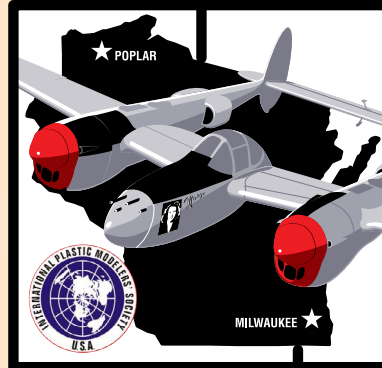


Volume 47
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RICHARD I. BONG CHAPTER



The Newsletter of Milwaukee, Wisconsin's Richard I. Bong Chapter, International Plastic Modelers Society • USA

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The Wingman newsletter is published
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Membership is Free

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Deadline for submissions is 10 days
prior to the next "General meeting".

General Meeting Friday, July 13 Water Stone Bank 6560 S. 27th Street
Doors open at 7:00 p.m. Meeting starts at 7:30 p.m.

Business Meeting Wednesday, July 18 at Baker's Square 4900 S. 76th St.,
Meeting begins at 5:30 p.m. • All members are welcome!

1/72 scale WWII American Aircraft Cavalcade

Three years ago, I came to an agreement with the EAA Aviation Museum to donate my buildup collection of 1/72 scale American military aircraft for display. I was quickly running out of space in my home for proper displays, and very few people ever got to see the models. Displaying models to the public is my mission - not winning contests, not even keeping my hands busy. To me, model airplanes are educational tools to display military engineering, heraldry, and history in miniature to others. The Museum staff and I tried to figure out what the best theme would be to start. Of course, World War II is military aircraft's greatest tale, so that became the plan. I had many models representing that era completed, but many more needed to be done to fully tell the story.

It didn't take me long to realize that I couldn't possibly finish the models needed within a reasonable time, so I assembled a team of modelers, mostly from this club, who could help me with the project. I provided the kits (most of them, anyway), and they built them into museum quality models. The result is 99 models in 1/72 scale representing nearly all the types that served in U.S. markings or with American pilots in foreign markings. We have now completed the collection, and we will have it on display at the July 13 meeting. Each model will be labeled with the individual modeler's name, too. We're gonna hog three tables set aside in the meeting room - don't worry, we'll also have other tables for showing your latest models as usual.

The WWII collection will be shipping out to Oshkosh probably in September. The museum is making special display cases for them and I would imagine all will be settled in by Christmas. I hope you appreciate the work of Chris Cortez, Chuck Davis, Joe Hegedus (Maryland), Paul Johnston, Andy Keyes, Mike Klessig, Jeff Neal, Will Reynolds (Colorado), Aaron Skinner, and Matt Walker, as much as I do. This team built 43 of the 99 models in the collection in just two years' time!

I hope to see you all at the meeting, and enjoy the show!

— Paul Boyer

Upcoming Events Compiled by Jim Erfert

July 23-29 • Oshkosh, WI

EAA Airventure Oshkosh 2018

August 1 • Phoenix, AZ

2:00pm to August 4, 2018 - 10:00pm, IPMS/USA National Convention 2018, Phoenix Convention Center, Phoenix, AZ 100 N. 3rd St, Phoenix, AZ, 85004

August 2-12 • West Allis, WI

Wisconsin State Fair!

August 5 • Crystal Lake, IL

IPMS/GTR NNL Contest & Swap meet. 9:00 am - 2:00 pm at the Algonquin Township building, 3702 US Hwy 14, Crystal Lake, IL 60014. Admission \$10. Contact: SteveJahnke@comcast.net for more info.

August 11 • Salem, VA

2018 Virginia Shootout. Salem Civic Center, 9:00am to 4:00pm EDT. 1001 Roanoke Blvd., Salem, VA, 24153, Greg Clower, gclower@aol.com

August 25 • Hunysville, AL

42nd Annual Model Show. Huntsville Jaycees Community Building, 8:00am to 4:00pm CD, 2180 Airport Road, Huntsville, AL, 35801 Skip Hassler, skipphas@comcast.net

August 25 • Liberty, MO

2018 Modelfest. Liberty Christian Fellowship Church, 1815 W Liberty Dr, Liberty, MO, 64068. 9:00am to 5:00pm CDT. Chris Searing, cdsearing@gmail.com

September 21-23 • Rockford, IL

WW2 reenactment 6799 Guiford road Midway village museum Rockford IL.

