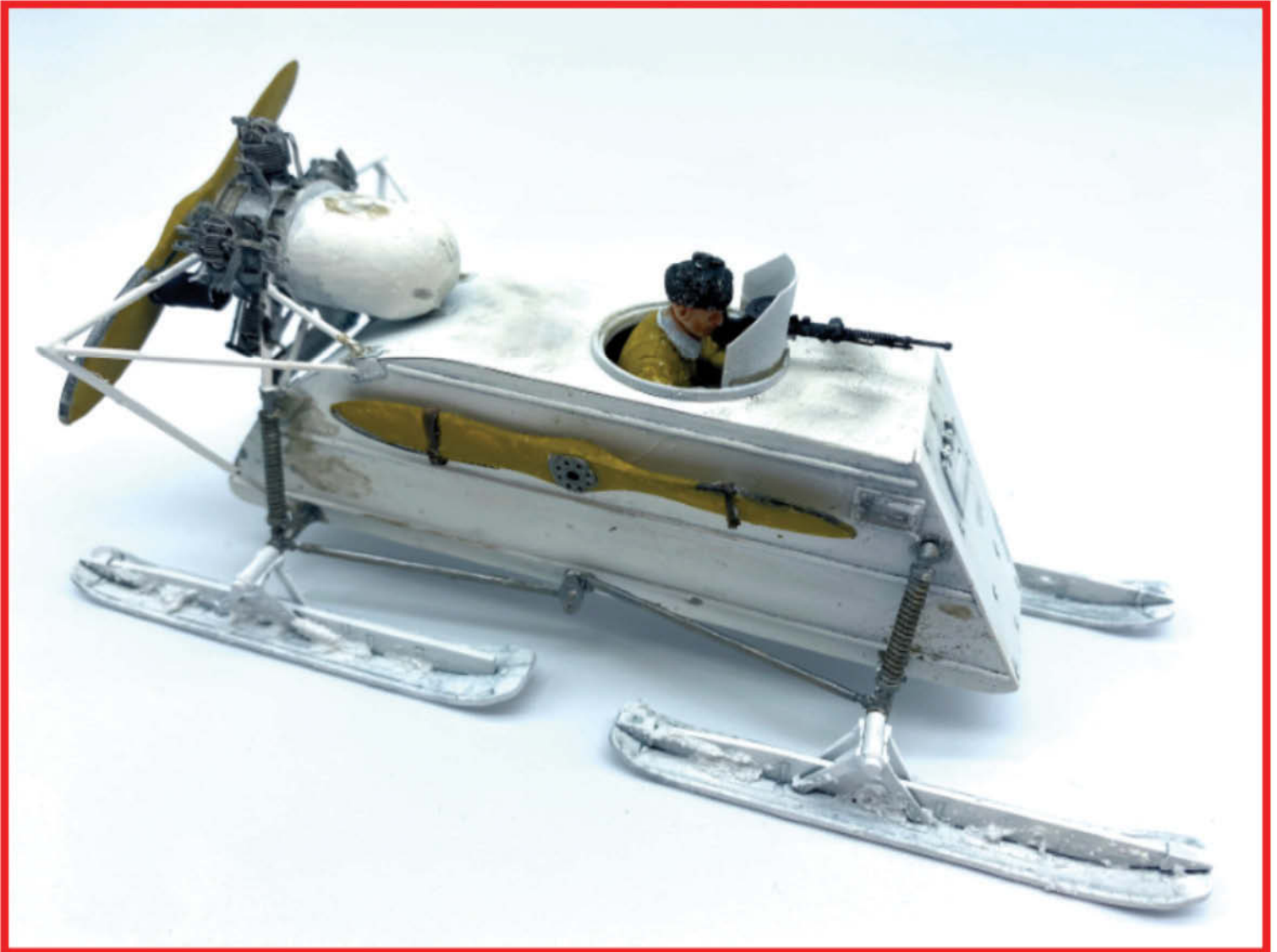
May

IPMS/USA Award Winning Newsletter

2022

Next Meeting: Monday, May 9 at the Smoketree Community Building, gather at 6:30 P.M., action commences at 7:00. All scale modelers are invited to attend and participate.

Primary focus: It's *Build Night*, bring a model to work on! Bob's group Jeep Build Reveal (see Page 6), Discuss exciting new Oct. 1 Myrtle Beach Show(!) HobbyTown display case "refresh", Mike's awesome Prize Drawings, and your latest scale modeling projects...



Tom Dailey's Show & Tell subject, Trumpeter 1/35 WWII Soviet armored assault NKL-26 "Aerosan" (Aero-Sleigh) with "pilot", spare propeller, and sub-zero personality, explained to IPMS Richmond April chapter meeting attendees.

IPMS Richmond - Social Media Presence
www.ipmsrichmond.blogspot.com

SPARE PARTS LIST

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Note!

The chapter display case at HobbyTown has some members' items on display for going on a year. Please remove and maybe replace these with new subjects. Please get with your display case contact to get access to initiate action. Keep it fresh!

Gene Rasmussen

Note: Myrtle Beach Model Show!

*The event will be Oct.1, 2022 at General Robert H. Reed Recreation Center
800 Grabreski Lane, Myrtle Beach, SC
Hosting Chapters are: IPMS/ Grand Strand Scale Modelers and IPMS/ Coastal Carolina Modelers Association.*

*Website: Grand Strand Scale Modelers
Contact: Rick Reinert 864-630-2346
2bflighttest@gmail.com*

Minutes of the April 11, 2022 Chapter Meeting...

Scott Wallace, Secretary

The Membership was Called to Order at 6:50pm, 11 April 2022 by Chapter President Mike Lyons. There were 20 Members in attendance and no guests.

President Lyons called upon any Member who wanted to give a report on the AMPS INTERNATIONAL event in Hampton, Va. the preceding weekend.

Tom Pulliam gave an interesting account of his experiences at the show. Following that report there was a lengthy discussion by the Membership of that event and its workings. Upon completion of the discussion, President Lyons reminded everyone that the NOVA show was the upcoming weekend.

