



JULY 2014



The Georgia Mountain Modelers is a Chapter of the International Plastic Modelers Society (IPMS/Georgia Mountain Modelers 03-47). Our club meetings are in a relatively loose, informal, conversational format. IPMS/USA is an organization dedicated to the fun of Scale Modeling. In

January of 1964, Jim Sage, from Dallas, Texas, was invited to form an independent and equal branch of IPMS/UK, and soon IPMS/USA was born. There are now hundreds of IPMS chapters all over the world. Many Local Chapters and Regions sponsor Model Shows & Contests every year. You do not have to be a member to attend the shows or our local club meetings. But, you will need to be an IPMS member to enter models in any of the National IPMS events. You can join at the IPMS/USA website...

<http://www.ipmsusa.org/index.htm> . Our chapter is a part of IPMS Region 3; you can learn more about our region, and the other clubs located in the region, at <http://ipmsregion3.org/index.html> . If you are not an IPMS member, we HIGHLY recommend that you join the organization.



Our own Greg Kimsey and his wife own the Artful Barn in Clarkesville, GA, roughly equidistant from the Cumming and Athens areas. Let's have a show of support for our fellow club member and friend. You probably have someone in your life who would appreciate a Batman comic. I know I do; he's a Marine deployed to Afghanistan. So, put this date July 23, 5-7PM, on your calendars! Be There or Be Square!



WHY JOIN IPMS?

A long time ago, in a galaxy far, far away, back when Squadron was an actual hobby shop and the only US print option for the scale modeler was the mediocre, "Scale Modeler," the IPMS/USA publications were the only link between the modeler and the outside (the closet) world. Today, there is the Internet. So, why be bothered with IPMS/USA? First and foremost is the network of local clubs that afford the modeler the opportunity to commune with likeminded people and show off his/her work. If you take the time (and I have on several occasions) to compare the number of local shows/contests sponsored by IPMS/USA affiliates nationwide to those sponsored by all other organizations/companies-COMBINED- , you will find IPMS/USA sponsors, on average, three times per year as many as all the others, again, COMBINED.



The second reason to join IPMS/USA is the opportunity to have your work published in our bi-monthly publication, the IPMS/USA, "Journal," magazine. "Oh, piffle," as you turn up your nose at our little pedestrian rag. Yeah, right. Just wait for the thrill of seeing your ebullient words of prose, coupled with your Renaissance creation of a model in print. If you've ever had a date with a crush of the opposite sex, it comes a bit close to that. And, while on the topic, just try getting your opus published by some of the mainstream modeling magazines.....good luck.

Another rather excellent reason for joining IPMS/USA and a local club (or creating your own) is the excellent event insurance Mother IPMS/USA provides. Try putting on a contest or a mall show without insurance. First, it won't happen. Second, it will cost you/your club a veritable fortune. Not so if you are an IPMS/USA affiliated club.

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**THE LATEST MAY+JUNE ISSUE FEATURES
ARTICLES ON THE SEAVIEW SUBMARINE
AND THE GERMAN MAUS HEAVY TANK
THERE IS ALSO A REPRINT OF A VERY EARLY
QUARTELY ARTICLE ON UH-1 HUEYS
COMPLETE WITH PROFILES AND DETAIL
ART!**

CHAPTER OFFICERS

President	Perry Downen	678-231-7025	pdownen@bellsouth.net
Vice President	Paul Cohen	954-234-4846	LTCHOP@Bellsouth.net
Secretary	Steven Hall	706-769-0391	shall959@att.net
Treasurer	Leo Dashievskiy	770-403-7440	leodashevskiy@gmail.com
Sergeant at Arms	Ed Shelnutt	706-546-7274	ed.shelnutt@gmail.com
Club Contact	Chuck Davenport	770-725-4031	bgdavenport@bellsouth.net
Newsletter Editor	Chuck Davenport	770-725-4031	bgdavenport@bellsouth.net

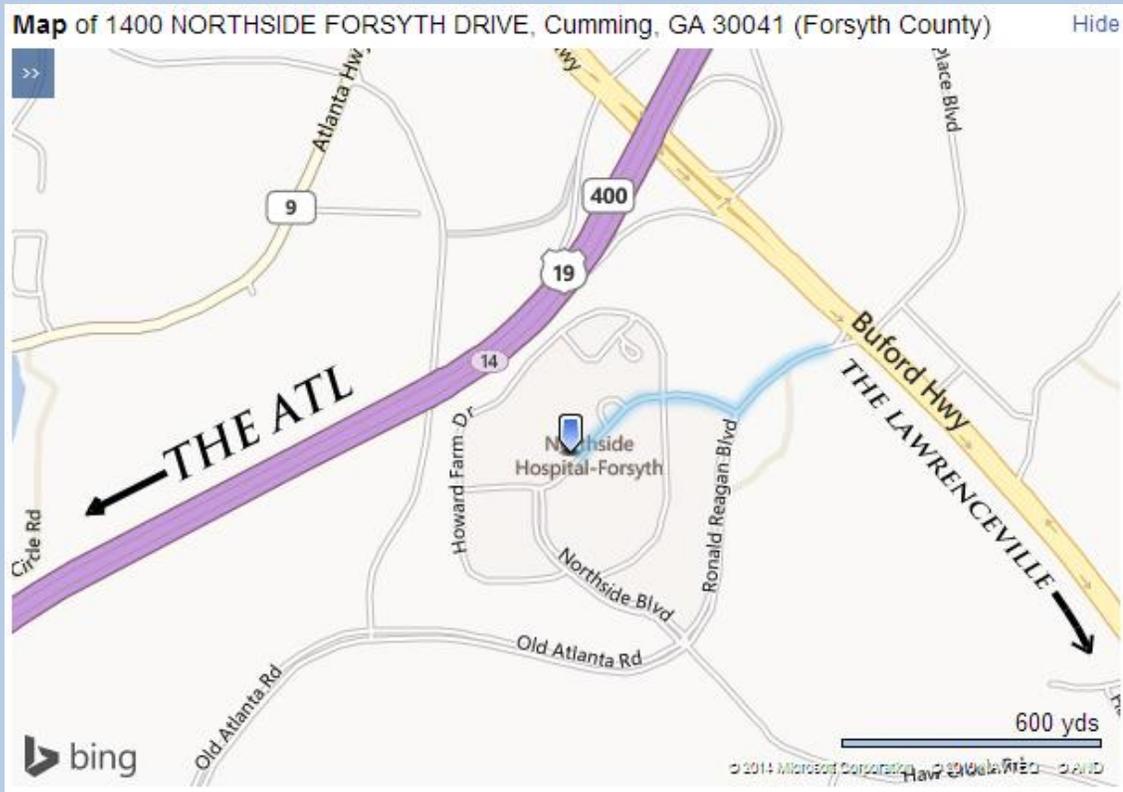
WEB SITE NEWS

Join us on Facebook to continue the modeling fun. No politics, no social issues, no nastiness...just some excellent modeling camaraderie!

