



# The Plastic Whittler



## Our Next Meeting:

Our next meeting will be on Monday, May 18th, 6:00 on "ish," (some folks may arrive a little later) at the Downtown location of the Chattanooga Public Library, 1001 Broad Street, Chattanooga, TN 37402. We'll go to dinner afterwards as per our practice!

A tech issue with my projector prevented Gary Flores showing the news clip about the M26 Pershing in late WWII at our last meeting. I talked with the library's staff and we'll have better luck this month (I think). Total time is about 15 minutes.

**Who Knows When?** These are Interesting Times. I hope everyone is staying safe! The lock down has had an affect on all of us. One of the purposes of this little newsletter is to serve to communicate. On pages 7 thru 11 is a collection of e-mails from several of our members. It will give you a slice of how this has effected our membership. A little way of staying in touch if indirectly. I hope the downside will be minimal to all of us. May we soon return to normalcy!

UPCOMING EVENTS	DATE
Next Meeting ???	To Be Determined
Phantom Phurball (Anniston)	10/03/2020
MMCL Louisville (cancelled)	5/16/2020
ScottCon (maybe )	6/13/2020
Grumpy's Model Car Show	7/11/2020

The Monthly Newsletter of:  
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Ben Gibby —Webmaster

**From Dave Lockhart** A few words from the Director of Local Chapters as well as a cartoon from Teddy Ladd. See Page 2.

**Wingnut Rumors** See Page 3

**Modeling in the time of Covid** Mike Moore sent an article on what he's been doing. Be sure to read about our friend Jack Bruno. See Page 4 thru 7

**Short Bursts from our Membership** Here is some news from several of our members during this trying time. See pages 8 thru 12.

**Letter to the Editor** Fred Horky sheds more light on Italian Floatplanes. He obviously has a lot of the William Green "Pocket Books" that I and many of us 'old guys' collected in the 70's and 80's and has put them to good use. Pages 13 to 17

### COVID-19 ESSENTIAL READING ...

Jeff shared what he's been reading lately. See Page 23 thru 24.

**Cyclone (Caudron C.174) The Ultimate Story** I got this e-mail from Mike Driskill. He graciously allowed me to print it up in our little newsletter. If you've ever seen Mike's library it is filed with some great

airplane books. A recommendation for a book from him should be taken very seriously!!

See Page 21.

**Mike Reese found another interesting Video on the P-38** See Page 19

**What's Lynn Been Reading?** See Page 20

**Show Flyers and the like in the rest of this Issue.**



## Coronavirus Update

To all fellow modelers,

As the current COVID-19 pandemic continues (it hasn't peaked yet), we request that you follow state & local requests to not meet in any groups and to self quarantine if possible. This means no monthly meetings or shows. With limited testing available and no vaccines, it's not worth the risk. Between smart phones, email, Facebook, etc., you should be able to stay in contact with your fellow modelers.

Check with your contest chairmen or the event page on the IPMS/USA website before you get in your car!

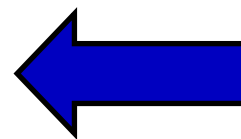
Dust off your stash and build some models. As the country music artist Gary Allan sings, "Every storm runs out of rain".

Stay healthy & safe. Happy modeling

Dave  
David Lockhart  
IPMS/USA  
Director of Local Chapters  
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**Submitted  
by Teddy  
Ladd**



# Wingnut Rumors.....

Say it Isn't So!! We all love Wing Nut Wings! Even if you haven't built one of their kits you have to admire them! Their historical research alone put them on the map!

Bob Colbert alerted me to this developing story just as we went to press. Trading text with Mike Moore leads me to hope this is just a scare within the noise we're hearing during the Pandemic. But this being the newsletter rag it is I must offer it to you the reader. Below is a link to Britmodeller as well as a clip from that web board. I encourage you to do your own research if you are interested.

<https://www.britmodeller.com/forums/index.php?/topic/235070898-wingnut-wings-closing-down/>

Some bad news coming from New Zealand. Nothing is final but it seems that WingNut Wings is not coping well with the current situation. As stated on a forum when questions were being raised about rumors of WNW being out of business. "Richard Alexander, General Manager of Wingnut Wings has responded to the Forum request for an official comment on what is happening with the business right now and the reports it is being closed down permanently. He says: " Nothing is finalized yet but it looks pretty grim. Very sad. I hope you understand that I have nothing else I can say at this time."

It's understood final decisions on the future of the company will be made in the next week or so."

<https://forum.ww1aircraftmodels.com/index.php?topic=10978.msg202360%3Bboardseen#new>

If they would go out of business it would a be sad day for the hobby to see one of the best manufacturers out there disappear.



The screenshot shows a forum post by user 'Dave W', an Administrator and Hero Member with 834 posts. The post title is 'Re: Shock news - Wingnut Wings is closing down' and it is a reply to a post from today at 05:55:03 PM. The post content reads: 'Richard Alexander, General Manager of Wingnut Wings has responded to the Forum request for an official comment on what is happening with the business right now and the reports it is being closed down permanently. He says: " Nothing is finalized yet but it looks pretty grim. Very sad. I hope you understand that I have nothing else I can say at this time." It's understood final decisions on the future of the company will be made in the next week or so.' The user's location is listed as Gold Coast, Australia. At the bottom right of the post area are links for 'Report to moderator' and 'Logged'. At the bottom of the forum interface, it says 'Owner and Administrator of ww1aircraftmodels.com and forum.ww1aircraftmodels.com'.

**LATE BREAKING ADDITION SEE THE LAST PARAGRAPH OF MIKE MOORE'S ARTICLE! Starts next page.....**

# Modeling in the time of Covid (with apologies to Gabriel Garcia Marquez)

By Mike Moore

Our fearless leader asked if I could bang together an article for the Whittler...be careful what you ask for!

Yes, we are largely confined to our homes these days. In my case, nothing much has changed. I've worked from home since 2008. Now, the week that Ava worked from home before her office got deemed "essential", that was different. Dueling speaker phones in the house was a challenge.

Other parts of life, not so normal. Shopping, well, I imagine that we've all had a chance to experience that. My first couple forays to Publix after the feces impacted the rotating wind blower were kind of funny. So, I go to the store on Tuesday afternoon (it coulda been Monday, I don't know, I've slept since then!) to stock up. No, not hoarding quantities, just a little cushion. I've got a pretty good-sized list to work through, and I'm pretty happy with how it's all working out. In the end, I get everything I'm after with three exceptions: Soy milk (no, not for me, for SWMBO), chicken and eggs (still not sure which came first)...I knew better than to try for TP at that point. I get home and let the PBC know that I'll go back in the morning to see if I can grab those last three items. So at 9am the next morning I'm back at Publix and first pick up the chicken, head for the dairy section and sure enough, they've got the Soy (no, it ain't technically dairy, but that's where they file the stuff, take it up with Publix damnit!) and I glance down at the eggs and see they do have them. Lots of them. All one brand, but the whole section is full. As I'm reaching for 2 dozen (ok, maybe it was more like hoarding, we don't eat all that many eggs and now, three weeks later, we still have over a dozen left...oops) I have a surreal conversation with a lady also shopping for eggs:

Her – "are these the eggs that are two for one?"

Me – "uuuhhh...Ma'am...uhhh...they...uhhhh...they HAVE eggs"

Her – looks at me like she thinks I'm doing my Captain Obvious act

Me – "uummmm...at noon yesterday they DIDN'T HAVE any eggs at all"

Her – "oh, I'm not trying to be too picky..."

Yeah, whatever. Not only did that HAVE freaking eggs, they only had ONE kind out. It didn't matter if they were two for one or not, they were the only game going. And she thought I was being Captain Obvious...And speaking of Publix. That first trip also resulted in two signs I should have taken a picture of. They still had some smaller boxes of Kleenex (with allergy season in full swing, Kleenex is like gold to me). One sign read "4 for \$5.00". Right next to it was a sign limiting purchases from that shelf to 2 per customer...