In Bob Walls absence a reminder was then given that the Jeep Group Build was due at the May meeting.

President Lyons then began a discussion on obtaining shirts for ODO Committee Members and Club Members as a whole. Many options and shirt colors were discussed. President Lyons will try to provide color/artwork samples at the May meeting for a vote/decision.

2022 is the 50th Anniversary of IPMS Richmond! With this in mind, a theme for the Christmas Show was then discussed. "Built or in Service in 1972" was decided upon for this year's theme. A short Recess was called.

At 7:45pm the Membership was Called to Order. Vice-president Richard Leininger was called upon to moderate Show & Tell. Upon completion of Show & Tell, President Lyons gave his Closing Remarks. Next meeting will be May 9th. It will be a Build Night. Also the Jeep Group Build will be displayed

The meeting was adjourned at 8:45pm

Respectfully submitted by Secretary Scott Wallace.



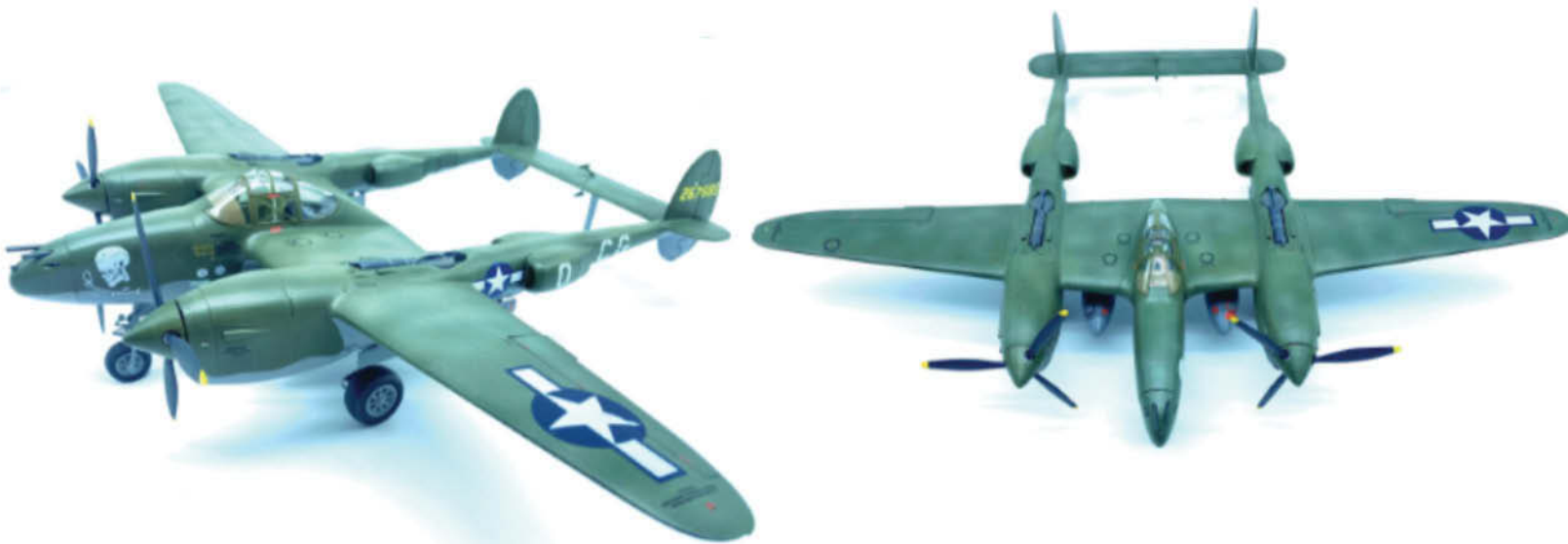
Scott Holtz's Dragon 1/35 "Panther D" hunting Sherman's on his convincing scratch made base.



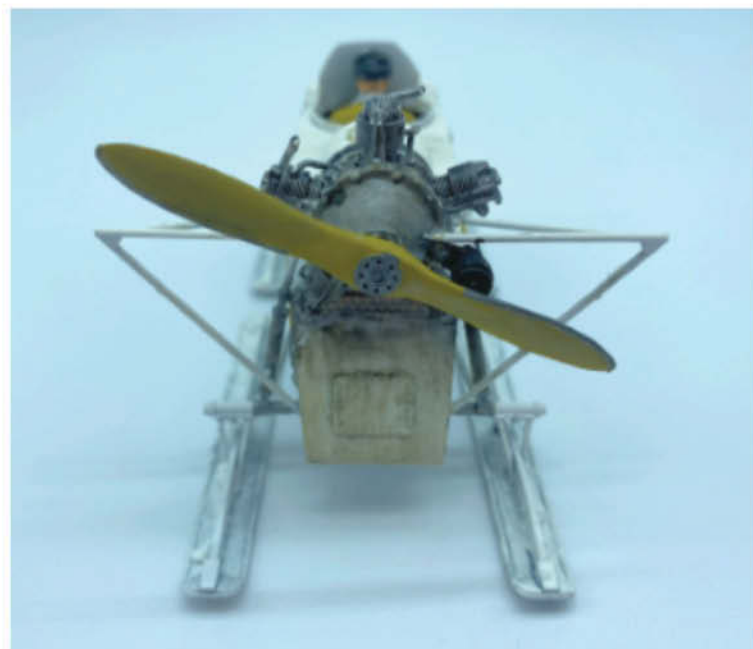
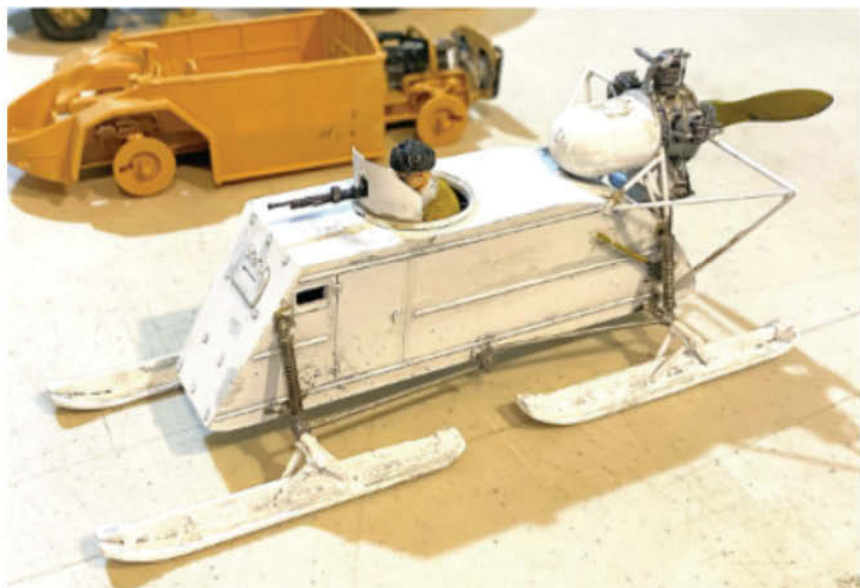
(Left) Mark Elder's Italeri 1/35 1950's Portuguese Memorial M47 "Patton" & (Right) Tamiya 1/35 1990's Croatian Operation Storm T-55A.