<https://www.facebook.com/groups/479334665478654/>



**Tuesday, July 29, 2014,
@7PM**



**Northside Hospital Bldg, 1400, Northside Forsyth Dr,
Cumming**

IN THIS ISSUE



1. **HEAD SHED RAMBLINGS** BY GMM PRESIDENT PERRY DOWNEN
2. **HISTORY 101- CARS** BY GMM PRESIDENT PERRY DOWNEN
3. **HISTORY 101- B-26 IN NAM** BY FRED HORKY
4. **SHOW AND TELL**
5. **REVIEWS**
6. **CALENDAR OF UPCOMING EVENTS**

HEAD SHED RAMBLINGS

Modeling Our Past

Have you ever noticed how we sometimes model those subjects we were personally involved with in our lives. I'm not referring to the kits we pick up at the local hobby shop and fondle and maybe buy. I'm talking about those objects in 1:1 scale that have popped up in our lives at some time or other. They have some sort of meaning in our lives that cause us to model them. Most are cars, but there are a few airplanes and sometimes it is something very much out of the ordinary. I've noticed this activity in our club. I can't remember everyone's story and I'm sure there are several good ones I've overlooked. However, let me site a few examples I do remember.



LeoD comes to mind first. Since he has been a member of our group Leo has built models of at least two objects that were big in his life. The first is the airliner in which he flew to the States. The second is the radar unit he maintained during his military service - an unusual model for sure.

ColbyC did a beautiful job of modeling an old red pickup truck his family owned during his youth. He took it a step further by placing it in a diorama typical of its use. If memory serves me correctly, he used an old family photograph to guide him during the build.

Speaking of cars, KeithP has built several model Fords in which he used to run the hills of North Georgia. One of the earliest models I remember from Keith was an orange Ford Torino.

CharlieW has several models of aircraft assigned to the aircraft carrier on which he served. These are some of our favorite post-WWII US Navy aircraft.

While we have not seen the actual model, ChuckD built and photographed a model of the KC-135 he navigated around the world. And while they are not models in the strictest sense, he has Photoshopped select models he built in his youth into new forms of art.

TommyL has modeled a number of short track race cars that were a part of his life as young man. I vaguely remember the story of the blue (I think) Chevy he drove to work during the week and on the weekend would change tires and race.

As for myself, I have built a couple of model cars from my past. The first car I ever bought was a used 1958 Ford Skyliner (Revell) followed by a new 1965 GTO (Revell). I modeled each in the car's original color. In addition, I have a C-124 in the stash. That was the aircraft I helped keep in flying order and that brought me home from England during my enlistment in the USAF. I suppose modeling items from our past is not unusual nor is it based on some latent deep seated physiological problems. I think it is a way to stay connected to the good times and milestones we have experienced as we pass through this life.

HISTORY 101

Found in Las Vegas by Perry Downen

As I was going through some old files putting my digital world back together I found some car pictures I took several years ago. These cars are found in the car collection at the Imperial Palace (now called The Quad Resort & Casino) Las Vegas, Nevada. Over 250 vehicles are housed on the 5th floor of the parking garage. The price of admission is about \$12, well worth it. What is interesting about this collection is that the cars are available for purchase or trade. To find out more about this collection, go to this link: <http://www.vegas.com/attractions/on-the-strip/quad-auto-collections/>

While all sorts of cars are on display, these are a few of the race cars and cars that were raced in the collection.





HISTORY 101

Navigation by the Lindbergh Method

OR

“How the B-26’s navigated between Vietnam and the Philippines”

This story is totally unrelated to my own Vietnam activities in 1963, but when a friend who had actually DONE it confirmed the story, it seemed a good enough yarn to be shared.

The Douglas B-26’s that the Air Commandos flew early in the Vietnam War were the old prop-driven bombers, originally designated in WWII as the A-26. In 1963 they were about on their third or fourth war, and getting very, very tired.



I heard this yarn at Clark Air Base in the Philippines, on one of those rare, prized trips “to the world” when I took a C-123 to Clark for a regular inspection.

It seems that a B-26 crew (pilot and navigator) was filing a flight plan back from Clark to Vietnam. The Clark base operations officer had become curious, knowing that B-26’s did not have the minimum overwater navigation capability (aids like Loran ..LONG RANge radio nav, celestial, etc.) normally required. So he casually asked the pilot just how they had gotten from Vietnam to Clark in the first place!

The B-26 pilot and navigator responded that they’d gotten to Clark by basically the “Lindbergh technique”: just point it east, fly a pre-planned “dead reckoning” flight plan, and it would be impossible to miss the entire Philippine Island archipelago! And of course, they were right: it is about impossible to miss a string of islands a thousand miles long! Moreover, they planned to go back to Vietnam using the same technique: it wasn’t Amelia Earhart trying to find a tiny island in the vast Pacific. Vietnam has a pretty long coast line!

Maybe the Clark base ops officer was a newbie or just out of SAC or something, but anyway their answer reportedly had about put him in orbit, spouting things like “minimum overwater equipment lists” and “Air Defense Identification Zone reporting”, etc. And he had refused to let them proceed! The result was that the B-26 crew had to wait until a westbound MATS C-124 arrived at Clark trans-Pacific on its way to Vietnam. And after the -124 crew had their required crew rest (another night at Clark) the B-26 could then meekly proceed back to Vietnamflying in formation on the wing of “Old Shaky”!



The B-26 crew reportedly wasn't put out at all by this development: after all, every day that they

Fred, you can believe this is a true story. When we flew from Bien Hoa to Clark we basically did point the aircraft east and fly until we hit land (P.I.). The B-26 had at this point very limited navigation capability/equipment; we had ADF, VOR and the whiskey compass.



John Cragin, pilot (L), George Rose, (R) Nav

The B-26s may have had at some time better nav equipment i.e. Loran, Shoran and an N-1 or comparable compass systems. But ours did not; the compass systems had been deactivated. So when we went on missions we just had our maps, our eyeballs, hack watch, a vector from Saigon Control, and a forward controller at the target area. The assigned A/C were not standardized. Instruments not in standard configuration, some had eight 50 cal. in the nose while others had six. Some guns could be charged by a switch while others had to be hand charged.

As a side story when my hack watch stopped working and I went to supply, they did not have one so I went to the exchange and bought a \$6 "Goodwill" watch. A note to this is that I had been standing by for a test flight on a B-26 after maintenance, and supply was one of the few places you could not hear the paging system. I had been paged but had not responded so the Ops Officer (Maj Adams) jumped in the right seat for the test hop. The vertical stabilizer came off and both crewmembers were killed. **George Rose**

were REQUIRED to enjoy the relative country-club comforts of Clark ...the pool, the bar, the exchange, etc. was still a "counter" toward their tour in 'nam. What's to complain about? It was a no brainer, and sure beat getting shot at in 'nam! What their commander back in Vietnam said is unrecorded.

