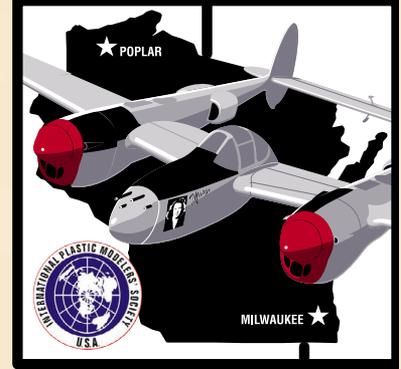


Volume 48
Issue 3

March
2019

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
monthly by the R.I. Bong Chapter,
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All contents of the Wingman are for
the enjoyment of the members.

Permission to reprint any material
is not required, but please credit
"IPMS Richard I. Bong Wingman."

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

General Meeting **Friday, March 8** Water Stone Bank 6560 S. 27th Street
Doors open at 7:00 p.m. Meeting starts at 7:30 p.m.

Business Meeting **Wednesday, March 13** at Baker's Square 4900 S. 76th St.,
Meeting begins at 5:30 p.m. • All members are welcome!

Auction Time!

Our semi-annual kit auction is coming up for our March 8 meeting, and if you are like me, you'll be looking forward to great deals on some of newest and best plastic aircraft and armor kits, along with a smattering of ships and cars and miscellaneous modeling materials. Our main sponsor reports a decline in the number of samples coming to them, and that means fewer being passed on to the club. To pad the booty locker a bit, I'll be donating a few kits from my personal collection, and a few other members may be doing the same. As long as we can keep the kits circulating to our members and benefit the club's treasury, it's all good.

Chris Oglesby will be displaying some of his uniform collection in the lobby during the March meeting as well. He'll be available to provide information (could that be "uniformalion"?) and answer your questions, too.

I don't know about you, but I've just about had it with winter! But it has got me thinking about some of the conventions coming up. You may be reading this just before, or just after the Region 5 Convention being held in Madison, March 2. Then there is always NIMCON in Crystal Lake, IL June 22, and the biggie, the IPMS/USA Nationals in Chattanooga, TN August 7-10. That's a long day's drive (southeast of Nashville) and near Huntsville, AL where there is a nifty space and rocket center and museum. That's got me thinking. Hmm

— Paul Boyer

Upcoming Events Compiled by Jim Erfert

March 2 • Madison, WI

Mad City Modelers 24th Annual Show & IPMS Region 5 Contest. Crowne Plaza, 4402 East Washington Ave. Madison, WI 53704

March 3 • Appleton, WI

Valley Aero Modelers 34th Annual Everything RC Swap Meet & Auction, Monarch Gardens, Appleton, 2311 West Spencer Street Appleton WI 54914.

Contact info: flyvam670@gmail.com Website: <http://www.FLYVAM.com> or [facebook.com/flyvam](https://www.facebook.com/flyvam)

March 9 • Indianapolis, IN

Roscoe Turner Chapter/IPMS Indianapolis Contest and Swap Meet. Raymond Park Middle School, 8575 East Raymond Street, Indianapolis, IN, 46239

Andy Leffler, 317-493-0884, deafpanzer@gmail.com

March 16-17 • Fairmont, MN

12th Annual South Central Modelers Show and Model Contest Five Lakes Center, 334 S. State St., Fairmont, MN, 56159. Dan Bauer, 1-507-822-3938, cinderjoe@hotmail.com

April 13 • Waukesha, WI

AMG NNL #27 The Excellence Center, N4 W22000 Bluemound RD, Waukesha, WI

Tom tnowak@wi.rr.com or Scott scottiek1@charter.net

April 27 • Milwaukee, WI

Shep Paine Classic Model Art Show
Clement Zablocki Veterans Admin Medical Center
Domiciliary (doms 123)

5000 W. National Ave. Milwaukee, WI. Michael A. Luedke, show manager. 262-567-9147, americamodelers@gmail.com

May 4 • Eagle River, WI

Northwoods Scale Model Phanatics 6th Annual "Spring in the Pines" Model Contest and Swapmeet. Eagle River Masonic Lodge, 610 E. Division St. Eagle River, WI 54521

Tom Foerster, 715-479-4988, foerstertm@yahoo.com

May 17-19 • Manitowoc, WI

The 43rd Midwestern Model Ships & Boats Competition. Wisconsin Maritime Museum, Manitowoc, WI 54220

www.wisconsinmaritime.org/special-events/midwestern-model-ships-boats-contest-and-display/

June 22 • Crystal Lake, IL

Eighth Annual Northern Illinois Model Contest (NIMCON 8). McHenry County College, Crystal Lake, IL 60012

www.lakesregionmodelers.com

July 27-28 • Milwaukee, WI

Milwaukee Air & Water Show
Milwaukee Lakefront

Aug 4 • Crystal Lake, IL

GTR Summer NNL, Algonquin Township Building, Crystal Lake IL

August 7-10 • Chattanooga, TN

IPMS/USA Nationals, Chattanooga Convention Center 1150 Carter St., Chattanooga, TN, 37402 Michael Moore, 423-596-5130, mmoore1132@gmail.com

September 21-22 • Rockford, IL

WW2 reenactment
Guiford Rd. Midway Village, Rockford IL.