Tom Pulliam's AMT 1/35 M-1 Ip "Abrams" painted in NATO tri-color camouflage, with crewman, and fully equipped for action!



Scott Ratliff's Revell vintage 1/32 P-38J "Lightning" with realistically weathered exterior & unique well-applied markings.



(Above) Mike Lyons' Bandai 1/144 Gundam RGM-79G "GM Command" is menacing at over 6" tall and fully weaponised! Custom base.

(Above Left & Left): Tom Dailey's nicely painted and weathered Trumpeter 1/35 Soviet WWII armored assault NKL-26 "Aerosan" (*Aero-Sleigh*) with "Pilot" and spare propeller.



Tom Dailey's IBG Models 1/35 (Left) in-progress SPA-Viberti Camionetta AS.42 "Sahariana" & (Right) Italian Auto Cannone 90/53 on Lancia 3RO w/impressive camo and desert weathering.



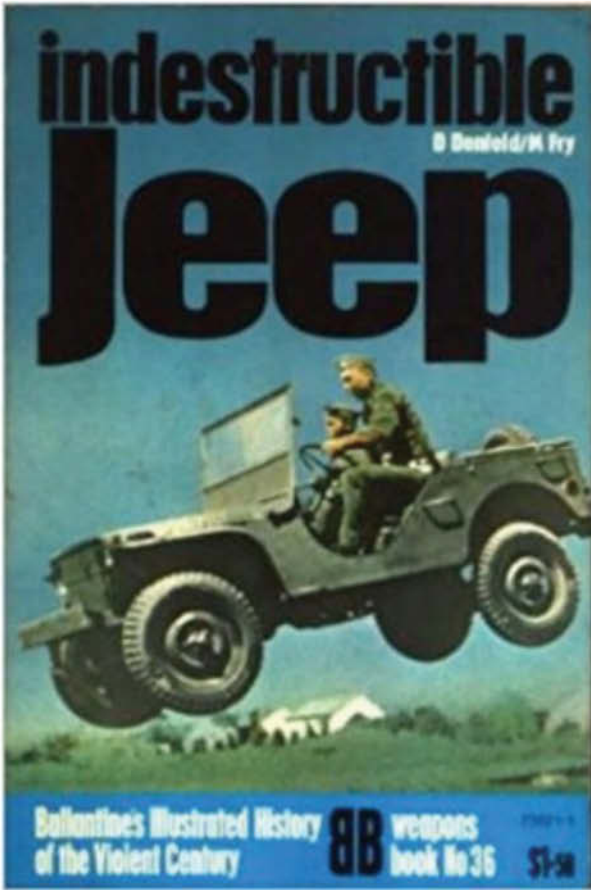
Scott Ratliff bought a vintage pre-built Revell 1/24 Gemini Spacecraft and has been stripping and disassembling oh so carefully. The results, so far, are shown above. Good luck, Scott!

Tyler Turpin Request

Members,

Please bring to next meeting any of the Monogram F-100d in 1/48 scale or Thunderbirds F-100d the one seat version in 1/48 Iris /F102 afterburner the not on the box picture option . I am looking for 2. I will give them the one on the box version and the ESCI kit afterburner ring . I also looking for the Italeri 1/72 scale F-100d Super Sabre iris / f-102 afterburner option. I have attached pictures of the Monogram 1/48 scale option.





Bring your completed Jeeps to the May 9 chapter meeting. We will have a separate table where you can show off your model. Print and use the label(s) below to tell us what you built. For those who can't print this, or forget, labels will be available at meeting.