This anecdote remained just that for over a half-century, until just now confirmed by my long-time friend George Rose, a navigator I'd flown in C-119's with at Pope, and who later spent combat tours in both B-26's and B-57's in Vietnam. I've included

George's confirmation next....**Fred Horky**

We did do a good flight plan using latest available weather and en route winds. We basically tracked out of Bien Hoa on ADF and VOR and map reading fix as we left the Vietnam coast. We DR'd (dead reckoned) across, giving DR position reports until we picked up ADF and VOR stations in the PI. I still have the flight plan. The total distance was 915 nautical miles with an estimated time en route of 4+45. Actual was 4+38

SHOW AND TELL



Your Editor recognizes this as the work of Don Haugh who has shifted his modeling emphasis to railroading. However, I was not in attendance at this meeting, so thanks for the photo memories go to Steve Hall. I forgot to ask Steve to take notes on who brought what. So, I'll use my knowledge of building preferences to identify who done brung what.



And, of course, in this case, your Editor draws a blank! Like most of you, I recognize this as a Merkava, but that's all I know!

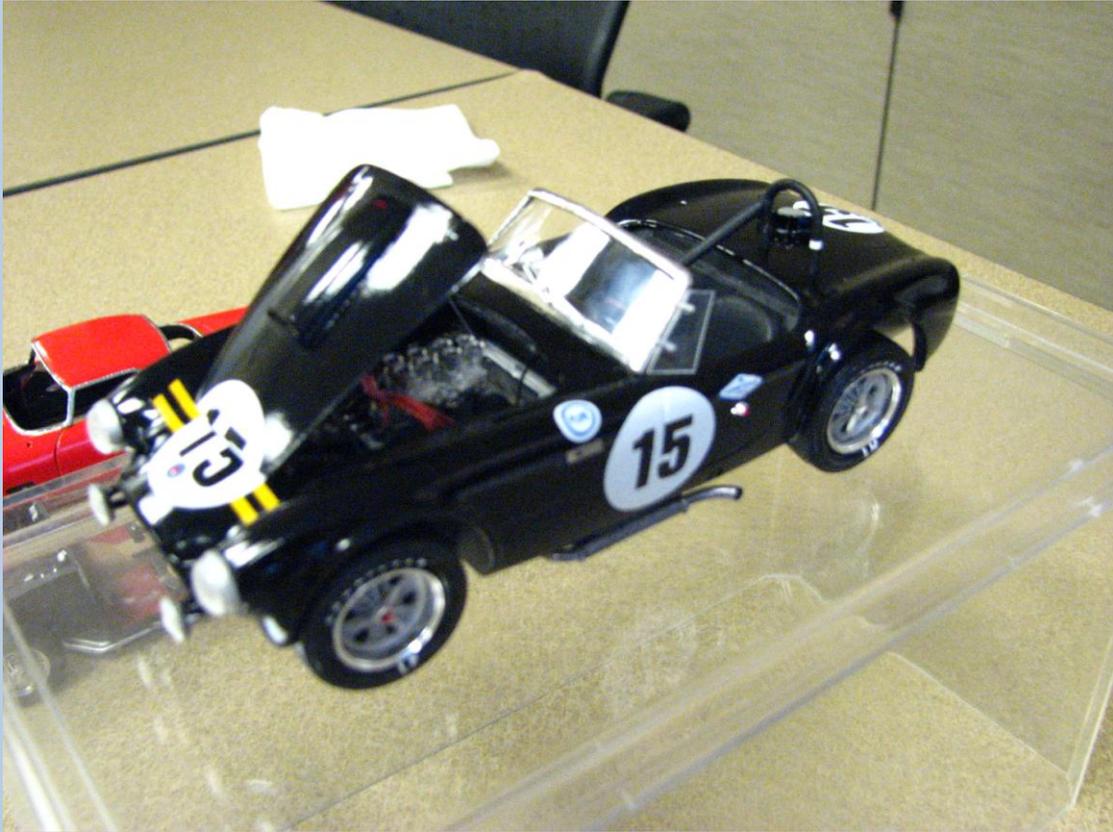




Leelan Lampkins loves esoteric subjects and this Great White shark fits the bill! On the previous page, he is scratchbuilding the body to the Great White head piece that was included in the kit as an accessory.