Anyone else wondering what the movie going experience is going to look like once things start to open back up? How about restaurants? Air travel? Life could look very different. On the personal entertainment front, I've been thinking that I'm pretty much set for a life of quarantine with the stash of styrene I've got collected (yeah, I know what a few of you are thinking. You're thinking "hoarded". 6 weeks ago, I might have agreed. But that was before the word hoarding and its various forms took on such unpleasant connotations. So, I'm sticking with collected. It's my article, DEAL with it!). However, I recently realized that I may have miscalculated. Yeah, I've got plenty of kits. But I've only got a couple bottles of Tamiya Extra Thin glue hoar...stashed away. Same for paint. And the 70% isopropyl alcohol I use to thin my paint with is getting as rare as toilet paper!

On the model building front, I'm personally making some great progress.

First up, I got involved with a 3-week Lockdown build challenge that Roy Sutherland organized on his Barracuda Productions Facebook page, the Ready Room. I ended up deciding to take on the Special Hobby 1/72 Westland Whirlwind. We're in the last week of the challenge (models must be complete on Sunday the 19<sup>th</sup>). I think I'll make that deadline. Some progress pics...

Fresh outta the paint shop...



And then that Rat Bast...all around great guy Roy Sutherland pointed out that the upper wing should also be painted black from the nacelles to the tips...



And as she sits last night, after decals and a satin coat, waiting for further weathering...



And then, bouncing some emails back and forth with George Fugett, I got the idea of building the 1/72 Trumpeter Westland Wyvern I've had sitting in the stash for years. So, over the last few days as I've waited for things to dry and the like on the Whirlwind, I've been making good progress on the Wyvern. The cockpit is done with a little scratch building and some Eduard etch, and the fuselage is together now. For a basic black cockpit and mostly from the box, I'm pretty happy with the cockpit...

You hear that Fugett...the Wyvern is ALL YOUR FAULT!



Some of you may be asking where the U-2 I was doing has gone. There have been challenges. First was the clear parts. The kit parts are thick. As in probably nearly a scale foot thick. Since I'd put the old Cobra Company resin cockpit into it, I wanted the canopy open. So, the first thing I did was cut the one-piece canopy/windscreen apart. Which is when I realized just how thick the part was. All I could think of was that it was going to look silly having a foot-thick windscreen edge. That led to using up the better part of a full sheet of Squadron heat smash plastic to make my own parts. But I have a miserable history of successfully cutting out vac canopies, so I decided that with heat smash parts now available, I'd give it a go sanding the kit parts down in thickness. Which I was able to do. I was very happy with how they came out nice and thin and polished back to perfectly clear. And then I went to pick up the windscreen. SNAP, right in half. Back to the heat smash windscreen. I'd managed to get about 6 decent copies, and by the time I had one fitted, I only had one left. So far, the canopy part is hanging in there. It's now all together, and I got a first coat of paint on it and realized I wasn't happy with how some of my re-scribed detail was showing up. So it's been through a couple more scribe and sand sessions and now I'm totally not happy with some parts of it. With the onset of Roy's challenge on Facebook, I took that as a sign that I should let my modeling ADD run wild and start another project. I'm the only one that happens to, right?

In some less welcome news, our good friend, Jack Bruno, one half of what we affectionately call the Chicago Mafia has been having a rough time (actually now that Ronbo has been bringing April down when he visits, we should probably consider Jack 1/3 of the Chicago Mafia!). While he's been dealing with some health complications that have kept him from traveling



for some time, he's had a whole 'nother level of challenges to deal with this year. Already this year he's had a triple bypass which led to a relatively minor stroke (if a stroke can be called minor). I mention this not to get folks feeling sorry for Jack, (not only is that the last thing Jack would want, those of us who know Jack reasonably well have been feeling sorry for him for longer than he's struggled with health issues) but rather just to ask that you keep him in your thoughts and prayers (come on, all together now, once for Jack...PENIS! (it's an inside joke for those that know Jack better than we might sometimes like!)) To wrap up on a high note, I should let everyone know that Jack also gave me a promotion. I'm now his lawyer! Yup, you read that right. I was talking to him on the phone last week while he was in the hospital (he's now in rehab) and as we were talking, someone (nurse?) poked his or her head into his room. At which point I heard Jack tell whoever it was they would have to come back as he was talking to his lawyer about important business...only Jack!

Oh CRAP. Breaking news. It looks like Wingnut Wings is the first modeling company to throw in the towel. Details are scarce, and somewhat controversial as the WnW website still says the shut down is a temporary response to the pandemic, but just this morning some folks who I believe are reliable sources are reporting personal conversations with WnW personnel including Richard Alexander, and it appears that the company has been shuttered and the current plans are to sell the assets. On the upside I'm probably sitting on well over \$1000 in WnW kits at where eBay prices will soon soar to. However, the downside of the hobby losing a group of guys that passionate about putting out kits of WnW quality, and those guys now being out of jobs is WAY, WAY, WAY worse than the upside.



# From Around the Club

I've received a lot of news about our membership during this time of "Social Distancing" and most agreed that it was ok to share what they were doing during this time period.

From Ben Bonvillain (our over the road truck driver!)

It's ok. Not really in danger of getting sick. Pretty isolated by myself in my truck. Lot of places are taking my temperature before they let me in. So I'm getting checked out often. It's just the level of freight has gone down some. Still rolling, but sometimes have to wait a little longer for the next run. I was in Louisiana April 7th and 8th, my mom passed away. 3 months after my dad. Not from the virus though. The country is like a big ghost town especially medium to small towns. Almost makes me feel like I'm in some apocalyptic movie. Places that are usually jammed pack with traffic, I get through in no time. Check points in Florida were crazy. People lined up going into tents. Us trucks are just waved through. It's just a weird time out here. Haven't seen any zombies yet though. LoL.

Thanks for reaching out. Tell everyone I said hello.

Ben

From Gary (Sounds like he's been productive on both chores and modeling!)

Good to hear from you. We're hunkered-down over here; no corona crud in the family as we're very careful when we do have to leave the house/neighborhood. Doing some outside work like waxing the car, pressure washing, etc. just to get a break in the routine.

I am doing some model work. I finished the M26 Pershing and am close to finishing a GMC Deuce and a Half supply truck. I still have a bunch of cargo to paint and place; picture is attached. I'm still working on the cargo/stowage pieces (many more than in the picture). These take almost as long to complete as the model itself.....After that, I need to review my small stash to see what's next.

Again thanks for the email and I hope everyone in your household stays safe and healthy.

Gary



From Jeff (having hard luck but still helping others!!)



Well, we're doing fairly well. All of us had a dose of the Spring pollen/sinus junk that seems to be an annual occurrence with us. Most of that is gone now.

I'm dealing with Unemployment issues for loosing (currently) my job with Groome. They closed my route down March 15th but then closed the whole office down March 20th. Not planning on re-opening 'til May 1st at the moment. Still working at the Sheriff's but it's modified - I use whomever's office is available; our office staff is rotating who's off and, since I'm part-time, I get to come in. Anyway, Unemployment forms said I would get paid for loosing Groome. Last night when I tried to file my weekly form, they now say I make too much with the Sheriff's Office. I told them I had two jobs! Go figure.

Right now we're doing OK. We've been working some with our church to deliver supplies and whatever to those that need it. I'm also increasing a few yards on my list to cut now besides my own. I've also read a few books and plan on having a 2-for book article for this month's Newsletter. Also working on getting room organized (slowly) in the attic so I may set up a model work bench. I guess that's about it.

Jeff

And from Bob Colbert

Oye, amigo! You must be psychic. I've been intending to give you a shout.

Other than making two treks a day downtown to Carolyn's office (they're considered "essential"; investment advising is like banking), I've been sticking pretty close to home. Yesterday was her birthday, so Katie and I did make a run over to Publix to pick up her cake and get a few groceries. I'm trying to stay as far away from the virus as possible; that's the last thing I need. Problem is, you just can't see the little bastards; sort of like VC.

I had to clean off the kitchen table to make it presentable for pictures of Carolyn, cake, flowers, etc., including the corner of it I'd appropriated for modeling purposes. With gunship production now temporarily shutdown (like everything else), I don't anticipate much activity in that regard on this end of East Brainerd either. I'll lay low for a few days, then slowly ramp up production again while hopefully avoiding too much unwanted (negative) attention. She gets upset over me cluttering up her table. A real shame, too, 'cause I was actually making some progress.

I haven't done much reading, but I have been brushing up on some history (Military History Channel, that is).