September 29-30 • Greenbush, WI

Civil war re enactment at the Wade House Historical site.

September 28-30 • West Allis, WI

Maker Faire, Wisconsin State Fair Park, <https://milwaukee.makerfaire.com/>

November 3 • Oshkosh, WI

21st Annual Winnebago Area Model Classic & Swap Meet. Oshkosh Hilton Garden Inn, Exit 116 East from Interstate 41. For More Information Call Don Molitor 920-420-1430 email WAMClassic@gmail.com Website WAMClassic.wix.com/wamc

January 19, 2019 • Darien, IL

Planes, Trains and Automobiles Plastic Model Kit & Model Railroad Swap Meet and Show Saint John Lutheran Church, 7214 Cass Ave. Darien, IL, 60561. 9 am to 3 pm, Approximately 6 blocks S. Of I-55 and Cass exit.

Flyers w/maps for these events are sometimes available at the general meetings or by calling me. Please take copies only if you plan to attend. The IPMS/USA website has info on most of these events. Check it out.

It is the last day of the month of June, 2018. The temperature outside is 95 degrees, Fahrenheit. There is no way that I will do outdoor activities. Summer Fest downtown is for young folks. So, I'm here in the air conditioning thinking about the events of the last 10 days or so.

Early last week, fellow club member, Joe Frischmann, came over to visit and talk about a project he was working on and having some trouble with. The project? A 48th scale P-51D by Revell. He was trying to paint the model red, white, and blue. And it was not working too well. I went sleepless that night, unable to come up with suggestions for him. So, later in the week, I drove over to Model Empire (7116 W. Greenfield Avenue, West Allis, WI 53214) and found an identical kit #85-5241 on their shelf for something around \$16. The logo on the bottom of the port side horizontal stabilizer of the model has the "C" in a circle and says Revell Inc 1977 CHINA. I figured that if I built this kit, I might be able to come up with some suggestions that would help Joe with his problems.

The kit has two different sets of exhaust pipes that make it easy to select an appropriate set of markings from the literally hundreds available, I chose the markings for "Nooky Booky IV" that was flown by Leonard K. "KIT" Carson of the 357th FG, 362ndFS. The serial number on the tail of this aircraft is 44-11622 indicating a 1944 production date.

What follows is a description of what I encountered during the assembly of this kit. The interior has an instrument panel with raised detail and a separate gunsight. The cockpit has a simulated wood grain floor. The seat has molded harness and a head rest. There is raised side detail on both cockpit interior walls on the inside of the fuselage halves. The lower part of the engine cowl is separate. And the upper surface of the port side wing has an open hatch covering the three machine guns. This hatch is not duplicated on the starboard side. The canopy which can be posed open or closed comes with separate upper and lower pieces and a windshield. Clear parts are typical of kits manufactured back in the '70s . . . you can see through them.

The first problem encountered was the fit of the cockpit interior. It's a guess or by golly proposition. I cut off the two male locating parts in the starboard fuselage interior. Then, I installed the tail wheel and glued the fuselage halves together. The seam all the way around was rough and required filler and sanding. "Bubble-up" of the plastic solvent would not have been sufficient. With no intention of showing the bottom portion of the engine, I installed the cover. The back portion of each corner of the cover were warped in requiring filler and sanding. The bottom portion of the canopy was a poor fit and required sanding. The radiator opening was a poor fit and required filler and sanding. The base of the radiator exhaust was molded with excess flash which required filler and sanding.

The interior was installed through the opening for the wing and without the locating male pegs, the interior went in with little trouble. FYI, the instrument panel fits about a

half inch forward up under the windscreen . . . further than I expected it to be.