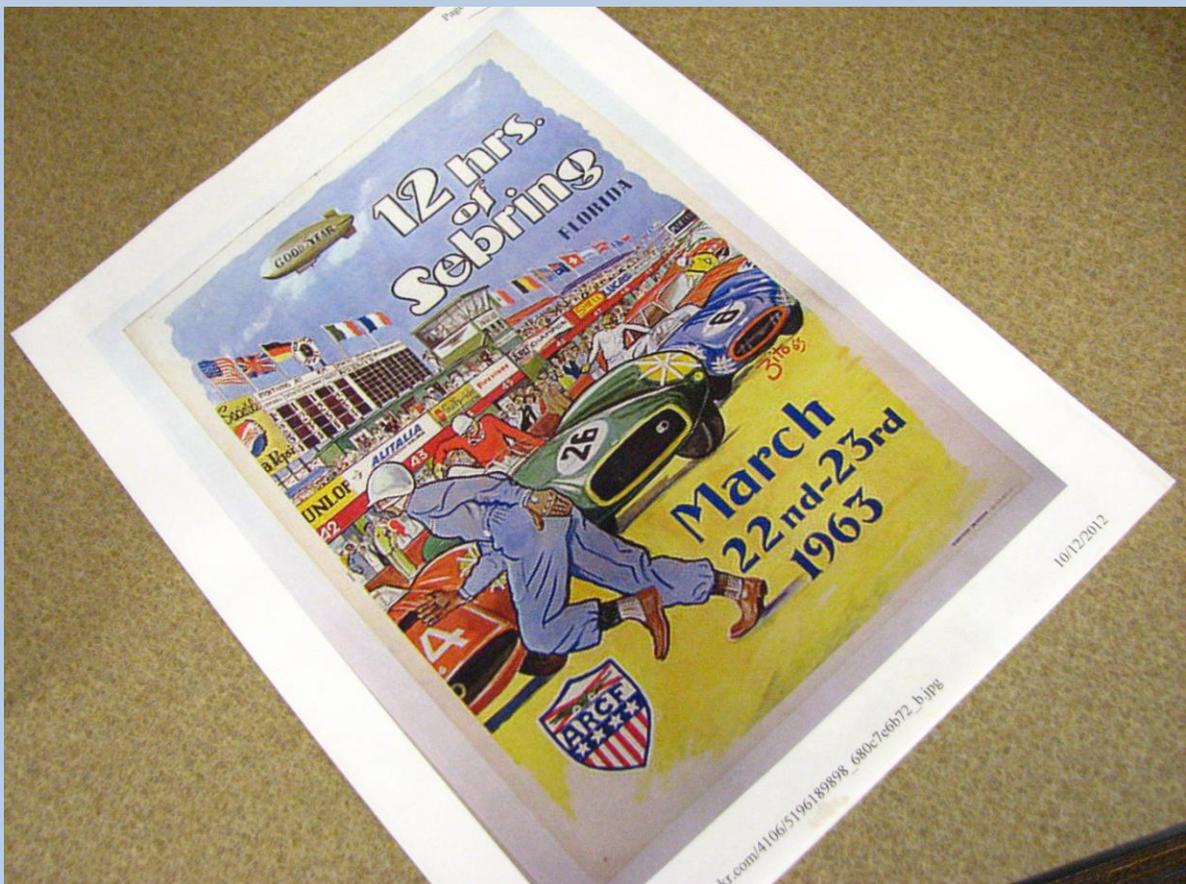
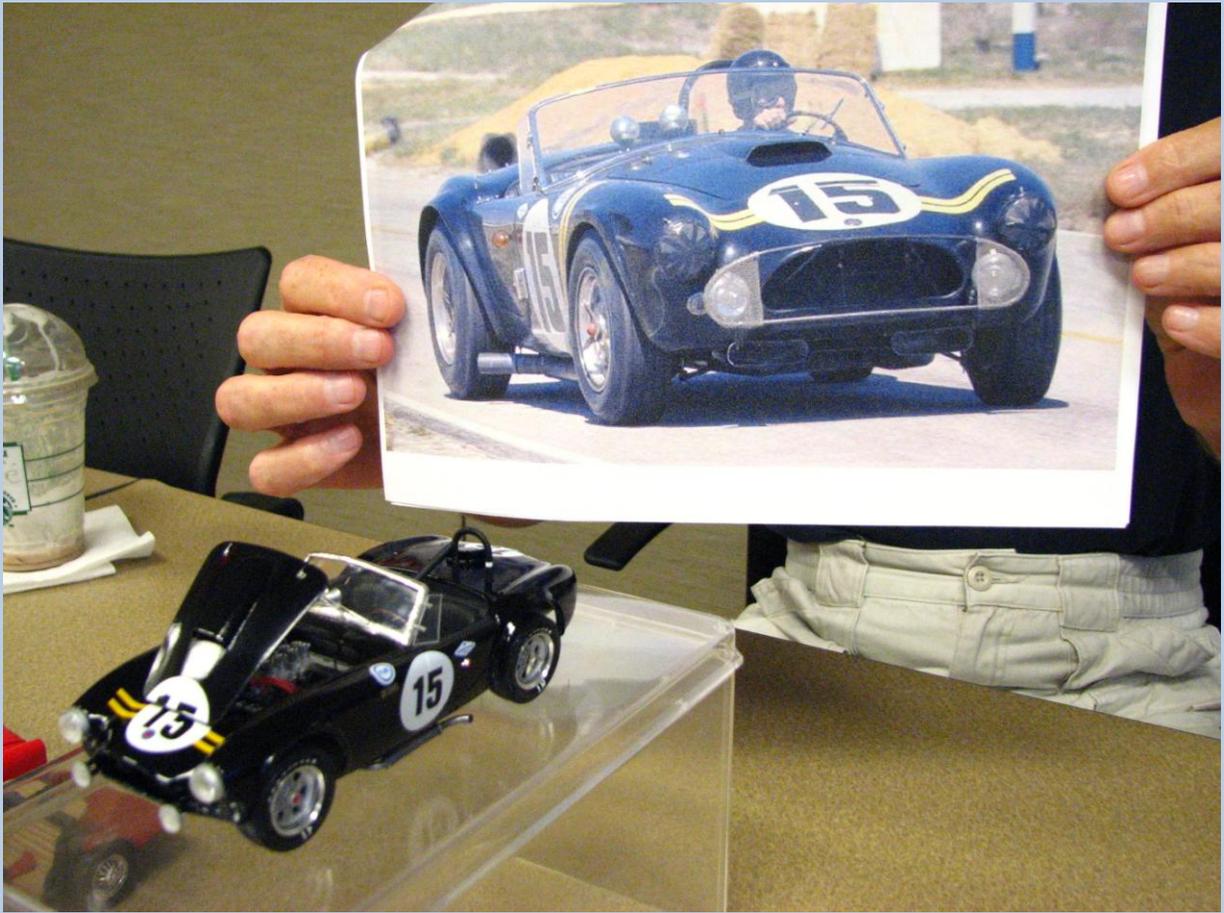


James McWhorter is working on a WWI BAR man.



Bill Richter continues to work on his excellent racing cars, complete with the historical references. Below you can see his rebuilt, repainted (red) vintage Monogram DB-4 which has been in the works for several months now. Any day!







I recognize this as a Humvee, but no clue who belongs to it.





On the previous page, Ed Shelnutt is recounting his experience shared one fun Saturday early in July at GMM President Perry Downen's home. Thanks to his and his wife's gracious generosity, a group of us GMMers gathered for a group build of the Ryan PT 20. The intent of the build was to learn how to teach other adults the intricacies of assembling a model. Billy Crisler led the session which was attended by Ed, Steve Hall, John Noack, Bill Ficke, and your Editor (and our hosts' dog). In the meantime, a sumptuous meal was provided while we all enjoyed watching war movies on Perry's big screen! If you weren't there, you missed it!