Personally, I think the powers that be are going to have to dispense with all the BS & red tape over virus treatment options and make existing drugs and antibody injections from virus survivors available ASAP to the general public so we can return to some sort of normalcy. And a vaccine should be fast-tracked. Screw the months (or years) of testing. I read today where some dip wad doctor said this shutdown may last up to 18 months. I doubt it will stretch out for that long, because if they don't back off soon, I think it will economically destroy this nation. The longer it drags out, the greater the probability of widespread public resistance: general civil disobedience at least, and armed revolt at the worst. A free people are not going to stay locked down indefinitely!

I'll get off my soapbox now. Thanks for the shout out, stay in touch.

Have a great day!

Bob

And from Dave

....I am not hopeful about the prospects for this (airshow) season. Oshkosh should be good- Viper, Raptor, F-35 demo teams along with "full" AFSOC participation, but they are deciding in May whether to postpone, stay the course, or cancel (which would be huge)...Staying tuned and actually getting models built! Wolfpack 1/48 T-38 on the bench right now. Hope you're doing well and staying home. Miss the meetings....



Dave

And from Q

I was on break for a week but I'm going back to work on Monday, during that time I decided to work on 4 kits, two are done which are both Bandai. The other which is a Tamiya Cromwell has paint and decals down and I put that aside because I got stuck on weathering. I'm still currently working on a Hasegawa 1/48 N1K2 shiden Kai which I immediately picked up after the Cromwell.





The ship is from Gundam, it's a 1/1000 Salamis class cruiser while the mecha is a 1/20 Scopodog from the Japanese anime series Armored Trooper Votoms, and since the background looked empty I pulled up the image of its pilot



.....And now from The Beckman.....

We're doing fine. Thanks for asking! Sheila is one week on and one week off; she goes back next week. I'm doing odds and ends. Can't help but get distracted by the news. I think the lockdown has been helpful, but boy we need to get back to work, don't we. People are suffering so much.

I'm participating in our church's online services this evening and tomorrow. I assume your church is doing stuff online. I suspect a lot of churches who have not been doing stuff online will keep it up for the sake of their shut-ins.

Hope all the other guys are all right. You doing any building?

Greet your wife for me. You could tell the guys I spend time looking at my incomplete kits and trying to figure out what to do about them! :-)

Cheers!

David B.

And from George (Who has upgraded his computer and is learning new skills!)

Hello Lynn ....

Welcome to the siege ... I just cancelled a lunch with friends for tomorrow just to play it safe ..

I am having no trouble with Windows 10 at all so far . Have had only one update since I got the computer and it lasted only about 30 seconds .

I am using Edge . I meant to get the Comcast tech to default me to Google Chrome but I forgot to tell him to do it . Noticed with Edge so far that if I delete e-mail messages too fast the screen freezes up for about 10 seconds but clears up

[George had been using the old Microsoft Works WPS program and lost a lot of his old files.]

Two ( 2 ) files that were not affected were Scale Models Built 1974 - 2019 ( An on going inventory of every model that I have built ) and my CD Music collection ( over 1,500 CDs )

Pictures were not affected and I have all those intact ....

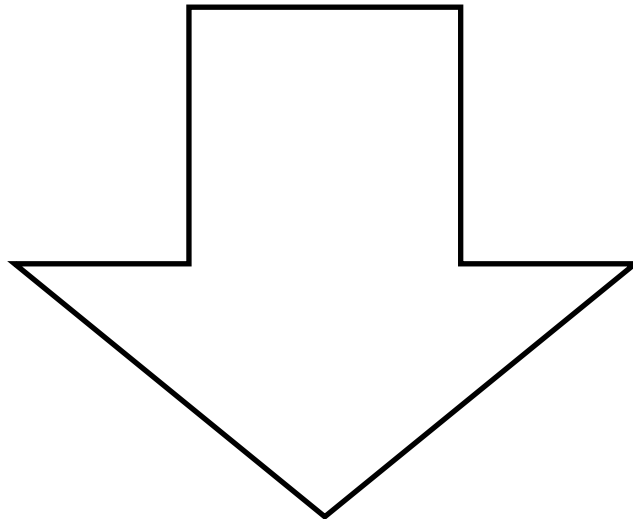
Bottom line is that computer technology changes and we should not hold on too long to older computers ,,,, WPS was discontinued in 2010 by Microsoft - the same year I bought the [ older ] Gateway ... The odd thing I do not get is why some files in wps are " ok " while others are screwed up

Thanks for the e-mail and hope you stay well .

Keep me posted on club news as usual .... George

**George Doesn't know it but his model at our last meeting sparked an article from Fred Horky. Read on to see what Fred has to say about Italian floatplanes.**

If you've been paying attention George  
Fugett has had a lot of influence on  
this issue!!!!!!



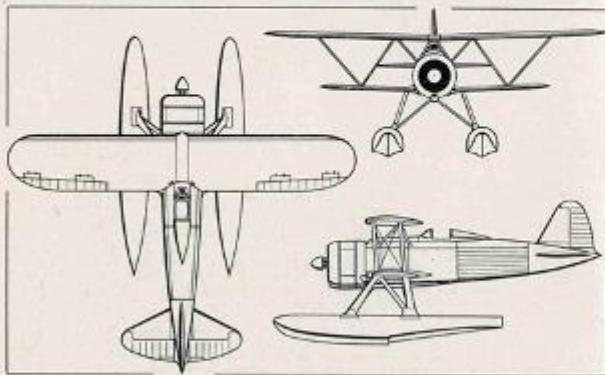


## FIAT I.C.R.42

The Regia Aeronautica was for many years a staunch advocate of the single-seat float fighter, but as speeds increased the penalty imposed by the drag of the floats became prohibitive, widening the performance gap between land-based and water-borne fighters to an unacceptable degree, and by the time Italy had been at war for a year her air arm had abandoned its adherence to float-equipped fighters, and most warplanes of this type had been withdrawn from first-line service. However, in 1939, when work on the Fiat I.C.R.42

began, the single-seat float fighter appeared still to have its operational uses.

The I.C.R.42 was a twin-float seaplane derived from the land-based C.R.42 Falco fighter (see Vol. II, page 139), the "I" prefix indicating *Idrovolante*, or seaplane. Intended as a successor to the Ro.44 with the *Squadriglia Forze Navali*, the I.C.R.42 had twin single-step metal floats attached to the fuselage and the lower wing centre section by aeroflex-section metal struts, and the conversion of a standard C.R.42 Falco as the prototype I.C.R.42 was



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## ITALY

entrusted to a subsidiary of Fiat, the Costruzioni Meccaniche Aeronautiche S.A. (C.M.A.S.A.) at Marina di Pisa.

The I.C.R.42 was flown for the first time in 1940, at which time the Italian Air Ministry was reportedly contemplating the placing of an initial order for forty machines of this type to operate from sheltered waters around the Italian coastline. In the event, only the prototype was completed as it was generally conceded that the float fighter concept was outdated, such aircraft being too vulnerable for operation in areas where enemy land-based fighters might be encountered.

**Type:** Single-seat Fighter-Twin-float Seaplane.  
**Power Plant:** One 870 h.p. Fiat 474 R.C.38 fourteen-cylinder radial air-cooled engine.  
**Armament:** One 7.7-mm. and one 12.7-mm. machine gun.  
**Performance:** Maximum speed,



262 m.p.h. at 13,120 ft.; service ceiling, 29,530 ft.; maximum ceiling, 31,170 ft.; range (with 22 Imp. gal. auxiliary tank), 590 mi.  
**Weights:** Empty, 4,078 lb.; loaded, 5,346 lb.  
**Dimensions:** Span, 31 ft. 9 1/2 in.; length, 30 ft. 2 1/2 in.; height, 10 ft. 11 1/2 in.; wing area, 240.573 sq. ft.

## I.M.A.M. RO.43 AND RO.44

The two-seat Ro.43 and single-seat Ro.44 were evolved during 1935-36 from the Ro.37bis land-based reconnaissance aircraft by the S.A. Industrie Meccaniche e Aeronautiche Meridionali for use aboard the larger warships of the Italian Navy. The Ro.43 and Ro.44 were essentially similar apart from armament and the number of crew members carried, and both were powered by the Piaggio P.X.R. nine-cylinder radial air-cooled engine rated at 670 h.p. for take-off and having a maximum output of 700 h.p. at 3,280 ft., although the prototype Ro.43 had a 610 h.p. Piaggio P.IX.RC.40. The Ro.43 and 44 were unequal-span, folding-wing biplanes of mixed construction, the fuselages being welded steel-tube structures with light alloy and fabric skinning, and the wings having welded steel-tube spars and wooden ribs with fabric covering. The single-step central floats were of wooden construction

and attached to the fuselages by short, wire-braced struts.