The upper and lower parts of the wing fit together quite well after I removed all of the locating pins. The leading and trailing edges required just a little sanding and polishing. However, when the wing was fitted to the fuselage, 1/32nd inch gaps were found where the upper wings joined the fuselage. The gun hatch cover fits well, but is poorly molded with an irregular upper surface. I installed the wing using wing tip to wing tip rubber bands that reduced the gaps measurably.

The propeller, which comes with a nice shaft, has no keeper to prevent the prop from falling out if you do not glue it in. I like my props to spin. So, I had to invent a washer-like device that when glued to the end of the shaft, prevents the prop from falling out during transport or when spinning.

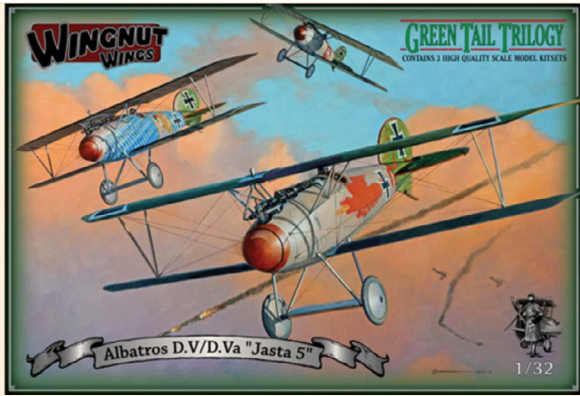
The landing gear struts come with circular mounting pins that fit into round holes in each landing gear well. The mounting pins are, perhaps one-eighth of an inch deep and give very little glueing surface to the weakest assembly in the kit. The mounting system does not provide guidance for the arrangement of the landing gear struts. When installed, they can be out of alignment as much as a half inch in any direction. I used the "eyeball" technique to install mine. While I did not assemble a jig to get the angles correct, I did use a straightedge to match the position of the wheels to the leading edge of the wings that insured their equality on both sides of the fuselage.

What remains now if for the model to be completed. I will use markings from Tamiya kit no. 61040. Paint is Tamiya TS-17 Gloss Aluminum with some panels by Metalizer. The rudder seen in WW2 vintage b/w photos is apparently not aluminum. Modern copies of this aircraft show the rudder painted an off-white with a white tip and trim tab. We'll see how that goes. Here's what she looks like as of this date:



That's it for this month. I will bring one box of Doc's kits for auction. We have not inventoried these kits. They are what they are.

—AJ



Ed VanBrabant



06/10/

The Trilogy Connection July Update

Things are progressing rather well, what with summer and all.

One of the things about the Albatross D.V/D.Va “Jasta 5” planes is that they all had a red border on the edge of the green tails. The kit supplies a decal to go around the empennage near the tail. But hey, what about the rudder and horizontal stabilizer? This would require some tedious and obsessive masking!

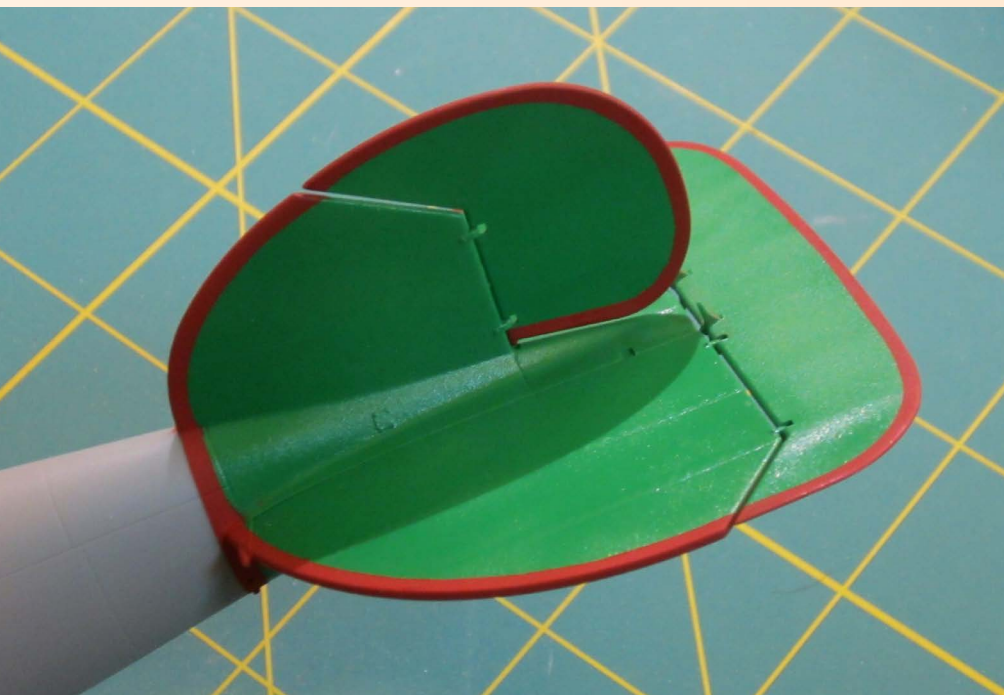
Jeff Neal to the rescue! Jeff came up with an idea to produce and print some vinyl masks to cover the pre-painted green tail surfaces, absolute Genius! Check out the photos, this is going to save a lot of time and masking aggravation! I can’t wait till I get to that part of the build.