GMMers Ed Shelnutt, Leelan Lampkins, Dave Eitel

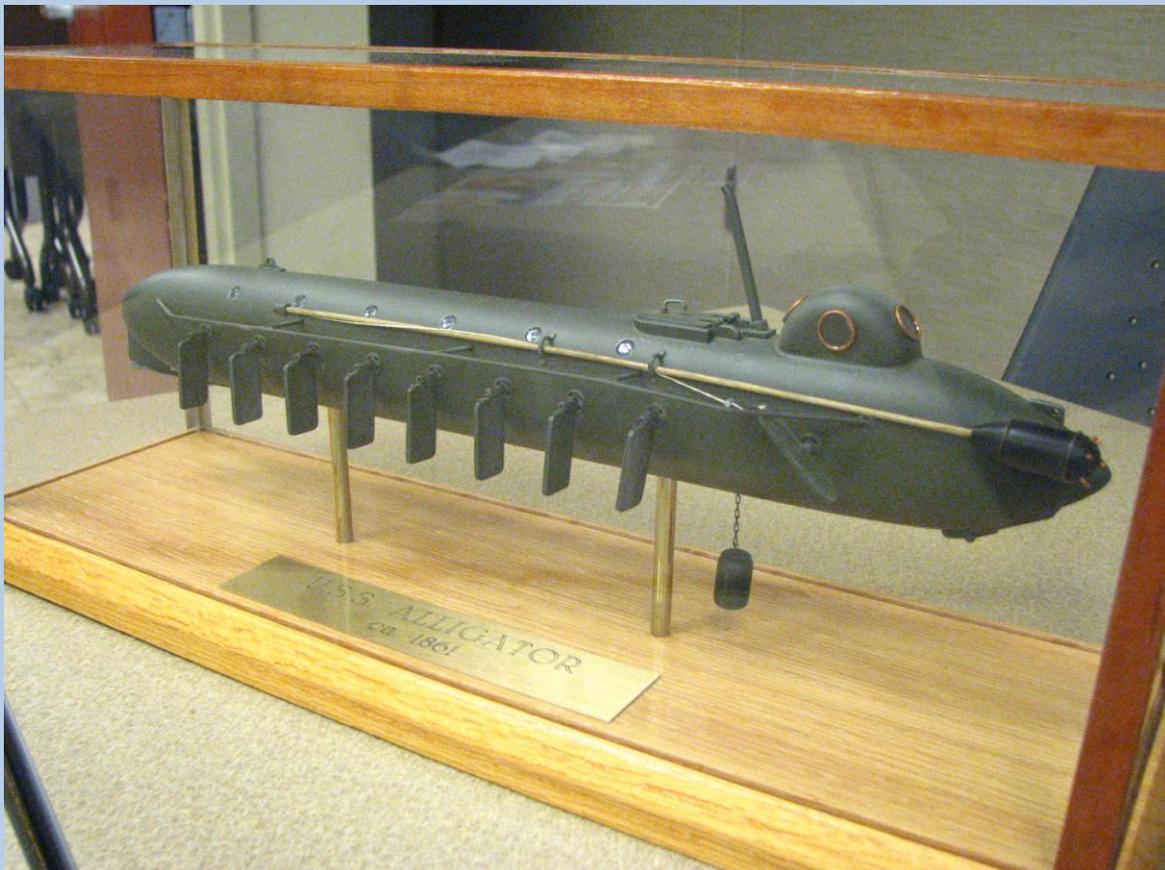
Below

Charlie Wolski, Keith Pruitt, Perry Downen, and





The longest serving member of the IPMS/USA EBoard, and proud to call my friend, John Noack, has returned to the fold here in GA. We are all very happy to have him as a member of GMM. Pictured below is his scratchbuilt version of the USS Alligator which, if memory serves, was quite an award winning model.



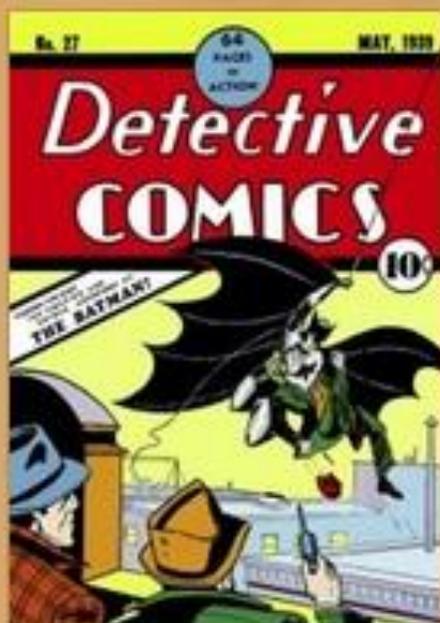
IT'S BATMAN'S BIRTHDAY!



BATMAN DAY
Wednesday JULY 23RD

5 pm - 7 pm

Join us for Batman's 75th Birthday! July 23rd has been declared Batman Day by DC comics and we are going to help them celebrate the world's Greatest Superhero. Join us for fun, sales, and an appearance by **BATMAN** himself!



To help celebrate Batman Day we will have Batman masks available. Also, we will be giving away **FREE** copies of Detective Comics #27, the first appearance of Batman...(reprints of course!). Come dressed in anything Batman related and get 15% off all Batman related comics. We will have yummy cake to celebrate the birthday boy!

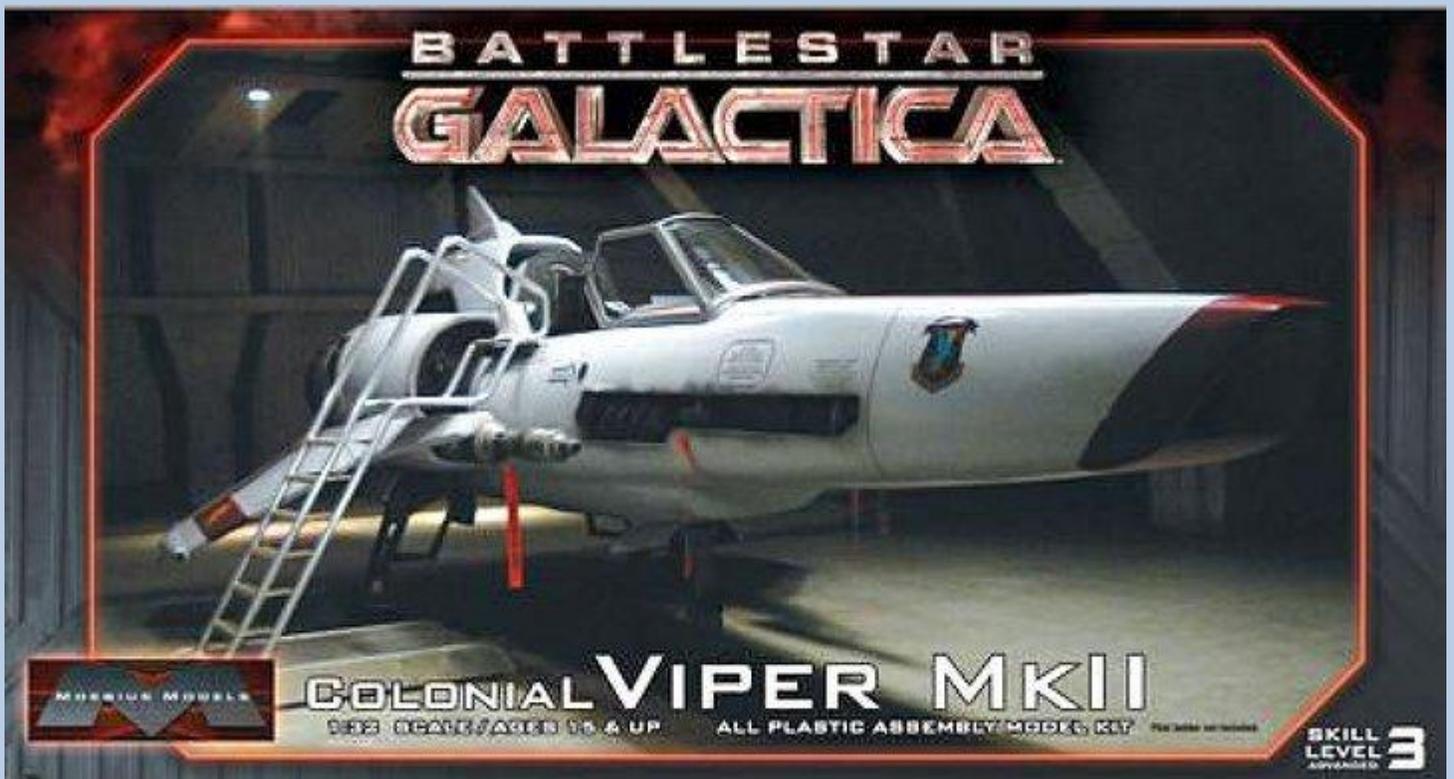
Please join us from 5pm to 7pm for lots of fun and Bat-Talk!