Add header

| |
|------------------|
| Subject: |
| Kit used: |
| Modeler: |
| Misc: |

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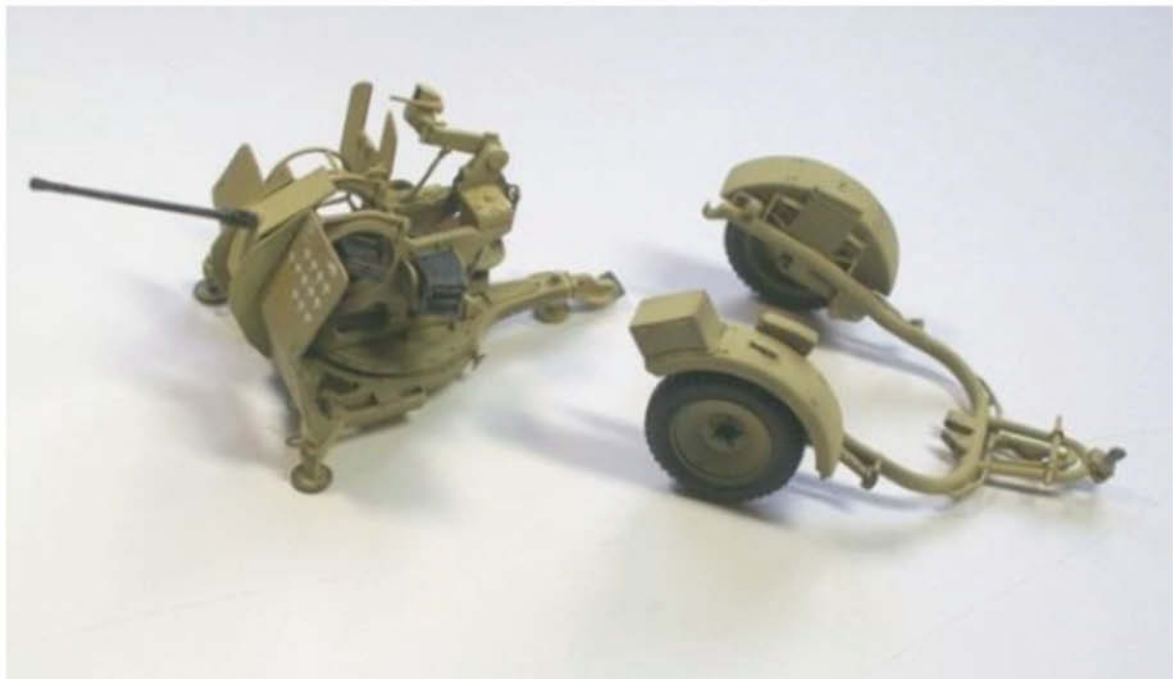
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During World War II, the German Army often paired its 2cm FlaK 38 with a means of transportation by towing it behind a cargo truck or mounting in the cargo bay of a truck. I had seen pictures of this second arrangement and wanted to find compatible kits to represent it but could not find one on the market that was a combination of truck and flak gun. Dragon had made this kit at some time in the past but I could find an outlet for it so I decided to try it myself.

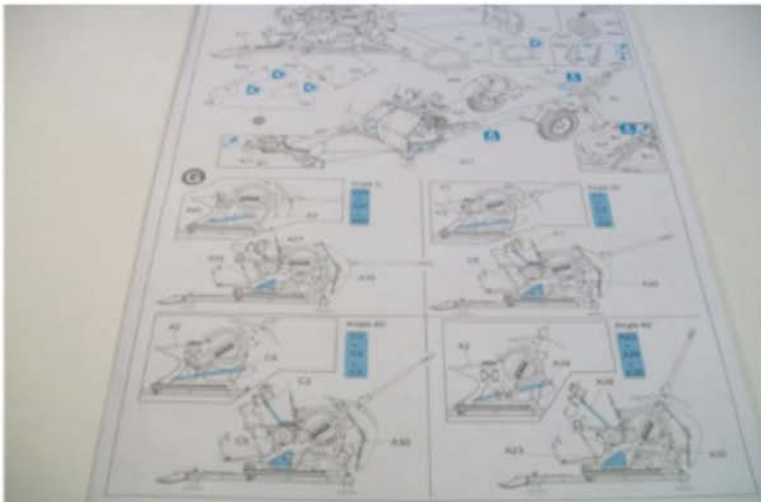
The kit I decided to use were the Dragon 2 in 1 kit of the gun with trailer and four man crew and the Tamiya Opel Blitz Cargo Truck. The Dragon kit can be made into early and late versions of the gun and can be showed in towing configuration or deployed on the ground. Even though the instructions are quite complex and busy, they are easy to follow after a little study. The parts fit quite well and the gun can be swiveled back and forth on its platform but, because of the delicacy of the parts included in the elevating mechanism, can only be represented in one of four stationary positions. Parts are provided to fit all of these elevations, which are 0, 20, 40, and 60 degrees. I chose the 20 degree elevation as if a target had just appeared on the horizon. Painting and decals are shown for four guns and here I chose one for a Luftwaffe unit in North Africa during 1942. To date, I have started the Cargo Truck but are some way off from completing it.



Knight's Cross winner Hauptfeldwebel Josef Niemitz posing with his anti-aircraft gun crew in the Soviet Union, Jun-Jul 1943 20 CM Flak Gun.



Alex's completed Dragon 2CM Flak Gun. Note the kill markings on shield. Mounting the flak gun to Tamiya's excellent Opel "Blitz" Cargo Truck is next.



Author Mark Elder

Scale 1/35

Model Type: (styrene, resin, etc.) Styrene **Manufacturer** Tamiya

Model Subject Panther G

Please score the following:

| | |
|-------------------------|-----------|
| Molding | Excellent |
| Detail | Very Good |
| Fit | Very Good |
| Accuracy | Very Good |
| Ease of Assembly | Very Good |



Please score the following:

| | |
|--------------------------|-----------|
| Instructions | Very Good |
| Decals | Average |
| Clear Parts | N/A |
| Multi-media Parts | N/A |
| Value | Very Good |

Difficulties:

The only difficulty I encountered was applying the kit provided "rubber band" track. I concluded they were nicely detailed, and Tamiya's model glue works on them! Unfortunately, when assembled and after painting, the tracks were very tight and pulled hard on the sprocket wheels, so that I am still worried about said sprocket wheels stressing and breaking their axles. So far, so good. I have not quite completed the kit, and may encounter other difficulties, we'll see. The Tamiya decals are thick, so I used some better decals taken from an Academy Tiger kit.