—Jim



06

Jim Erfert



Jeff Neal

NOSE ART & SOME FACTS by Carlos Casteneda

WW II type nose-art was fueled by testosterone and reflected what was on the mind of 20 year old aircrews. Those guys were brought up in the hardships of the 20s and 30s and before the cultural overhaul of the post WW II days. Why it wouldn't be acceptable today is that PC is choking all aspects of American society. USAF pilots are leaving the service in droves largely due to the lack of leadership. PC, multiculturalism, and mandatory adherence to perceived equal opportunity issues are cited as the reason why—as much as lack of flying time and frequent deployments. Hope there's time to figure it out and can pull out of the nosedive.



Some really amazing facts about our early Air Force during WWII....if the art they put on their planes offends you, skip down to the FACTS....they tell a story that should never be forgotten...something the young know nothing about and may never if we allow their history book to be changed. Back in the day when America was in the “Big War” (WWII), these planes were flown by young boys. Political correctness was ‘go to war, break things, kill the enemy’. Apparently no one worried about nose art on the bombers. BTW, more airmen died in WWII than did Marines. At the bottom after the pictures there are amazing stats for the Army Air Corps in WWII.

Almost 1,000 Army planes disappeared en route from the US to foreign locations. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas. In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas. On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number “liberated” by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands.

Total combat casualties were pegged at 121,867. US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. The losses were huge—but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45. However, our enemies took massive losses. Through much

of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, reaching 25 percent of aircrews and 40 planes a month. And in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft. The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission. A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour. With arrival of new aircraft, many combat units transitioned in combat.

The attitude was, "They all have a stick and a throttle. Go fly 'em. When the famed 4th Fighter Group converted from P-47s to P-51s in February, 1944, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly '51s on the way to the target. A future P-47 ace said, "I was sent to England to die." He was not alone. Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: Of Jimmy Doolittle's 15 pilots on the April, 1942 Tokyo raid, only five had won their wings before 1941.

All but one of the 16 copilots were less than a year out of flight school. In WWII flying safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered. Bomber wrecks were fewer but more expensive.

The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours, respectively -- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2. The B-29 was even worse at 40; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to stand down for mere safety reasons..

The AAF set a reasonably high standard for B-29 pilots, but the desired figures were seldom attained. The original cadre of the 58th Bomb Wing was to have 400 hours of multi-engine time, but there were not enough experienced pilots to meet the criterion. Only ten percent had overseas

experience. Conversely, when a \$2.1 billion B-2 crashed in 2008, the Air Force initiated a two-month "safety pause" rather than declare a "stand down," let alone grounding. The B-29 was no better for maintenance. Though the R3350 was known as a complicated, troublesome powerplant, no more than half the mechanics had previous experience with the Duplex Cyclone. But they made it work.