On November 1, 1939, the Ro.43 equipped twenty shipboard reconnaissance floatplane elements, 101 machines of this type being in service and a further twenty-nine being under construction. When Italy entered the Second World War, 105 were in service of which sixty-four were attached to *Squadriglie* of the Naval Force, although only forty-two of these were serviceable, eleven were stored at naval depots, and thirty were undergoing overhaul or repair. Many of the serviceable Ro.43s were aboard vessels of the Italian Navy, a *Littorio* class battleship sometimes carrying as many as three machines of this type for gunnery observation and reconnaissance. Despite the fact that the Ro.43 possessed a low performance and poor "rough sea" characteristics, and was inadequately armed, it remained

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As a preamble, all of the above caused my William Green's pocket sized, hard bound "**Warplanes of WWII, Volume 6, Float Planes**" to come out of the bookcase. (I can't have looked at it anything in the entire SET in at least twenty years, but you can never have too many references, right?) The appropriate pages were quickly scanned covering three pages of information: the results are attached should you wish to use them. (Ed Note : scans are scattered through this article - ENJOY!)

**Now, about what turned out to be a PAIR of obscure WWII Italian floatplanes.....**

From the internet, I found that while in most modern conversations the word "Imam" refers to an Islamic title, in WWI the initials abbreviated *Industrie Meccaniche e Aeronautiche Meridionali*, which after postwar mergers became part of **Aerfer** (*Costruzioni Aeronautiche e Ferroviarie* or "Aeronautical and Railway Constructions") and still later part of the Fiat conglomerate to become a unit of today's Aeritalia. (Pay attention, there will be a quiz.)

Wikipedia had useful commentary on both the Ro.43 two-place floatplane scout, and **its Ro.44 single-seat "fighter" derivative!** Of the latter is noted; "While the Ro.43 had serious problems, the Ro.44 was an utter failure." Enough said, anyone just dying to know more about these Italian not-so-great-successes see these links.....

[https://en.wikipedia.org/wiki/IMAM\\_Ro.43](https://en.wikipedia.org/wiki/IMAM_Ro.43)

[https://en.wikipedia.org/wiki/IMAM\\_Ro.44](https://en.wikipedia.org/wiki/IMAM_Ro.44)

To say something nice about the two float planes, we note that the designer's choice of "gull" lower wing attachment and "inverted gull" upper wing attachment should have at least have reduced a LITTLE of the parasitic and biplane wing interference drag. That is, IF whoever-designed-the-airplane had not included conventional "cabane" struts to both UPPER and LOWER wings in the structure. But we can't be too harsh: this was a design to a 1933 Italian Navy requirement, and he HAD to include those struts, as the wings were required to be folded straight back, hinged at the rear spar in "box-kite" style, but not before first being held in rig by a forest of jury struts. Those struts are seen clearly in photos of the above "warthunder" forum link. (Check out those pictures: it will be the brave modeler who attempts the masochism of modeling THESE wings folded, in 1/72nd,

or even 1/48th!)

The gull upper wing feature was also seen in other of Gallaso's (or perhaps Romano?) designs, for example his earlier RO.41 biplane fighter.

*And that's a summary of the juices that your newsletter stirred, THIS month!*

Fred Horky  
IPMS/USA 6390



RO.41



See the photo to the Left. It's of the single-seat Italian Ro.44 FIGHTER version of the two-seat Ro.43 scout floatplane, with wings folded and on a ramp dolly.

This is a great view of the complex wing fold, which uses jury struts to hold the wings in rig when folded aft like a big box kite, at the rear spar.

Also notice how the designer included cabane struts to structurally support both the upper wing (usual in biplanes,

if usually not inverted gullwing biplanes, but also supporting the LOWER "gull wings"! The airplane was a flying parasitic drag machine!

#### Side bar comment:

....of note at the left of the first page of scanned next to the Ro.43 entry, you'll find a little-known **floatplane version** of the well-known and oft-modeled **Fiat CR 42 biplane fighter**. That page might even inspire someone to do a conversion sure to inspire comment at a contest!

A LONG time ago ....ALMOST FIFTY YEARS .....I did something of that sort, using a \$.39 (yes, thirty-nine CENTS) 1/72nd Hawk F4F-4 kit to convert it to Wildcatfish configuration. The el-cheapo F4F kit had only about ten or twelve parts, total; including the display stand but not landing gear, the "retracted main wheels" being molded into the fuselage. Photo of kit and completed model are attached.



Minor kit bashing included filling wing fold lines to backdate from F4F-4 to the earlier "hard wing" F4F-3, sheet stock made the auxiliary vertical ventral and stabilizer fins and water rudders. The prop was modified from Hamilton-Standard to a Curtiss Electric design with the blades "cuffed" with putty and a stack of cylinders made from scrap sprue, to model the Curtiss electric pitch change actuator replacing Ham-Standard's characteristic hydraulic dome. Putty also revised the carburetor air scoop to the top of the cowling, while the kit's totally empty cockpit was displayed open using a canopy

vacuformed from the kit part, and with detail additions including a home-made vacuformed seat, tape seat belts, and a scrap plastic head rest. And of course the molded-to-fuselage-main-and-tail-wheels had to be carved off! Thicker sheet stock made the float struts which epoxied the floats in place. The latter were raided from the equally-long-in-tooth Hawk



1/48th Ryan ST/PT-20: happily they scaled out from 1/48 Ryan to 1/72nd Grumman almost perfectly! Also as part of the conversion I added two, 2-wheel "beaching dollies" were made from sheet stock and spares box wheels. They clipped onto the floats, but were broken and lost at some point in the last nearly fifty years."



By the way, like MANY American float-planes from MANY manufacturers; both the Wildcatfish and the Ryan ST used Edo floats. Edo's company name is interesting: it was formed by the initials of the company founder, Earl Dodge Os-

born. Like a lot of other pioneers in aviation, Osborn had wanted to build entire airplanes, but found success in building FLOATS to put the airplanes of OTHER companies on water! See [https://en.wikipedia.org/wiki/Edo Aircraft Corporation](https://en.wikipedia.org/wiki/Edo_Aircraft_Corporation)







Another view of the real thing that highlights the two beaching dollies

---

Editor's note: Life for modelers has certainly got easier in the last few decades. There are kits for the Wildcatfish available now in both 1/72 and 1/48



# A couple from around the Web

GRANDPA WHAT DID YOU DO DURING THE GREAT CORONAVIRUS PANIC OF 2020?



WELL SON, I HAD A VERY DANGEROUS JOB. I WAS A TAILGUNNER ON A CHARMIN DELIVERY TRUCK

Scale modelers



Social Distancing since age 9

NUMBAONE TOBY 2020

Stumbled on this P-38 documentary- about an hour long, it covers the development, design and operating history as well as having some good photos/footage that details the aircraft. Some problems with the sound for the last 10 minutes or so... out of sync with video, but not bad. Its good viewing... even for a 'car guy'!!! -mike r