Additional Comments:

I was anxious to build and finish the Tamiya 1/35 Panther G (Late) upon completing Hornet Hobbies' (now closed) Youtube series on building and painting this very kit. Canadian award winning modeler, Dave Brown, hosts the series as he assembles, paints, and weathers Tamiya's kit of what may be considered WWII Germany's best tank. Dave uses almost exclusively the Tamiya line of acrylic paints, thinning for airbrush application with Tamiya's Lacquer thinner (with the yellow cap). His methods of priming with Tamiya rattle-can White Primer, pre-shading, thinning Tamiya's camouflage paint by at least 75%, and various weathering techniques seemed obtainable and made sense to me. Besides the kit tracks, I also decided not to replace the main gun barrel with aftermarket turned barrel, and carefully glued, clamped, and filled/sanded its seams. The tow cables appeared too straight, so those are replaced. I have thoroughly enjoyed building the Tamiya Panther G, its been a while since I have felt that way about a kit build. Do yourself a favor, look up Hornet Hobbies' series of Youtube kit builds.

Recommended? Yes No



Beginnings: Tamiya rattle can White Primer, then strategically preshaded w/ Tamiya Black

Tools and other accessories to be painted & attached, including Karaya's Tow Cables



Some feel I over-weathered the Panther, I don't. And I like the kit rubber-band track!



Another view, showing the all too-straight kit tow cable, and added solder light conduit.



Dave Brown gives great paint & weathering lessons in defunct Hornet Hobbies' YouTube videos.

THE HISTORY BEHIND THE MODELS GRUMMAN'S FORGOTTEN CAT: THE F11F TIGER

By E. L. Motley

Like classic automakers, fighter aircraft manufacturers have their legendary marques: Fokker, Supermarine, Messerschmitt and North American, just to name a few. For many U.S. Navy aviators, Grumman and its stable of outstanding fighter planes with feline names will always be the "gold standard." There were Wildcats, Hellcats and ultimately, the most splendid cat of all...the Tomcat. But lost and forgotten in this lineage was Grumman's F11F Tiger, another fine "Iron Works" fighter that came along a bit too late and was quickly replaced by an awesome rival—the Chance-Vought F8U Crusader.

From the late 1930's until the mid-1950's Grumman fighter planes dominated the flight decks of U.S. Navy aircraft carriers. During World War II, Wildcats and Hellcats took back the sky from the Japanese. Too late for the Pacific campaigns, Bearcats and Tigercats went to sea aboard the new **Midway** class flattops and were the USN's last piston engine fighters. In the late 1940's, Grumman moved on to jet fighters, producing the F9F Panther.

Grumman's new Panther jets provided yeoman service in Korea and were then followed by swept-wing Cougars. Leroy Grumman and his engineers wanted to continue the progression of the Panther and Cougar into a more advanced—and fully supersonic—fighter. The Tiger started as an in-house Grumman project to upgrade the F9F Cougar. What they ended up with was the diminutive but reliable F11F Tiger.

Although the Cougar was already in extensive USN service, Grumman was competing with more sophisticated designs such as Chance-Vought's Cutlass, McDonnell's Demon and Douglas' Skyray. In time and by necessity, Grumman's "Advanced Cougar" project yielded "Design G-98," an entirely new aircraft. Although originally designated the F9F-9 Cougar, Grumman's G-98 looked nothing like a Cougar. In fact, the only thing the G-98 had in common with the Cougar was the Martin-Baker ejection seat.

The Korean War sent both the USAF and the Navy scrambling for new jet fighters. The Soviet Union's MiG-15 started a whirlwind race in the U.S. to develop faster and better fighters. With the **Forrestal** class "supercarriers" on the way and many WWII Essex class carriers being modernized, the Navy was vigorously shopping for new aircraft.



(Above) The first "Tiger", BuNo 138604, flew on 30 July 1954.



F11F-1 "Tiger" on USS Forrestal in April 1956, with downward-folded wingtips

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Although the Navy had proposals from McDonnell, Chance-Vought and Douglas, Grumman also joined the field and submitted its F9F-9 Advanced Cougar (G-98) design. On April 27, 1953, the Navy contracted for three XF9F-9 prototypes. Grumman moved swiftly. On July 30, 1954, company test pilot Corky Meyer flew the first prototype. Although this plane later crashed (engine failure), testing progressed quickly and Grumman received a production order. Grumman's XF9F-9 Advanced Cougar began full flight testing in 1955 followed by carrier trials. In the meantime, the plane was re-designated as the F11F Tiger. Squadron service began with VA-156 (later re-named VF-156 and VF-111) in March, 1957.

The F11F Tiger was the complete opposite of its U.S. Air Force contemporary, the Lockheed F-104 Starfighter. All things said, the Tiger was probably closer to what fighter jocks wanted. Compared to the Air Force's big futuristic F-104 and the even larger McDonnell F-101 Voodoo, the Tiger was a lightweight and simple daytime fighter. The Tiger was the first U.S. jet fighter built from scratch with an "Area Rule" fuselage to reduce drag and permit supersonic flight. The Tiger's thin swept wing (which folded at the tips for carrier use) utilized highly innovative alloy milling. The Tiger could refuel in mid-air, had emergency hydraulic power via an internal ram turbine, used fully powered control surfaces, and provided the pilot with excellent visibility.

Apart from its great aerodynamics and stout Grumman engineering, the Tiger was no slouch in what makes a good fighter plane. Unlike the F-104, the Tiger was not a handful to fly. It was light, responsive, and a nimble dogfighter popular with Navy pilots. The Starfighter's derision as a "Widow Maker" would never be applied to the Tiger. Offensive punch came from four 20 mm guns and up to four underwing mounted Sidewinders. Underwing supersonic drop tanks could be fitted. Bombs or unguided rockets could also be carried in the attack role. In certain respects, the Tiger was a jet equivalent of Grumman's F8F Bearcat—small, fast, highly maneuverable and a pleasure to fly.



After the first production run of 39 Tigers, Grumman redesigned the aircraft. The second version of the Tiger was the "long nose" variant. The nose was lengthened to accommodate radar (although radar was never fitted). Provision was made for more internal fuel, the refueling probe was moved and made retractable, and small fillets were added to the leading edges at the wing roots. The Tiger's original home, Squadron VA-156, was also issued the first long nose Tigers. However, a planned camera nose photo recon Tiger was not put into production.