Navigators:

Perhaps the greatest unsung success story of AAF training was Navigators. The Army graduated some 50,000 during the War. And many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet the huge majority found their way across oceans and continents without getting lost or running out of fuel --- a stirring tribute to the AAF's educational establishments.

Cadet to Colonel:

It was possible for a flying cadet at the time of Pearl Harbor to finish the war with eagles on his shoulders. That was the record of John D Landers, a 21-year-old Texan, who was commissioned a second lieutenant on December 12, 1941. He joined his combat squadron with 209 hours total flight time, including 2 in P-40s. He finished the war as a full colonel, commanding an 8th Air Force Group --- at age 24. As the training pipeline filled up, however those low figures became exceptions. By early 1944, the average AAF fighter pilot entering combat had logged at least 450 hours, usually including 250 hours in training. At the same time, many captains and first lieutenants claimed over 600 hours.

Fact:

At its height in mid-1944, the Army Air Forces had 2.6 million people and nearly 80,000 aircraft of all types. Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. The 2009 figures represent about 12 percent of the manpower and 7 percent of the airplanes of the WWII peak.

In Summation:

Whether there will ever be another war like that experienced in 1940-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones over Afghanistan and Iraq. But within living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

Secretary's Notes by John Plzak

Nine members attended the June business meeting. With President Paul Boyer not present a brief attempt at a coup was started but it quickly died due to general apathy and lack of anyone who desired to take over Paul's job.

The main event for the July meeting will be Paul Boyer's display of the US Aircraft of WWII. Paul and his helper builders have created a collection of all of the major types of US aircraft used in World War II in 1/72 scale. The collection consists of 99 models which will be donated to the EAA Museum in Oshkosh for display. While this will take up several display tables, we plan on having more tables than usual for display, so feel free to bring along your latest model as well. Also on the success of Al Jones' early Tamiya build project, he has decided to continue along the same lines with a early Fujimi kit contest. Al will bring several Fujimi kits to the meeting, and members can choose a kit to be built by a certain date (decided by Al). Al will award prizes to those that have their finished model at that meeting.

August will have a build it at the meeting night. In September we should have our second club auction for the year. In October we will have nominations for officers and a theme called your BOC Model. BOC stands for Box of Crap. Bring you worst kit to the

meeting and you'll get a few minutes to talk about it. November is the Annual club contest and December is our Christmas extravaganza and presentation of the contest awards. Along with all of these events we will have some mini auctions of Doc Funke's kits. There we go, this year is done.

That's all for this month. I'll see you at the meeting.

— JP

2018 Meeting Schedule

July	Paul Boyer Display
Aug	Build it at the Meeting
Sep	Club Auction
Oct	Officer Nomination, BOC night
Nov	Annual Contest
Dec	Christmas Party, Awards Presentation

Ed's Car Corner by Ed Doering



Kit Number – 24267-2400

Tamiya Peugeot 206 WRC (version 2003)

Scale 1/24 Skill Level 3

The Peugeot 206 WRC has enjoyed great success in the World Rally Championships since its first full year of competition in 2000, taking the Manufacturer's title three years in a row. The most compact machine in WRC, the Peugeot 206 is fitted with a 4WD, two liter turbo engine with longitudinally installed transmission.

With a short wheelbase and over hang, heavy parts are placed in the center of the car for optimum balance and maneuvering. Fitted with electronically controlled active differentials located in the front, center and rear of the car, it is able to overcome instability caused by high speeds or rough terrain.

Striving for a 4th Manufacturer's title, the Peugeot team incorporated an active anti-roll bar, which utilizes electronically controlled hydraulics to limit the roll of the car during cornering. Drivers are – M. Gronholm, the 2001 champion the 2003 season champ, and the 2000 & 2002 World Champion – R. Burns, asphalt specialist – G. Panizzi, and gravel specialist – H. Rovanypera.

In the opening race of the 2003 season in Monte Carlo, the car featured new livery based on the red of the main sponsor – Marlboro. M. Gronholm took victories in rounds 2, 4, and 5, while R. Burns

obtained 2nd place in rounds 3 and 4, with the Peugeot 206 WRC taking the points lead in both the driver's and manufacturers Championship by mid-season of 2003.