REVIEWS

Moebius 1/32 scale Original Battlestar Galactica Viper #940 by Leelan Lampkins

“Fleeing the Cylon tyranny, the last Battlestar, 'Galactica', leads a ragtag fugitive fleet on a lonely quest for a shining planet known as 'Earth'. “



This was the opening to the 1978 SciFi series “Battlestar Galactica”. Every Sunday for one season viewers could tune in for exciting space battles and science fiction adventure that would only last an hour, not cost an arm-and-a-leg and would not entail getting the kids ready to go to the movie theater. In 1978, this was a big deal! There was no Science Fiction Channel on TV. And there was certainly not the glut of SciFi movies or TV series that is easily available to anyone with a DVD player, a computer or NetFlix as exists today. In 1978, science fiction fans had not much to choose from. They only had “Battlestar Galactica” or the umpteenth reruns of “Star Trek” or “Lost in Space.” Even though the writers could not make up their minds whether to write for “Star Wars” or “The Love Boat”, for one short TV season “Battlestar Galactica” was a breath of fresh air.

The Viper is the standard fighter craft for the Colonies when humans lost the last Cylon War. The “Galactica” carried several squadrons and needed them as she shepherded the last remnants of the human race across the galaxy all the while pursued by the merciless robotic Cylons.

The Moebius 1/32 scale Colonial Viper is the model we all wanted back in 1978 when Monogram released their own version of the Viper. The 1978 original was a simple kit with simple details (and an optional working projectile if memory serves.) Today's Moebius kit is a serious model with some serious detail. And, unlike the

offering of thirty-six years ago, this model has a pilot, a detailed interior and --- landing gear taken from the studio full-scale prop and pre-production blueprints. Until today details like these were left to the expert builder and scratchbuilder.

The kit comes four plastic bags, one bag of clear parts and three in light grey plastic. A decal sheet is included that has striping as seen on the FX miniature and the full-scale prop. The builder gets to choose whichever markings seem good to him. Sadly. The decal sheet only has one decal for the cockpit and that is for the view screen. But the interior looks to be well detailed so it could be worse. A standard clear plastic aviation type stand is included. The clear parts include the canopy and the rear engine exhausts so that the builder can light the engines if he chooses.

All of the pieces in the review kit are very well molded. There is no flash to be seen. All details are crisp and perfect --- much better than those in the 1978 model kit.

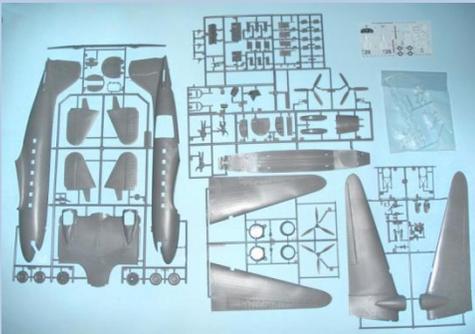
This model original "Battlestar Galactica" Viper is, as I said, the model we wanted back in 1978. Kudos to Moebius Models for giving it to us today! This excellent model would be great for fans of the original series or the 2004 reboot because this same Viper was seen in the later series as well. It would also not be out of place in any collection of 1/32 scale aircraft --- the detail is just that good.

Monogram 1/48 AC-47 Vietnam Gunship

Reviewed by: Perry Downen, IPMS # 44000



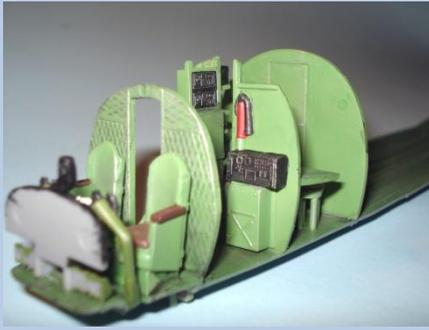
In 1960, the Air Force began looking for a new weapons systems to use in Vietnam. Under the program *Project Gunship I* a World War II Douglas C-47 Skytrain transport was converted into the first side-firing gunship. This new aircraft was designated AC-47D (Attack-Cargo). Following a successful combat test program, the 4th Air Commando Squadron (ACS) was formed and equipped with these gunships. From then until September 1969 fifty-three AC-47D gunships were built. Because it was so vulnerable to enemy ground fire, 28 percent or fifteen aircraft were lost.



This kit is a modification of the old Monogram C-47 Skytrain. It comes in a rather large and strong cellophane wrapped box approximately 20”X14”X3”. The box contains approximately 115 parts in 4 bags of light gray plastic parts and 1 bag of clear parts. The physical size of this 1/48 scale model is impressive,

The instruction booklet is letter size (A4) and consists of 9 pages and 21 steps of assembly, painting and decal placement directions. The instructions are clearly written, well illustrated and follow a logical assembly sequence. Unfortunately, the instructions do not include fuselage side views of the camouflage pattern and decal placement. The side views, however, can be found on the Internet. The decal registry and color are good. Included on the decal sheet are markings for 2 different aircraft. The decals for the 4th Special Operations Squadron have the tail code as “E1”. Research shows that it should be “EN.”

Construction starts with the assembly of the interior where the navigator’s station, radioman’s station, cockpit, and cargo (“gunroom”) compartment are located. In addition, the head parts are placed behind the rear bulkhead. The detail on all these parts is nice considering the age of the basic kit. However, I could have saved several construction hours by not painting, detailing, and installing these interior parts. Once the fuselage is closed, very little of the interior is visible.



There are locating pins along the fuselage join line to help with the parts alignment. By carefully mating the two fuselage halves, I achieved a rather tight seam. I used very little filler, but during the minor clean up a small portion of the raised panel lines was lost.

I deviated from the wing assembly sequence in hopes of achieving a tighter fit with the fuselage. First, I mated the bottom center wing to the fuselage. I had to use some filler at the fore and aft end of the center wing. Then I added the bottom half of the wings to the center wing. Finally, I added the top half of the wings to the bottom wing halves paying particular attention to minimize the join line with the fuselage. This worked out well and made for a neat interface that required no filler.

The assembly and placement of the remaining components, tail surfaces, landing gear, engine mounts, engines, cowling, etc. are routine. I encountered no problems and all parts fit nicely. The control surfaces have a fabric finish to them. They may be a little too pronounced, but the effect is still nice. I did not add any after-market or scratch-built pieces. The only extra work I did was to clean out the filter housings intake.

The final step is painting the model and adding the decals. For me, the biggest challenge, by far, was painting the Southeast Asia camouflage scheme. However, with a little practice I managed to achieve an acceptable finish.

Revell has produced a needed model of the Vietnam era at a very reasonable price considering the size of the model. For a basic kit that has been around since the 1970's, it finishes out nicely – even with raised panel lines. While the actual construction of this model may be something a novice builder can accomplish with ease, the finish may be a bit more challenging.