THE HISTORY BEHIND THE MODELS GRUMMAN'S FORGOTTEN CAT: THE F11F TIGER

By E. L. Motley

On September 21, 1956, the most bizarre incident in the Tiger's history took place. During F11F weapons testing, Grumman test pilot Tom Attridge actually shot himself down. Attridge fired a long burst from his Tiger's 20 mm guns. He was flying so fast that the Tiger overtook its shells and ingested several of them, wrecking the engine. Amazingly, Attridge was able to crash land the Tiger less than a mile from the runway and despite serious injuries, get himself safely out of the wreckage.

Through most of the 1950's underpowered and unreliable jet engines were the bane of the USAF's and USN's fighter fleets. American jet engine builders such as Allison, Westinghouse and Curtiss-Wright consistently failed to produce the powerful and dependable turbojet engines the military required. The chronic deficiencies of these early jet powerplants, particularly Westinghouse's, kept sound airframe designs such as the Douglas F4D Skyray and the McDonnell F3H Demon from reaching their full potential. The Tiger's Curtiss-Wright J65 engine ran into a number of problems during testing and it had been tricky to mate with an afterburner. Because of the J65's limitations, the Tiger never achieved the speed and performance it was designed for. At sea level, the Tiger could fly at 750 mph and at altitude cruise at nearly 900 mph, but the Tiger's J65 turbojet had been expected to push the plane at 20% more power and speed. This shortfall helped to insure a limited production run.

Although the Tiger gave the Navy a dependable dogfighter that could operate from any of the fleet carriers, Grumman and the Navy agreed to cap production at 199 aircraft. The last F11F Tiger was delivered in January, 1959. In a span of less than five years, technology overtook and surpassed the Tiger. Chance-Vought's brand new F8U (later F-8) Crusader was superior to the Tiger in nearly every respect. Only seven USN fighter squadrons flew Tigers and none of the Marines' fighter squadrons used them. By the end of 1961, Crusaders replaced all of the Tigers in frontline service. Soon following the Crusader to USN flight decks would be another legend—McDonnell's F4H (later F-4) Phantom. Powered by the latest and far more capable Pratt & Whitney and General Electric turbojets, the Crusader and the Phantom swept the Tiger from fleet duty. Some Tigers (re-designated as F-11's) soldiered on in training roles until 1967.

But the F11F Tiger's story was not over. In an effort to keep the F11F as a viable fighter choice, Grumman reworked two short nose Tigers to accept the most potent U.S. jet engine of the time, GE's J79. The J79 powered the Starfighter and...



F11F-1F "Super Tiger" in flight.

THE HISTORY BEHIND THE MODELS GRUMMAN'S FORGOTTEN CAT: THE F11F TIGER

By E. L. Motley

would be the engine chosen for McDonnell's new Phantom. At 14,800 lbs. thrust, the J79 was nearly twice as powerful as the Tiger's Curtiss-Wright J65 engine. Grumman dubbed the modified and J79 powered aircraft the F11F-1F Super Tiger. On April 13, 1958, a Super Tiger hit 1,220 mph on J79 power.

Compared to the F-104 Starfighter, the Super Tiger offered comparable performance and was less temperamental to fly. Both the Navy and the USAF were interested. With West Germany and Japan in the market for new fighter planes, foreign sales were a possibility. However, it wasn't to be, and the Super Tiger became a footnote to late 1950's aviation history. West Germany, Japan and other American allies bought the Starfighter, thanks in part to Grumman's amateurish marketing efforts and Lockheed's less than pure business ethics. Also, the Super Tiger's fuel thirsty J79 made the plane far too short-ranged and was simply too much engine for the airframe. The Navy decided to stick with the Crusader and the Phantom. The Air Force later adopted a customized version of the Navy's Phantom as its principal fighter. Although Grumman later collaborated with General Dynamics on the ill-starred Navy F-111B, Grumman would not sell another fighter until the F-14 Tomcat over a decade later.



An iconic image, no description needed.

Ironically, the F11F Tiger enjoyed its greatest fame not as a carrier jet fighter but as the preferred airplane of the Blue Angels. Other than the A-4 Skyhawk and the F/A-18 Hornet, the F11F Tiger is the Blue Angels' longest serving mount, flying with the Navy's crack aerobatics team from 1957-1969.

Captain Ed Holley, who was then the Blue Angels' commander, selected the Tiger over several competing Navy jets. The Blue Angels began flying F11F Tigers in 1957 and flew them through the 1969 season. The Tiger quickly became a beloved airplane by both Blue Angels pilots and ground crew. Over the years, the Blue Angels flew both short nose and long nose Tigers. The F11F's agility, docile flight characteristics, reliability and ease of maintenance made it a natural for the Blue Angels. The F11F was also the Blue Angels' first supersonic plane. In 1965, the Blue Angels flew their Tigers at the Paris Air Show in what is still considered one of the team's most memorable performances. In 1970, the F-4J Phantom, one of the planes that rendered the Tiger obsolete, replaced the Tiger as the Blue Angels' show aircraft. The Tiger had one last duty to perform. In 1973, the Navy pulled two long nose Tigers out of storage and refurbished them as test aircraft for evaluating Rohr in-flight thrust reversers. Although the project was considered successful, nothing further came of it and the two Rohr Tigers found new homes in aviation museums. "Forgotten Cats" Part II in June...