The Tamiya Peugeot 206 WRC (Version 2003) comes in the familiar tray like box, with colorful box art depicting the 2003 version of the machine. Unfortunately, due to Europe's tobacco banning, the kit does not include the Marlboro markings, replaced instead by sub-sponsor Total, and Clarion. Still, the car remains simple in its red and white colors.

There are one large, flash-free white tree, one medium sized, and one small white tree, while another large, black tree of parts makes up the kit, along with a bag of tires, clear parts, chrome tree, and decals. A nice touch is a set of masks for the windows.

The instruction booklet is a fold out, large type, displaying 15 assembly blocks, plus the back page decal placement guide. The decals offer you 3 choices of drivers, for cars # 1, 2 or 3.

There is quite a bit of detail painting of parts to be done before assembly. All the paints needed are listed in a paint guide above assembly block 1.

Starting with the frame, block 1 has you install the exhaust pipe, with some small sensors onto the frame pan. There is partial representation of the lower half of an engine molded onto the frame pan, which should be masked and picked out.

The front and rear differentials are then added in block 2.

Block 3 deals with construction of the front wishbone suspension, along with the front shocks and brake discs.

Moving to block 4, the wishbone suspension and shocks/brakes built in block 3, are then added, to the front of the frame pan. The kit allows for poseable front wheels, via a snap-on tie rod.

Likewise, in block 5, the rear wishbone suspension is constructed, along with the rear shocks, and brake discs.

As before, the rear suspension you constructed in block 5 is then attached to the rear of the frame pan, in block 6. A special note is given showing how the rear shocks & brake discs must seat with the wishbone arms.

You will need to make a decision in block 7 as to whether or not you want to glue on the protective underguards for the frame. There's too much good detail to be seen, to warrant covering it all up, so I'd display these parts next to the completed car.

Turning the frame over to the topside, block 8 concerns initial building of the interior. The front radiator is added, along with pedals, fire bottles, shifter, and rearmost section of the roll cage.

In block 9, the 2 seats are added. Decals for the seat and shoulder harness are included for both seats, along with Hahn device headrest parts – a nice touch! The rear fuel cell, and tops for the shock towers are also added. Then, the wheels get inserted into their tires, which have a nice tread pattern.

In block 10, the multi-piece steering wheel, and steering column are added to the dash. Then, the rear spare tire's added to the frame, and the side roll bars are added to the sides of the frame. The roll cage features nice gussets.

In block 11, the side door panels get added, and the top section of the roll cage is added.

In block 12, we start working with the body. A note is given on how to cut the included mesh screen for the grille openings. Using the included masks, the one-piece window glass is masked off and the window frames painted. Front airdam lips are also added to the nose of the car, along with headlamp nacelles, and the lower airdam lip.

After applying the Michelin tire decals to the tires, the wheel/tire assemblies are placed onto the car, in block 13.

In block 14, instructions show you how to mate the body to the completed rolling chassis. The front of the chassis inserts first.

In block 15, the rear, multi-piece wing is constructed, and badges, mirrors, antennas, and roof scoops, plus tail lights, are all added.

This completes construction of the model. All that's left is to refer to the decal placement guide, to decal the car in the driver/number of your choice.

Nothing is overly complicated in this kit that I'd rate at Skill Level 3. Assembly blocks deal with only a few parts, making for ease of assembly.

As noted, the Marlboro decals are absent from this kit. However... hunting on the Net, I found a company called – RALLYE MINIATURE SARL SERVENT, which carries a decal sheet # 627, for the Peugeot 206 WRC of the 2003 season driven by Panizzi, at the Catalogne race, including the Marlboro logos, and decals for the white trim on the car. Also, numbers 1, 2, and 3 are included for the car of your choice. The decals appear to be hi-quality, and include photos to aid in decal placement, making for a very eye-pleasing model.

WRC is gaining in popularity worldwide. With it's simple red and white livery, and the high level of detail expected in any Tamiya kit, plus their precise fit of parts, this kit will make a welcome addition to any collection. Try one, and have fun!