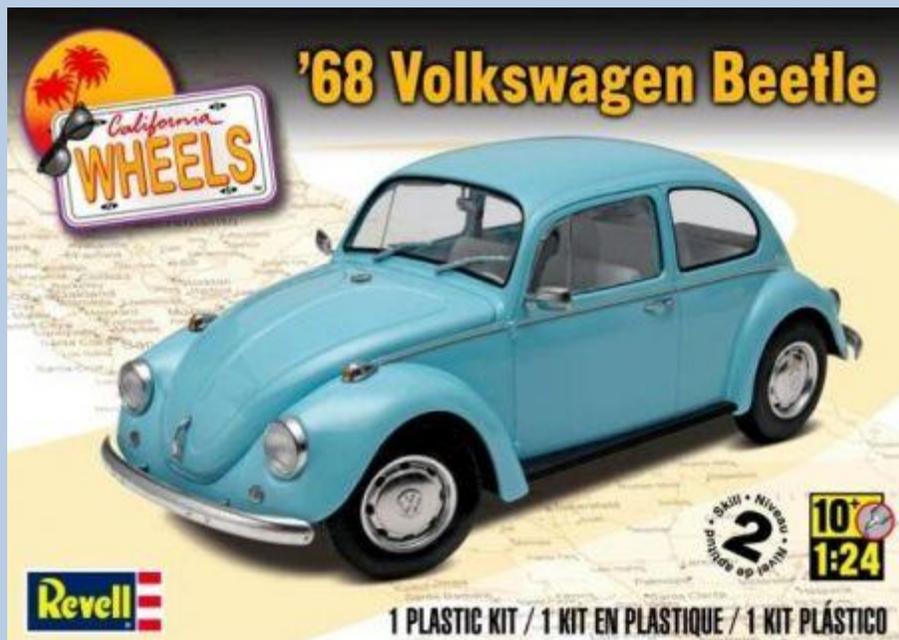


Revell 1/24 scale '68 Volkswagen Beetle

85-4192

The Volkswagen Beetle, officially called the Volkswagen Type 1 (or informally the Volkswagen Bug), is an economy car produced by the German auto maker Volkswagen (VW) from 1938 until 2003.

These small cars were everywhere when I was growing up in the '70's. My family had one for a time and we weren't alone. They were everywhere! The first VW Beetle or Bug was sold in the US in 1949. On February 17, 1972, Volkswagen overtook the Ford Model T as the most produced single model car with over 15 million made. On May 15, 1981, the 20 millionth Beetle rolled off the assembly line in South America. When production ceased in July 2003 in Mexico, over 22 million Beetles had been made. You can still see Bugs around even in 2014 but they are rare and well loved and cared for. In fact, I am positive that I saw one last year on the interstate painted up like "Herby" from the 1968 Disney movie, "The Love Bug"!



This kit comes in 7 bags holding total of 125 pieces. There is one bag of clear parts, 3 bags of white, 1 bag of chromed pieces and 1 bag which holds the four rubber tires. There is no stand. Included is a 16-page instruction booklet that appears to be well thought out and highly detailed. There is one decal sheet with 25 decals on it --- that includes whitewalls for the tires!

All of the pieces in the review kit are very well molded. No flash to be seen. All details are crisp and perfect. Once assembled the rear hood opens to reveal a finely detailed 1500 cc rear mounted engine. The front hood opens to reveal the forward trunk (or "boot" if you are building the European version.)

Did I forget to mention the European version? This model comes with optional parts so that you can build the Beetle for either the United States or European driver.

I have not seen a model of the Volkswagen Beetle since I built "Herby" for my sister in 1974. But there is really no comparing that model to this one. The VW kit I built in 1974 was very simple and had very little of the details that can easily be seen in this kit. Besides the opening forward and rear hoods, the front wheels can be positioned at the modeler's whim. (It is possible that an expert modeler could probably couple the wheels to the steering wheel for the nth level of detailing.) Even the framing that supports the forward seats is included. This is not something for a weekend build. There is more than the average details one sees in many car models. This Revell Volkswagen Beetle kit will build into something that anyone would be proud to display.

Trumpeter 1/700 scale HMS "Warspite" 1915

By Leelan Lampkins

HMS "Warspite" was a "Queen Elizabeth"-class battleship, the seventh warship of the Royal Navy to carry the name. Her thirty-year career covered both World Wars and took her across the Atlantic, Indian, Arctic and Pacific Oceans. She was involved in several major engagements, including battles in the North Sea and Mediterranean, earning her the most battle honors ever awarded to an individual ship in the Royal Navy and the most awarded for actions during the Second World War. For this and other reasons "Warspite" gained the nickname the "Grand Old Lady" after a comment made by her most famous commander, Admiral Sir Andrew Cunningham in 1943.

When she was launched in 1913 the use of oil as fuel and untried 15-inch guns were revolutionary concepts, a considerable risk for Winston Churchill, then First Lord of the Admiralty and Admiral John Fisher who had advocated the design. However, the new "fast battleships" proved to be an outstanding success during the First World War. "Warspite" was refitted twice between the wars, but advances in technology and the cumulative effects of battle damage relegated her to the role of shore bombardment towards the end of the Second World War. She was decommissioned in 1945 and wrecked off the Cornish coast on the way to the scrap yard.



This kit comes in six sprues of medium grey plastic in eight plastic bags. A stand is included that is molded in black. One decal sheet of various flags and a small sheet of photo-etched parts are also included. The hull comes in its own bag but the hull is split at the waterline. Two deep read plastic pieces are included. One is a mere plate so that the builder can make "Warspite" a waterline model. Or the builder can use another deep read

piece that is the hull below the waterline to display the ship in her entirety. An 8-page instruction booklet is included as well as a 7.5 x 10.25 inch color sheet showing how the battleship should be painted and rigged. (There is also a very very large ad in the box enticing the builder to buy more models!)

All of the pieces in the review kit are very well molded. There is no flash to be seen. All details are crisp and perfect. Though rigging is shown on the box art no string or wire is included in the kit.

This model of the HMS "Warspite" would make a good addition to any ship modeler's 700 scale collection. Particularly for anyone interested in the earliest battleships of WWI.

GMM HAPPENINGS

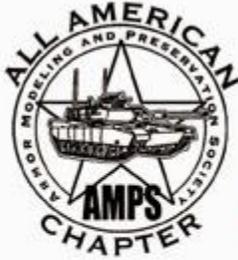
GMM Club Meeting: 29 July

Welcome to the **50th** Anniversary
IPMS-USA National Convention
Hosted By
IPMS TIDEWATER
August 6-9, 2014