Author Travis Johnson

Scale 1/12

Model Type: (styrene, resin, etc.) Styrene, resin parts. Manufacturer Tamiya

Model Subject Renault Williams FW14B

Please score the following:

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|------------------|-----------|
| Molding | Excellent |
| Detail | Excellent |
| Fit | Very Good |
| Accuracy | Excellent |
| Ease of Assembly | Excellent |

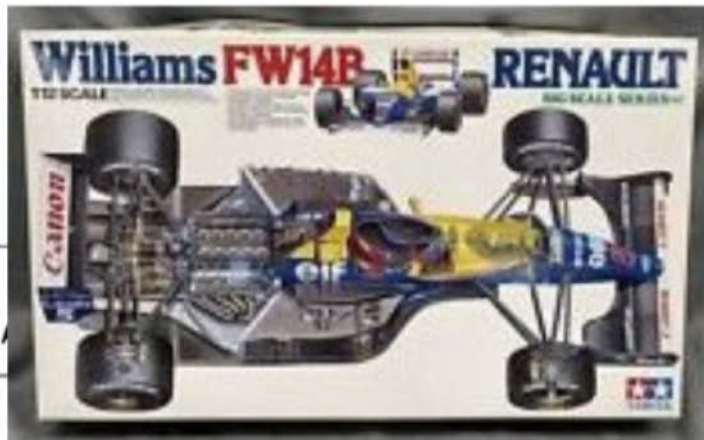


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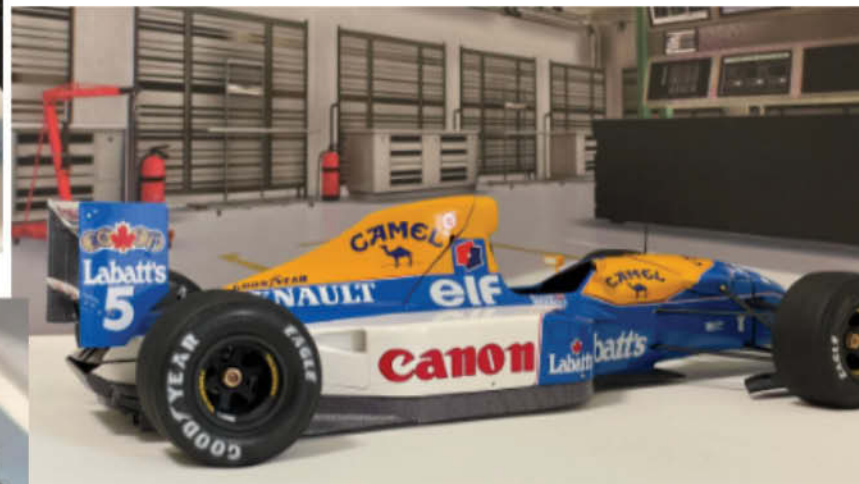
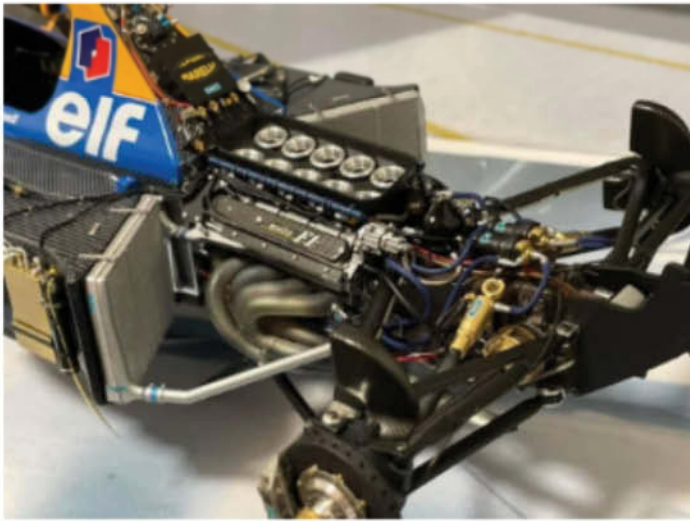
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| Instructions | Excellent |
| Decals | Average |
| Clear Parts | Very Good |
| Multi-media Parts | Excellent |
| Value | Excellent |

Difficulties:

Tamiya paints were used TS44 brilliant blue on monocoque and nose cone. TS26 pure white on cowling and TS34 camel yellow. Throughout entire car has top studio detail master upgrades with scale motorsports carbon decals. Very fun build my first 1/12 kit took over a year.



Recommended? Yes No



HobbyTown USA[®]
Toys for All Ages!

27th Annual **Mid-Atlantic NNL**

www.mamasboyz.org

May 14, 2022

9 AM—3 PM

Admission \$10.00 (under age 16, free)

“Tri-Five Vehicles” (ALL!)



Vendors



**Door
Prizes**

Sub-Theme:

“Vehicles of 1970”