—ED

There were 31 model Information cards filled out. Please make sure you fill out the Model Information cards. **Please fill them out clearly.** I enter what I can read and my eyes aren't what they used to be. **Also please leave them on the display table.** The format of this list is: Modelers name, Item being displayed, Kit Manufacturer and Scale.

*Editors Note: In an effort to show more club models I have added more pages of finished models.
If you do not see your model it is because I could not see the name card associated with the model in the photo.*

Mike Scharf M31 Tank Recovery Vehicle Takom 1/35

Dave Hansen Hawker Hurricane Mk.IIc Matchbox 1/72,
Boulton Paul Defiant Airfix 1/72

Larry Schramm B-17F H.K. 1/32

Chris Oglesby Jeep ? 1/24

Paul Boyer Consolidated B-24D Leberator Hasegawa 1/72,
N.A. B-25C Mitchell Airfix 1/72

Wayne Mueller Cher. C30A G.S. IBG Models 1/35, 25PDR
Gun & Quad Gun Tractor Tamiya 1/35

John Clancy Orion Schuttle uhu02 ?, Battle of Britain - Ger-
man Scissors and Planes 1/100, Battle of Britain - English
Scissors and Planes 1/100

Art Giovannoni F6F-5K Hellcat Hasegawa 1/72, & Clark
Farrell P-47D Hobby Boss 1/48, Nakajima Ki-44 (Tojo)
Tamiya 1/50

Chris Cortez F5-E Kitty Hawk 1/48, Ki-43 (Oscar) Tamiya
1/50

Jeff LaMott Pebbles Filmy's Girls 1/5

Phil Pignataro F-5E USN Agressor Italeri 1/72, F-5E Swiss
AF Italeri 1/72, Spitfire MK-1B Tamiya 1/72

Jim Zeske P-51D - SNA Revell 1/32,

Don Cosentine TFI Vampire Airfix 1/72

Dean Hervat Spitfire Hasegawa 1/48, Hellcat Hasegawa
1/32, Spitfire Airfix 1/48

Al Jones Bf 110E Eduard 1/48

Vic Rood 59 Chevy Impala Revell 1/25

Tom Foti M48 Brave Tiger Takom 1/35

Ed Doering 1995 Opel Calibra Tamiya 1/24

Jay Wichmann Lancastria Sinking Airfix 1/600

Steve Cook F-14B Hobby Boss 1/72



John Clancy German Scissors and Planes 1/100



John Clancy German Scissors and Planes 1/100



John Clancy English Scissors and Planes 1/100



John Clancy English Scissors and Planes 1/100



Chris Cortez Ki-43 (Oscar) Tamiya 1/50



Steve Cook F-14B Hobby Boss 1/72



Art Giovannoni & Clark Farrell P-47D Hobby Boss 1/48



Art Giovannoni F6F-5K Hellcat Hasegawa 1/72



Phil Pignataro F-5E USN Agressor Italeri 1/72



Phil Pignataro F-5E Swiss AF Italeri 1/72



Spitfire MK-1B Tamiya 1/72



Greg Waldo TONY Tamiya 1/50



John Clancy English Scissors and Planes 1/100



Art Giovannoni Nakajima Ki-44 (Tojo) Tamiya 1/50



Larry Schramm B-17F H.K. 1/32



Dean Hervat Hellcat Hasegawa 1/32



Dean Hervat Spitfire Airfix 1/48



Al Jones Bf 110E Eduard 1/48



Don Cosentine TFI Vampire Airfix 1/72



Jim Zeske P-51D - SNA Revell 1/32



Paul Boyer Consolidated B-24D Liberator Hasegawa 1/72



Chris Cortez F5-E Kitty Hawk 1/48 (WIP)



Dean Hervat Spitfire Hasegawa 1/48



Paul Boyer N.A. B-25C Mitchell Airfix 1/72



???



Dave Hansen Boulton Paul Defiant Airfix 1/72



Dave Hansen Hawker Hurricane Mk.IIc Matchbox 1/72



Tom Foti M48 Brave Tiger Takom 1/35



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Dennis Tennant ???