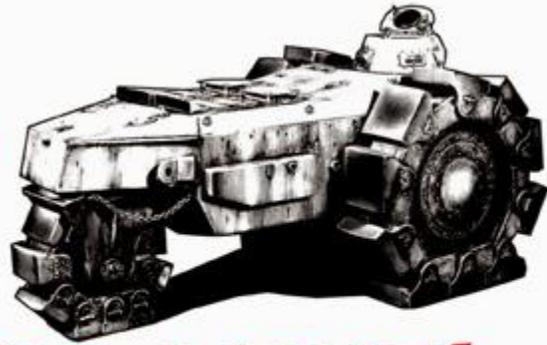
1964 - -2014

THE 50th ANNIVERSARY
IPMS USA NATIONAL CONVENTION
SKILLS to BUILD
IPMS TIDEWATER • HAMPTON VA
50 YEARS

GMM Club Meeting: 26 Aug

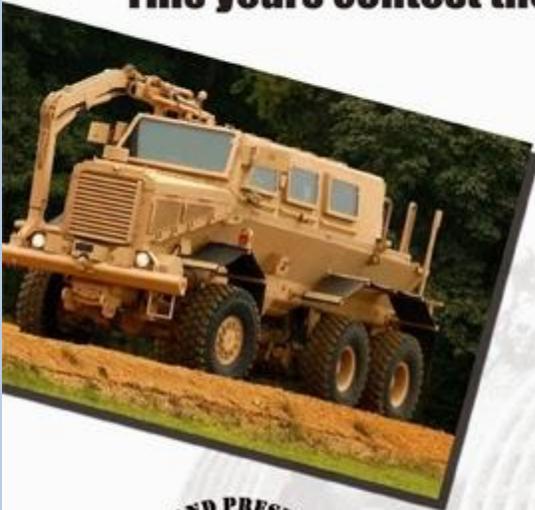


2014

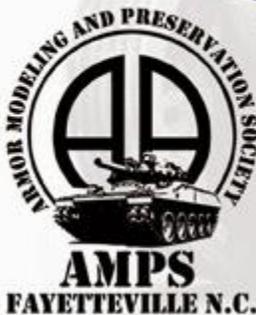


CLEAR YOUR MINE!

**Come join the Fayetteville's All American
AMPS chapter August 30th
This years contest theme will be "Clear Your Mine"**



Model subject to theme award include any land mine removal or clearing device or vehicle specifically designed, used, or modified to clear a lane through a minefield. Any time period is eligible. Obscure subject should have documentation presented with it. Our contest will cover all interests and span all genres of armor past, present, and future.



Location
Kiwanis Recreation Center
352 Devers Street
Fayetteville North Carolina

**For more information on vendors, rules and regulations
visit our web site www.ampsallamerican.com**

Piedmont Scale Modelers

PRESENTS THEIR FIRST:

2014 "Fall Modelfest" Region 12 Regional

(IN COOPERATION WITH THE GREENVILLE AND SPARTANBURG
CHAPTERS OF THE SCMA)

SEPTEMBER 12 - 13, 2014

SIMPSONVILLE SENIOR CENTER

310 WEST CURTIS STREET,

SIMPSONVILLE SC 29681

12:00 PM - 5:00 PM FRIDAY

9:00 AM - 5:00 PM SATURDAY

OUR THEME:

1968!

LOTS OF VENDORS!

BIG RAFFLE!

UNLIMITED ENTRIES \$15.00 (\$5.00 FOR JUNIORS)

GENERAL ADMISSION \$5.00 (KIDS UNDER 12 GET IN FREE)

VENDOR TABLES \$25.00 EA. AT THE DOOR

OR \$20.00 BEFORE SEPTEMBER 1ST (GET THEM WHILE THEY LAST!)

(LUNCH FOR VENDORS WILL BE PROVIDED)

CONTACT JAMES MOODY @ 864.505.4337 FOR SHOW INFO OR VENDOR TABLES

GMM Club Meeting: 30 Sep

10/4/2014 **Alabama Huntsville Plastic Modelers' Society 38th Annual Huntsville Contest** [www](#)
Region 3 Huntsville Jaycees Community Building
2180 Airport Road SW [Map](#)
Huntsville Plastic Modelers' Society
[Phil Cassibry](#) 256-656-9624

GMM Club Meeting: 28 Oct



Southern Nationals NNL
2014

SUNDAY! SUNDAY! SUNDAY!
& **MONDAY! MONDAY! MONDAY!**

'Sunday' drag racers
and cars sold on
'Monday' inspired by
their race version

NNL Style Model Car Show & Swap Meet

November 8, 2014 • 10:00am - 4:00pm • Smyrna Community Center • Smyrna Georgia

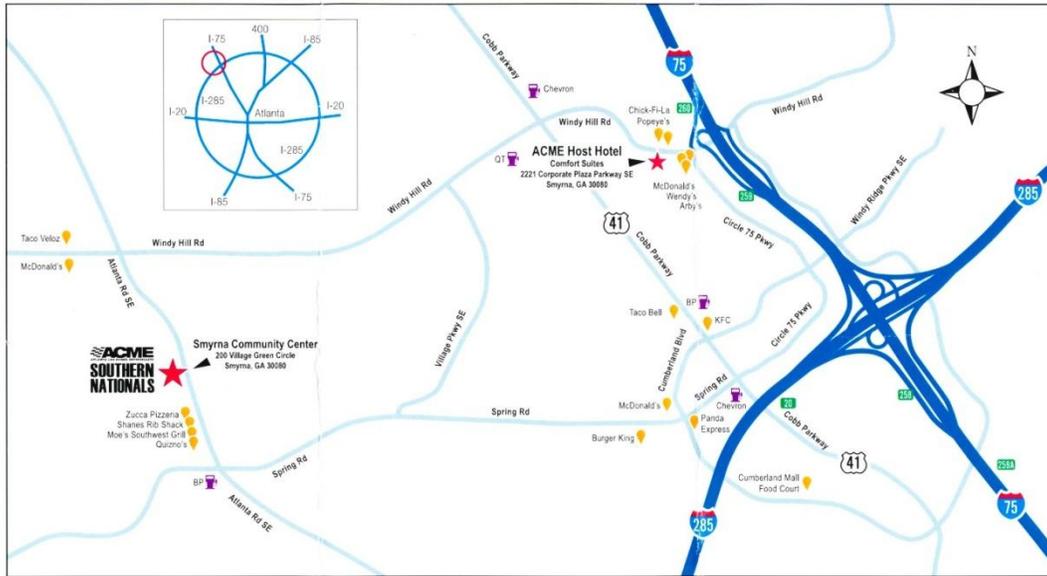
- The NNL is a non-judged event organized to promote fellowship among model builders. However, awards will be presented for Best in Show, Best Junior, etc.
- Model car categories include: replica stock, custom, tuners, street rods, various competition classes and others.
- The host hotel is a new, fully-renovated location right off I-75 and Windy Hill Road. Comfort Suites at 2221 Corporate Plaza Parkway S, Smyrna, GA 30080. Direct front desk phone (770) 541-1499 / Fax (678) 802-0549. For special room rate, mention the Group Code "ACME". A hospitality suite will be open to show attendees both Friday and Saturday evenings.
- 6' vendor tables are \$25 each.
- A "Make It-Take It" event is scheduled for children 12 and under to learn modeling skills. A FREE kit is provided (one per child per paid admission).
- We will offer an "Early Bird" admission pass at \$20 each. This will include entry to the contest.
- Entry Fee: \$8.00 to enter models into the show (unlimited).
- General admission is \$3.00. Children under 12 free with paid adult.

Vendor info:
ACME
P.O. Box 4288
Alpharetta, GA 30023-4288
www.acme-ipms.com
vendorinfo@acme-ipms.com

ACME
ATLANTA CAR MODEL ENTHUSIASTS

Revised 11.13. | preliminary flyer info subject to change

www.acme-ipms.com



NNL Style Model Car Show & Swap Meet

November 8, 2014 • 10:00am - 4:00pm • Smyrna Community Center • Smyrna Georgia

GMM Club Meeting: 25 Nov

GMM Club Meeting: 30 Dec or TBD



"That's all Folks!"