Michael w Reese

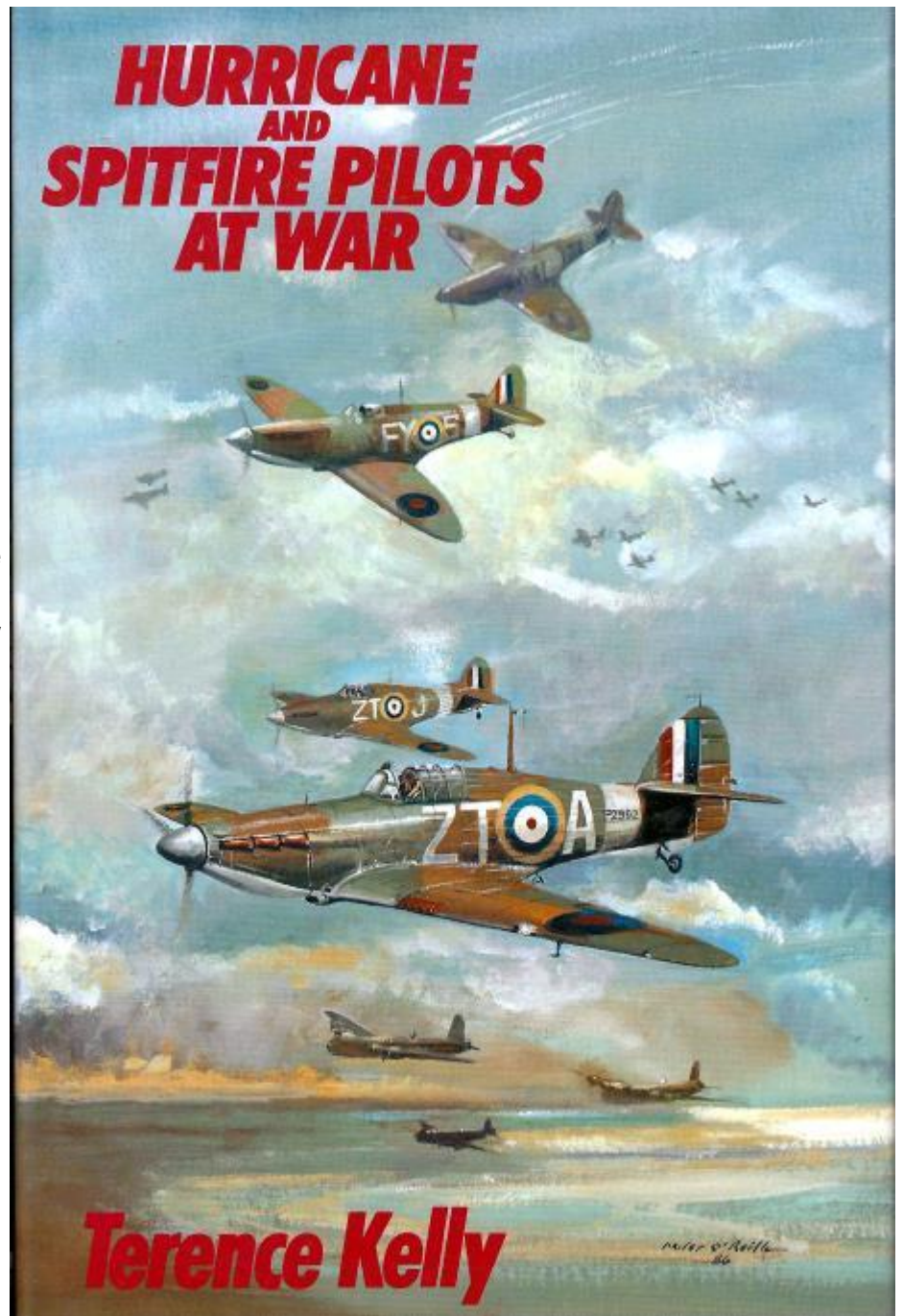
<https://youtu.be/LkrlGdjj8L4>



## Lynn's book reading

No report other than I got this book from long ago I forgot where it came from. Good little read. The Author knows his stuff having piloted Hurricanes during the war. He also knows the community of RAF fighter pilots. He clearly knows how to write but to be fair this book is a collection of pilot anecdotes told in a fashion you could not get in a normal book. He weaves the tales together to give you a narrative that is brisk and informative. The author flew Hurricanes in the Far East prior to his being captured. He has lots of tales of all corners of the World War. For me his stories opened up a new area of RAF actions that I have mostly ignored.

Check it out if you're interested in this kind of thing. I enjoyed it so much I wished it was longer.



# Cyclone (Caudron C.174)

## The Ultimate Story

I got this e-mail from Mike Driskill. He graciously allowed me to print it up in our little newsletter. If you've ever seen Mike's library it is filed with some great airplane books. A recommendation for a book from him should be taken very seriously!!

Fellow old airplane nuts,

I've always had an interest in the semi-experimental "light fighters" of the WW2 era (Miles M.20, Bell XP-77, Fw 56, SAI 207 and 403, etc.) So when this interesting new book on the French Caudron C.714 showed up whilst browsing the interwebs, I immediately ordered it.

Well it is a total jaw-dropper. The darn thing weighs about 2 pounds, A4 size with 456 pages. It has EVERYTHING you could possibly imagine about this bizarre aircraft...complete story of its development, history of service with the French and Finns, north of 150 unpublished wartime photos, 8 pages of obsessively-researched new drawings in

1/48, a couple dozen new color profiles, shots of one being restored, 3D renderings of all interior detail, and on and on. It is an obsessive labor of love to put it mildly...the only book in my collection that might compare is Radu Brinzan's tome on the Romanian IAR fighters.

Interestingly, the authors are part of a band of French, Polish, and Finnish enthusiasts that also is responsible for moving the world's only remaining C.714 from a warehouse in Finland to a museum in Poland, where it is currently being restored (only one squadron, Polish-manned GC 1/145, flew these slow-climbing turkeys in the Armee de l'Air - thus the interest there). I strongly suspect the same team contributed research to the excellent C.714 kits that have recently appeared (1/72 and 1/48 from RS Models, 1/32 from Azur/Special Hobby).

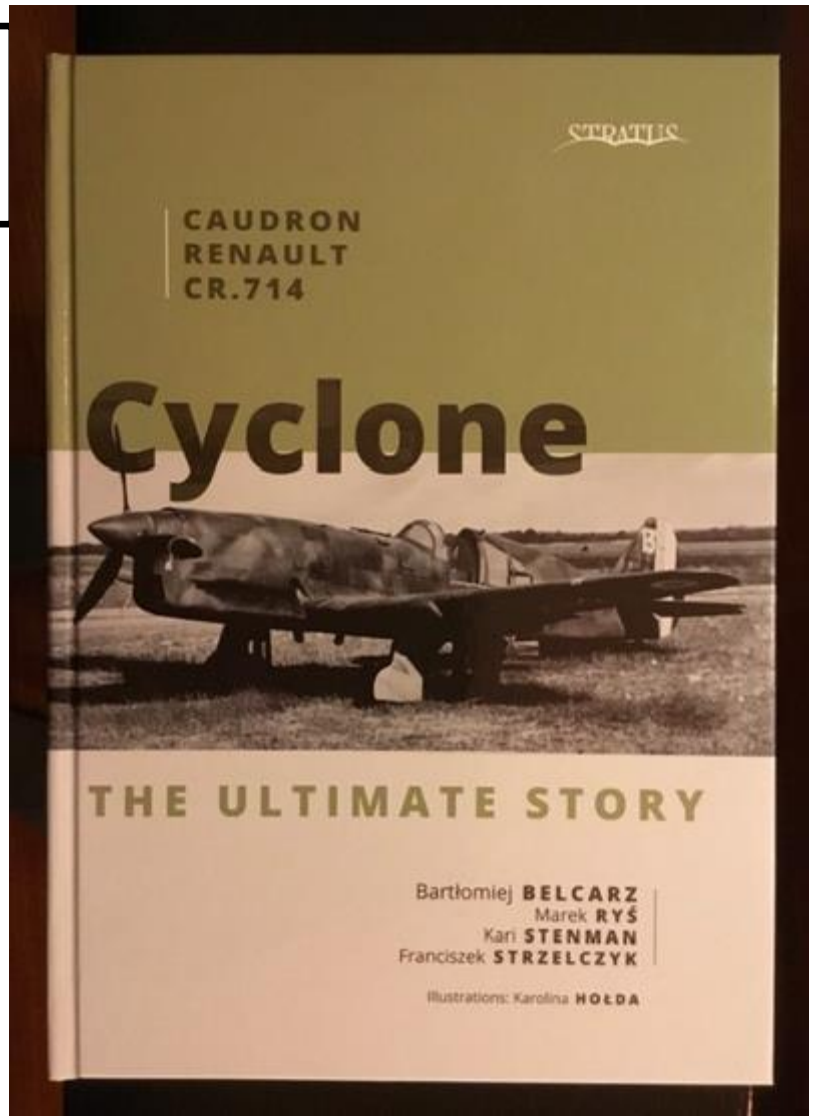
If you're looking for something to keep you entertained during your corona virus exile, this will fill the bill. If you have the slightest interest in this subject or just appreciate awesome airplane books, you should grab one. Col. Tabler has already ordered his LOL! I picked mine up from an Amazon seller, but I think Jeff poked around and found it a bit cheaper. Expect to pay a bit north of \$50 but it is absolutely worth it.