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



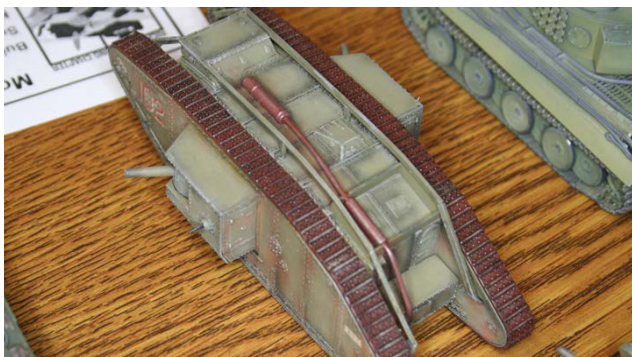
Wayne Mueller Cher. C30A G.S. IBG Models 1/35



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Doug Chaltry Armor collection 1/72



Mike Scharf M31 Tank Recovery Vehicle Takom 1/35



Wayne Mueller 25PDR Gun & Quad Gun Tractor Tamiya 1/35



Ed Doering 1995 Opel Calibra Tamiya 1/24



Vic Rood 59 Chevy Impala Revell 1/25



Jay Wichmann Lancastria Sinking Airfix 1/600



Jeff LaMott Pebbles Filmy's Girls 1/5



John Clancy Orion Shuttle uhu02 ?



Chris Oglesby Jeep ? 1.24

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BADGER MILITARY COLLECTIBLES SHOW

August 3 & 4, 2018

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HOURS:

Friday 3-8 pm • Saturday 9 am - 4 pm

Vendor Setup: Thurs. 4-8 pm, Fri. 8-3 pm, Sat. 7:30-9 am

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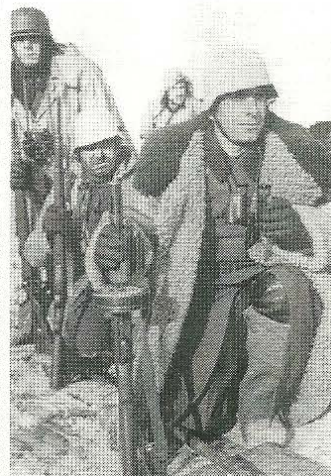
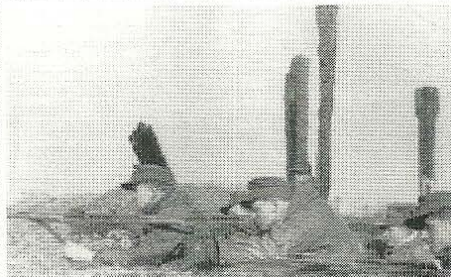
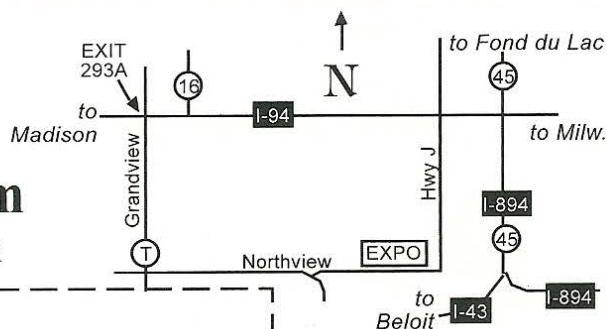
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2 Admission badges per group.
 Extra Admission badges \$50
 each. Admission badge needed
 for setup entry.





11th Annual IPMS/GTR NNL Contest & Swap Meet August 5, 2018

Theme: Crazy 8's - [any car associated with the number "8"]

Subtheme: Asian Invasion - [any Asian themed car]

The Summer NNL will be held on Sunday August 5th 2018 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM. Also we raffle off some nice prizes.

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles/ Miscellaneous Juniors	All scales	All types
	All scales	[Under 16 years] all models
Curbside	All scales, all types	Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: Crazy 8's	All scales	
SubTheme:		
Asian invasion	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: SteveJahnke@comcast.net

[GTR Auto Modelers Group page on Facebook](#)