**Note New
Location!**



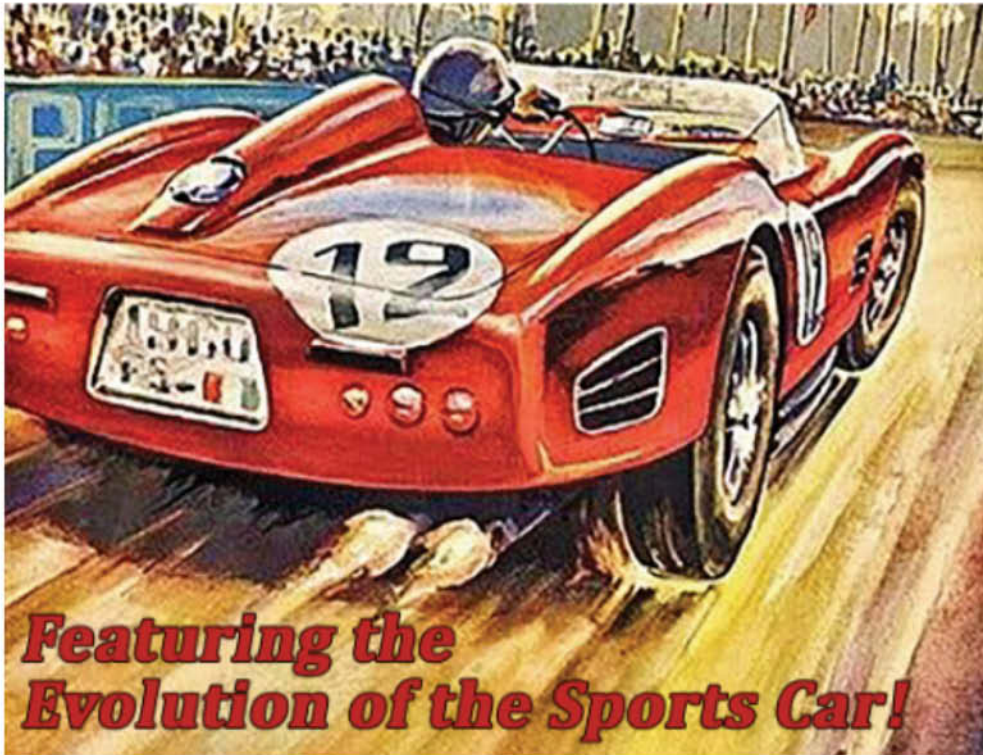
**Make & Take
(Up to age 12)**

**Level Volunteer Fire Company
3633 Level Village Rd
Havre De Grace, MD 21078**

**Vendor/Show Info—Contact Dave Toups
E-mail: davetoups351@gmail.com
Phone: (410) 239-7081**

Richmond Collector Car Show and Swap Meet

Show Date: Saturday, June 11, 2022 8:00am to 3:00pm
• St. Joseph's Villa, Richmond, VA



You are invited to participate in the 53rd annual Richmond region AACA show and swap meet, to be held on the lawn of St. Joseph's Villa on Saturday, June 11, 2022. Classes for virtually every make and model car, truck, and motorcycle will be available with judging performed by an experienced panel. Please Note: Only pre-registered show cars will be eligible for judging and awards.

As an alternative to having your car in the judged portion of the show, you are invited to participate in the 2022 St. Joseph's Cruise In! This non-judged area of the front lawn will be reserved for you to arrive in style, with the freedom to depart whenever you wish.

This show also boasts one of the largest automotive Swap Meets (Flea Markets) in Virginia, where you can find that elusive part or that special vintage license plate to make your restoration complete.

In addition to seeing over 250 antique, classic, and modified vehicles, a special feature you won't want to miss our 2022 Special Feature....Evolution of the Sports Car. This feature will highlight sport cars ranging from early 1900's American famous icons, to the nimble British roadsters, to the emergence of Japanese two-seaters.

Vintage car rides will be available for you and your family to experience from 10:30am till 2:00pm. Food, special presentations, antique fire trucks, a youth judging program and lots more will keep your entire family entertained!

Click on "GET TICKETS" to be a part of the 53rd annual Show on Saturday, June 11, 2022! 100% of the proceeds raised from the General Admissions gate will be donated to St. Joseph's Villa.



The future of FUTURE

By Bob Walls

For those who have been in the hobby for decades SC Johnson Company's Future was the original gloss coat preferred by modelers. Over the years it had label and name changes and most recently it was sold as Pledge Floor Care Finish or Revive It Gloss. It could be found at Walmart, Amazon, or even your local hardware store and sold for \$6-8 for a 27 ounces. It did not look like most acrylic gloss coats as it is crystal clear. For everyone who loves Future (Revive it) there is another who thinks it is stupid. Just search for Future on model forums and you'll get heated debates. And lately there has been lots of discussion about "Future" not being made any more. So I spend some time researching this.

It appears SC Johnson is no longer making Future. While still listed on the company product pages, it is NOT available in the usual places. When you search for Future or Revive It on the web you get hits for sales on eBay with two bottles costing \$60.00 or more. My attempts to ask SC Johnson if it is still being made through emails has gone unanswered. If you own a bottle, and like the stuff, I suggest you keep it safe. If you have a bottle and hate it, I'll take it off your hands for \$1.00!!

Exciting New Kit Release!

Submitted by Scott Wallace



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.

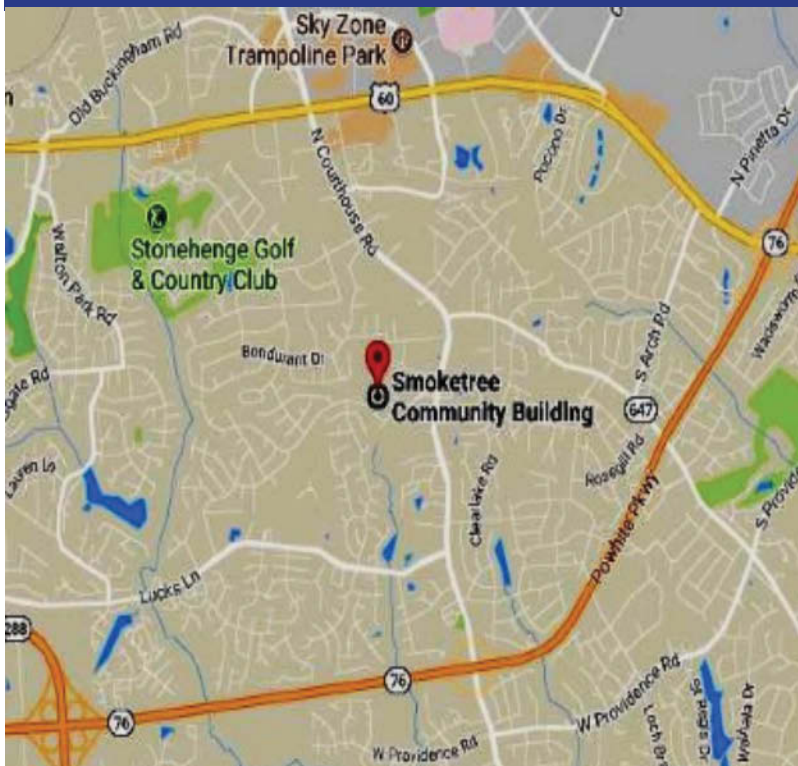
IPMS Richmond hosts the Mid-Atlantic's largest annual one-day scale modeling event, the Old Dominion Open model show and contest, which attracts a thousand, and more, to fellowship, compete, shop vendors offering the latest and vintage hobby products, and to be amazed at the over 1,000 completed scale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

Annual membership fee: \$25 (and 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

2021/2022 Chapter Officers

President, Prizes, Contact..... **Michael Lyons**
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