Stay safe dudes.

Mike D

### ...and a follow on from Ken Niles

Looks interesting! Books are 50-85, as you said, but it seems a condensed (reader digest version) runs about 12. That one seems to be just plan drawings in all 3 scales(?) Hope everyone is doing fine and self

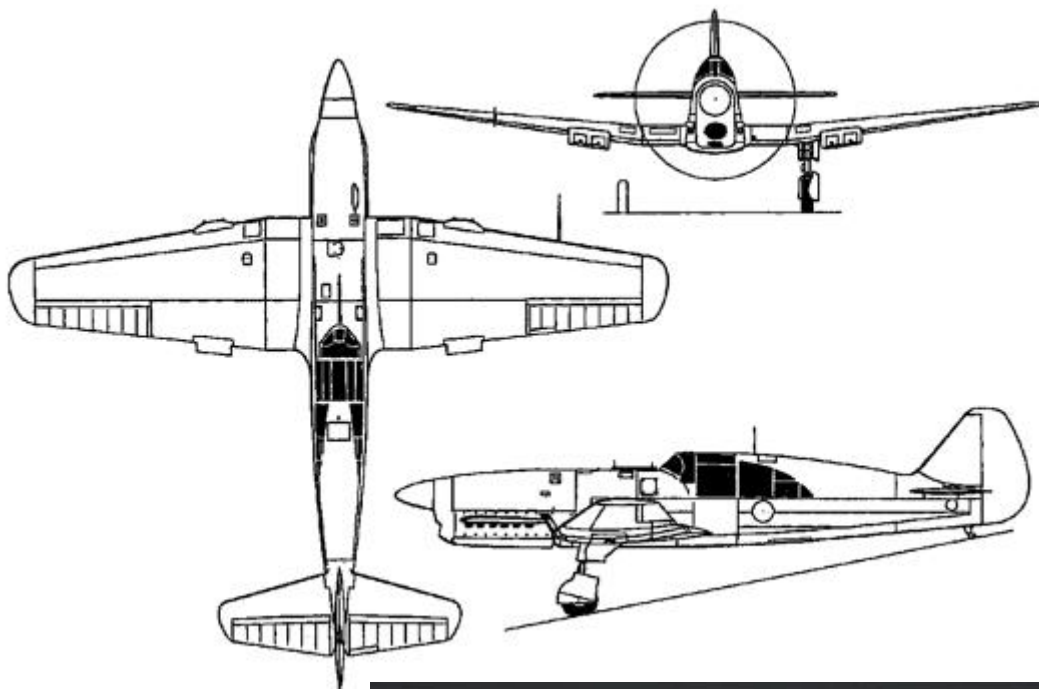


isolating over some awesome plastic!

## Ken Niles

Mike went to the trouble to look this up and send to me: Mr. Niles found this interesting new booklet of drawings produced by the same authors - I assume it covers the C.714 in 1/72, 1/48, and 1/32 scales (the "big" book has 8 pages on the C.714 in 1/48 scale; nothing in 1/32; and only a 3-view in 1/72; but also has 1/72 3-views of related racing, civil, trainer, and prototype designs. I would assume the latter are not in this booklet):

[https://www.ebay.com/i/223944352919?chn=ps&norover=1&mkevt=1&mkrid=711-117182-37290-0&mkcid=2&itemid=223944352919&targetid=885732117796&device=c&mktype=pla&googleloc=9013456&poi=&campaignid=9343998933&mkgroupid=100238949571&rlsarget=aud-622524042918:pla-885732117796&abclid=1139336&merchantid=101690614&gclid=CjwKCAjwsMzzBRACEiwAx4ILGyv7\\_8E-5cW6k0J-bRAIN4aD-T-I\\_zJon1T0yGm4oVGIRpBOKI6ZVxoCoMIQAvD\\_BwE](https://www.ebay.com/i/223944352919?chn=ps&norover=1&mkevt=1&mkrid=711-117182-37290-0&mkcid=2&itemid=223944352919&targetid=885732117796&device=c&mktype=pla&googleloc=9013456&poi=&campaignid=9343998933&mkgroupid=100238949571&rlsarget=aud-622524042918:pla-885732117796&abclid=1139336&merchantid=101690614&gclid=CjwKCAjwsMzzBRACEiwAx4ILGyv7_8E-5cW6k0J-bRAIN4aD-T-I_zJon1T0yGm4oVGIRpBOKI6ZVxoCoMIQAvD_BwE)



# COVID-19 ESSENTIAL READING ...

## WELL, IF YOU'RE NOT CURRENTLY WORKING ON A MODEL ...

From Jeff Mattheiss

If y'all don't know by now how much I read, Lynn might just need to drop you from the Newsletter list! Well, that could be construed as a little bit far-fetched ... maybe.

One of the areas of military history I enjoy very much to read is the American Civil War. I emphasize American for those wargamers and such who dabble in that other known civil war somewhat titled the English Civil War. Except for similar names, they don't have a whole lot in common. Wargamers have a tendency to show the difference by putting ACW or ECW next to a set of rules when they play a game or reenact a battle. Enough of the boring part ...

As my daughter, Emily, has had trips to Vanderbilt and also since my brother, Mike, has moved to Franklin, I have developed an increased interest in the battles and happenings of the fighting around that area. After reading *The Decisive Battle of Nashville* by Stanley F. Horn I came away with even more interest in the campaign than what I read. Now, it is a good book but it's old now and very much more of a good overview than a detailed story. Kind of like a Reader's Digest version. I have found, through the wonders of eBay (or Amazon ... I don't remember), a book entitled *Shrouds of Glory; From Atlanta to Nashville: The Last Great Campaign of the Civil War* by Winston Groom.

This author may or may not be familiar to you but, if you've seen *Forrest Gump*, you're then familiar with his work. Personally, I like a detailed book, where it cites which Regiment and Brigade and all went here and did this. Well, there is some of that in here but it's not all that. The book is actually a well written story that at times is hard to put down as it's written like it's being narrated, and not just a list of what happened next.

I'm familiar with a fair amount of General Hood's maneuvering after losing the city of Atlanta but I did not know all the particulars involved. Also, while I do know a good deal of the particulars about the Battle of Franklin, this book explains in great detail the missed opportunity at Spring Hill in such detail and plausible sense that Franklin makes much more sense than before.

The details of Nashville also make much more sense after getting to know a lot of what General Hood was counting on and what he was expecting and that never happened.

I won't tell more but this really is a good book that won't bog you down in details but will tell you more than you've probably ever known about of this campaign.

Highly Recommended

What? Did you think I was done? Oh, no! This is a Stay-In-Place two-for-one deal this month.

At club in February (well, it might have been January; sorry Bob, I'm getting old) Bob Colbert handed me a book to read as he is a Vietnam Vet and knows I read a lot. The book he pushed my way is entitled *To The Limit* by Tom A. Johnson.

I must confess I don't know as much about the War in Vietnam as other subjects but I do know I need to read more. So, with Bob's comments that it's a good read, I proceeded to broaden my mind.

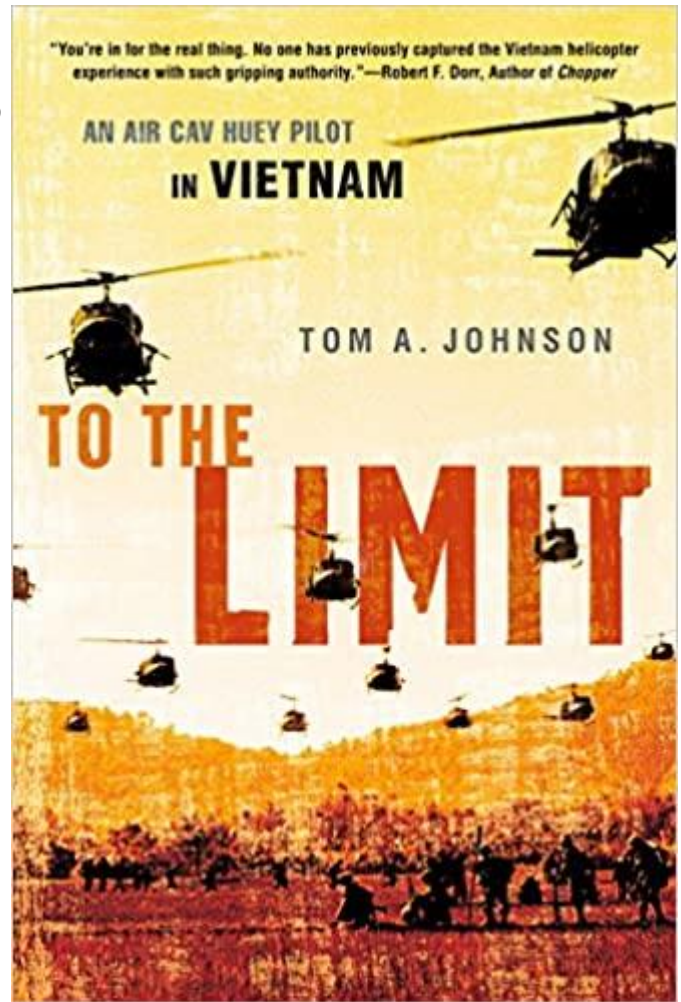
Tom A. Johnson was a Huey pilot in the 1<sup>st</sup> Cavalry Division. The book is basically operations he was involved in or was a participant of during his one year tour in South East Asia. His writing is absolutely great! Well, maybe he had a good helper in double checking his writing but whatever, the book reads like a novel of the first order. Once I started to read, I soon understood what Bob meant when he told me it was kind of hard to believe Tom went through all he's written in the book. Tom listed that he had over 1000 flying hours in Hueys during his tour. Yes, it's hard to believe one person did all that but, then again, knowing what all our troops were put through over there, no it's not hard to believe.

Again, another exceptionally good read and will keep you enthralled as you find yourself sitting at home ... drinking tea ... with nothing to do ...

(well, except maybe work on a model)

Thank you,

Jeff Mattheiss







# International Plastic Modelers' Society/USA Membership Application / Renewal Form

New  Renewal  IPMS #:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

**Junior** (17 years or younger) \$17.00 \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Adult** One year \$30.00 \_\_\_\_\_

Two years \$58.00 \_\_\_\_\_

Three years \$86.00 \_\_\_\_\_

**Canada & Mexico** \$35.00 \_\_\_\_\_

**Foreign** Surface \$38.00 \_\_\_\_\_

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

Cash  Amount: \_\_\_\_\_

Check  Check #: \_\_\_\_\_ Amount: \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Applications should be printed and mailed to: IPMS/USA, PO Box 1411, Riverview, FL 33568-1411



## JOIN AMPS!

\$30 Membership Includes

- Six issues of Boresight magazine
- A voice in the society
- AMPS show admission discounts
- Access to vendor discounts

## Join **AMPS** Today

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Country: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

*If paying by check or money order, send your membership dues and completed form below to:*

AMPS  
PO Box 543  
Elkton, MD 21922-0543 USA

### Membership Rates for A One-Year Period:

**USA: \$30 - Canada/Mexico: \$35 - All Other: \$40**

All payments must be made in U.S. funds. AMPS accepts payments by check and money order, as well as PayPal. To join using PayPal, just visit the AMPS website and select the 'Join AMPS' link.

If paying by check or money order, send your membership dues and completed form to the mailing address above.

**www.amps-armor.org**

## Why Join AMPS?

- AMPS is all about armor modeling. If you build tanks, figures or dioramas, AMPS is for you.
- AMPS members get six issues per year of the club journal, Boresight. Boresight is written by and for tank modelers. Every issue is jammed with research material and modeling articles written by your peers with you in mind.
- The AMPS International and regional shows are the best armor modeling shows around! The AMPS judging system gives you detailed feedback to help you improve your modeling.
- AMPS chapters give you an opportunity to hang out with your fellow modelers, to learn more and have fun. If there is no chapter in your area- start one!
- AMPS members have access to member-only discounts at many hobby vendors. Your membership will pay for itself.
- AMPS members get a voice in the society. You can participate as much as you want.
- AMPS is all-volunteer. Guys just like you make AMPS happen. Be a good modeling citizen--join AMPS.



# IPMS Phantom Phlashers

Proudly Presents on ~~Monday, October 3, 2020~~

# October 3, 2020

## The Phantom Phurball Contest Region 3 Convention

Celebrating The 75<sup>th</sup> Anniversary of the End of World War II  
in Europe

1945 **75** 2020

at the:

The Anniston City Meeting Center 1615 Noble St Anniston, AL 36201

Directions: The Anniston Meeting Center is located one block off Quintard Avenue (US Hwy 21) between Wilmer Ave and Noble Street Directly behind the Hotel Finial. Traveling south, turn right onto 17<sup>th</sup> Street. Look for the "Model Show" signs.

### CONTEST THEMES:

- World War II Aircraft & Armor in service in 1945.
- 20/20 Vision: models wearing eyes. Any vehicle with eyes painted on it, excluding figures, is eligible.
- Best Ford Mustang.

### REGISTRATION & Vendor Information:

#### FREE ADMISSION!

MODEL REGISTRATION IS \$15.00 FOR YOUR FIRST MODEL, \$1.00 FOR EACH ADDITIONAL MODEL. \$2.00 IPMS MEMBER DISCOUNT. JUNIOR MODELERS 17 AND UNDER: \$5.00 UNLIMITED MODELS!

REGISTRATION CLOSES AT 12:00. JUDGING BEGINS AT 12:30.

#### VENDORS TABLES:

\$20.00 EACH. RESEVATIONS OF MORE THAN 5 TABLES WILL BE CHARGED \$20 FOR THE FIRST TABLE AND \$15 FOR EACH ADDITIONAL TABLE.

#### VENDOR CONTACT:

TREY RUSH: [RUSHWAL@GMAIL.COM](mailto:RUSHWAL@GMAIL.COM) (205) 478-4091

#### CONTEST CONTACTS:

Joey Richardson:

[PHANTOMPHOCUS@GMAIL.COM](mailto:PHANTOMPHOCUS@GMAIL.COM) (205) 388-0269

JOHN CORNETT at:

[JCORNETT@MTMENGINEERS.COM](mailto:JCORNETT@MTMENGINEERS.COM) (205)283-5881

WILL NICHOLS: [VETTE1701@GMAIL.COM](mailto:VETTE1701@GMAIL.COM)

VISIT [WWW.PHANTOMPHLASHERS.ORG](http://WWW.PHANTOMPHLASHERS.ORG) FOR MORE INFO!

## CATEGORIES

### 100 AIRCRAFT

101# WWI AIRCRAFT AND RIGGED AIRCRAFT, ALL SCALES

102# SINGLE ENGINE PROP, 1/72 AND SMALLER

103# SINGLE ENGINE PROP, 1/48

- 103A PLANNED SPLIT
- 103B PLANNED SPLIT

104# MULTIENGINE PROP, SMALLER THAN 1/32

105# JET AIRCRAFT, 1/72 AND SMALLER

106# JET AIRCRAFT, 1/48

107# FIXED WING AIRCRAFT, 1/32 AND LARGER

108 CIVILIAN AIRCRAFT AND ROTARY WING, ALL SCALES

### 200 ARMOR

201# MILITARY VEHICLES, 1/48 AND SMALLER

202# CLOSED TOP AFV'S

- 202A GERMAN AFV'S
- 202B ALLIED AFV'S
- 202C MODERN (POST 1945)

205 ARTILLERY INCL RR GUNS & MISSILES

207# SOFT SKIN MILITARY VEHICLES, (INCL TRUCKS, JEEPS, UNARMORED HALFTRACKS, & MOTORCYCLES

208# OPEN TOP AFV'S & AFV'S W/ INTERIORS, (INCLUDING ASSAULT GUNS & SELF-PROPELLED GUNS)

209# ARMORED CARS AND ARMORED HALFTRAKS

### 300 AUTOMOTIVE

301# STREET RODS BEFORE 1948

302# STREET MACHINES SINCE 1949

303# CUSTOMS

304# TRUCKS (PICK-UP, SEMI'S, ETC)

305# FACTORY STOCK

306# COMPETITION (CLOSED WHEEL, OPEN WHEEL)

### 400 MISCELLANEOUS

401 NOT APPLICABLE TO ANY OTHER CATEGORY

402 SCRATCH BUILT, VACCUFORMED, CONVERSIONS, RESIN, ANY TYPE

403A AIRCRAFT OUT OF THE BOX

403B ARMOR OUT OF THE BOX

403C AUTO & MISC OUT OF THE BOX

### 500 SPACECRAFT & SCIENCE-FICTION

501 SPACECRAFT, FICTIONAL AND NON-FICTIONAL

502 SCI FI, FANTASY, INCLUDING FIGURES

503 GUNPLA/MECHA (MUST BE PILOTED)

### 600# NAVAL SURFACE SHIPS AND SUBMARINES

601# SURFACE SHIPS (WILL BE SPLIT BY SCALE IF NEEDED)

602# SUBMARINES

### 700# FIGURES AND VIGNETTES

(WILL BE SPLIT IF ENOUGH ENTRIES WARRANT)

### 800 JUNIOR DIVISION (17 AND YOUNGER)

### 801 AIRCRAFT

### 802 ARMOR

### 803 AUTOMOTIVE

### 804 MISCELLANEOUS

### 900 DIORAMAS

### 901 MILITARY

### 902 NON-MILITARY

NOTES: # denotes a possible split. Splits will be made as necessary.

### CONTEST AWARDS:

BEST AIRCRAFT, BEST ARMOR, BEST OF THE REST (CATEGORIES 400, 600, 700, 900), BEST JUNIOR MODELER, BEST AUTOMOTIVE

### MEMORIAL AWARDS:

DARRYL EPPERSON AWARD

BILL NORMAN BEST USMC SUBJECT (air or otherwise)

PAUL SOLOSKY ORIGINALITY IN MODELING

LYNN JONES EXCELLENCE IN MODELING BEST IN SHOW

### CONTEST RULES

1. You do not have to be a member of IPMS/USA to compete. Models **WILL BE HANDLED** during judging, but the utmost care will be used to prevent any damage to models. IPMS Phantom Flashers do not accept or assume responsibility for any loss or damage to models

2. Models will be judged for skill in **CONSTRUCTION, FINISH, REALISM, SCOPE OF EFFORT, AND ACCURACY**. Any conflicts in judging will be resolved by the head judge. Judges' decisions are final.

3. **MODELS MUST BE THE SOLE WORK OF THE ENTRANT**. Die-cast or professionally built models are not allowed.

4. Models should be entered in the appropriate category. Markings will determine the category in which a model is entered. A model may not be entered in more than one category. It may, however, be considered for more than one special or theme award. Any question about the proper category for a model will be resolved by the head judge.

5. Models having received any award at any IPMS/USA NATIONAL CONVENTION or REGIONAL CONVENTION may not be entered in competition.

6. A model does **not** have to place 1<sup>ST</sup> in its category to qualify for a special or theme award. However, only 1<sup>ST</sup> places models will be considered for best of awards.

7. Contestants must register all models prior to taking them into the contest display area. Complete all registration and entry forms and indicate any special or theme awards the model is eligible to compete for on the entry form. No registrations will be accepted after 12:00 pm. CST

8. Any modeler age 17 and under may compete in the JUNIOR categories. Juniors may also compete in any open category, but models so entered will not be considered for any "BEST JUNIOR" awards.

9. Trophies will be awarded for 1<sup>ST</sup>, 2<sup>ND</sup>, and 3<sup>RD</sup> place in each category, including the Out-of-the-Box category.

10. The general OOB approach is to build what came in the kit. There are some exceptions to allow for a more complete model such as the use of aftermarket decals; on aircraft- addition of rigging wires, seatbelts (any type) and antennas; on military vehicles- antennas and closed sponsors; on ships- rigging and deck railings; etc. Modelers must attach the kit instruction sheet to the entry form. Models entered without an attached kit instruction sheet will not be eligible for the out-of-the-box category.

11. Bases will be allowed in all categories and will not be considered in the judging, except in the diorama categories. The model may include primary crew figures but the addition of any other figures or equipment outside or not attached to the model (e.g., support equipment, shell splashes, or buildings) will make the model a diorama, which must then be entered in the proper diorama category.

12. A **MODIFIED NO SWEEPS RULE** is in effect. A modeler may only win up to two award(s) per category entered.

13. **Oversized or special display requirements: Modelers entering pieces that exceed three feet in either width or length, or that require special power support or special placement, must notify the convention contest chairman in advance.**

### SCHEDULE OF EVENTS:

7:00 AM to 9:00 AM: Vendor Setup

9:00 AM: Doors open to public

9:00 AM to 12:00 PM: Registration

12:00 PM: Raffle Drawings Begins (held every 15-30 minutes until everything is gone)

12:00 PM: Judges Meeting

12:30 PM to 3:00 PM: Model Judging

3:00 PM: Model display area reopened to public; trophies placed with winning models

Awards Ceremony & Contest close will follow judging



# 13 JUNE 2020 SCOTTCON 2020

## Roaring '20s

**This year's theme is tied to the pioneering days of the Roaring '20s. 100 years ago the world's fascination with the aero plane started to reach its peak! Military use started to expand and the civilian use for commercial purposes started to realize the potential!**

**Let the Barnstorming begin!**

**Contest entry forms located on our [website!](#)**

**Hobby Vendors welcome!**

**Raffles!**

**Entries - Adults \$15 (includes 5 entries)**

**Juniors (>17 yrs) - \$5.00**

**Additional entries - \$1.00 (Adult and Jrs)**

**For more info: [hornetphixer@msn.com](mailto:hornetphixer@msn.com)**



**Bring us your  
finished project for  
display!**

**Don't be shy – there  
are categories for  
all skill levels!**

**Over 41 categories  
to place your  
project in!**

**CLASSES: Aircraft,  
Military Vehicles,  
Automotive, Figures,  
Ships, Space,  
Dioramas,  
Miscellaneous and  
the WORLD FAMOUS  
Junior Class!**

**IPMS GEN. ROBERT L  
SCOTT REGION 3  
CHAPTER**

Museum of Aviation, GA  
Hwy. 247, Warner Robins,  
Georgia 31098, United  
States

**[IPMSR.ORG](http://IPMSR.ORG)**



# Plastic Model

July 11, 2020

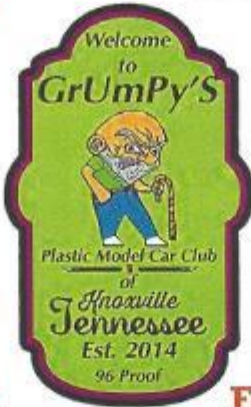
Saturday 9A-3P

Judging Starts at Noon

## 2020 Kids Benefit Show

\$ 10.00 For the first 3 Entries

& \$1 Per Additional Entry



Jefferson Middle School  
361 West Broadway Blvd.  
Jefferson City, TN 37760



For More Information & Rules ~

<http://grumpysplasticmodelcarclub.webs.com>

Awards Start at 2:30P



Tennessee of East Tennessee



# Chattanooga ModelCon 2021

January 29th & 30th 2021

CHATTANOOGA CONVENTION CENTER - HALL D

**WE'RE BAAAACK.....!!**

After hosting the 2019 IPMS/Nationals and having our laid back easy going show in January of 2020; We've recharged our batteries and are ready to fire up the 2021 show season with a bang!!

- **Return to our Very Popular Open Judging System (G-S-B) for most models.**
- Best of's in Aircraft, Armor, Automotive, Ship, Figure, Sci-Fi, Miscellaneous, and Dioramas.
- NNL Style Judging for automotive entries with additional Silver and Bronze awards. Check our Website for Guidelines
  - **IPMS REGION III 2021 Regional Convention**
    - Cash Bar Friday Night
    - Show rate at the Convention Hotel
- Vendors can be open for business and registration to begin early Friday afternoon.
  - **HALL D - SAME GREAT BUILDING - slightly different location!**

<http://www.chattanoogascalemodelers.com>



General Contact—Mike Moore [mmoore1132@gmail.com](mailto:mmoore1132@gmail.com)

Vendor Contact—Jeff Mattheiss [jeffmattheissfamily@gmail.com](mailto:jeffmattheissfamily@gmail.com)