September 28-29 • Greenbush, WI

Civil War reenactment
Wade House, Greenbush, WI

October 11-12 • Schaumburg, IL

MMSI Chicago show 2019
Chicago Marriott Schaumburg, 50 N. Martingale Rd. Schaumburg, IL 60173

October 26 • Oshkosh, WI

Winnebago Area Model Classic, Scale Model Show & Swap Meet. Hilton Garden Inn – Oshkosh, 1355 West 20th Ave. Oshkosh, WI

www.facebook.com/wamclassic, wamclassic.wixsite.com/wamc/, wamclassic@gmail.com

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.

Jones' Ramblings by Al Jones

I don't know how the word got around; but, I sure had a busy day on the 19th responding to emails and telephone calls about my 80th birthday. Many thanks to all my good friends . . . and relatives . . . who called or sent Birthday wishes. Now that that is over, we can get on to more fun and important stuff.

First, I said I wasn't going to do it . . . BUT, I did it. I took on one more FSM kit review. Dora Wings . . . it has been a real stretch so far. It looked like a 20 hour kit before I started. After I started it, I find that I already have more than 20 hours in it and still have a long way to go. This will be the last one, I promise.

At the SWAMPS meeting last Friday, the guys were talking about new sprue cutters that are manufactured out in the far east that I had never before heard about. Jim Zeske had a couple of pairs of cutters out of China that had a very shallow and sharp cutting blade on one side and a flat receiver surface on the other side. The back side of the cutter appeared to be perfectly flat. He let me cut the sprue on a kit part to test this new tool. I have to admit that while I did not have much faith in what it would do (I really like and use exclusively my XURON shear sprue cutter), this new tool cut very clean leaving just a very fine mark on the kit part. That's the whole idea, you know, to cut the sprue so that as little as possible is left to clean up in the area of the cutting. Impressive!!!

Well, my curiosity was piqued. Jim told me that he had acquired his cutters thru the internet. I'm not a real fan of internet business and told him so. Then he told me that Hiawatha Hobbies out in Waukesha has in stock all of the Tamiya tools and products and that they have a new Sprue Cutter, the No. 123 Tamiya Craft Tools Sharp Pointed Side Cutter which I immediately purchased. Now, before we get too excited, this new tool was rather expensive. I had to pay a nice collectible 1922 Silver Peace Dollar; at least, it was about that value. I have not yet had a

chance to use this new sprue cutter as the purchase was made yesterday, and today, I'm here at the computer instead of being in the model shop. I will say this, upon close examination, I found that this cutter is not a shear and that both blade are sharpened . . . not exactly like the cutters Jim showed me. Anyway, down the road, I will have further comments on my reactions to this new tool.

This model, done some time ago, holds down the top of my rifle cabinet



And, there's always a place for a BF-109 that also holds the top of the rifle cabinet.



The Fujimi Contest ends on March 8. Awards are ready for distribution. See you on the 8th

— Al

The Trilogy Connection

March Update

Hi people, I didn't do a Trilogy update last month due to all kinds of life circumstances, work, weather, health, etc., etc., I think it has been a year since we set off on this Trilogy journey and since we only meet on Sunday mornings, I think much has been accomplished.

Jeff Neal has finished his Albatross and has it stashed away to be unveiled along with mine and Eds. He has currently moved on to Great Wall Hobby's P-61. Working on the cockpit he has only "misplaced" (I can't say lost because we found them YAY!) a few of the obsessive details

Ed VanBrabant has gotten to the decal stage and after some fear and trepidation (and some deliberation with Jeff and me) over the very colorful and intricate multi-part Dragon scheme things are looking good.

As for Jim Erfert well...I find myself bouncing back and forth between the Pfalz DIIIa and the Albatross. After doing a paint strip and repaint and change of schemes, all I need to finish the Pfalz is the rigging, prop and final assembly. The Albatross has most of the cockpit and engine stuff underway and as soon as that's done I can try to catch Ed! (I think I'll have to hide his decals.)

And a special mention to Dennis Tennant, whose sporadic visits are always a welcome (and usually silly) addition to our build sessions.

We're all having a good time. Hope you are too. Take care,

—Jim



Secretary's Notes by John Plzak & Paul Boyer

Once again my work interfered with my attendance at the February business meeting, so Paul Boyer kindly wrote up what took place at the meeting.

Six Bong members made up the "board" at the February business meeting. We discussed the club treasury and upcoming expenses (none pending) and revenue coming from the upcoming kit auction. With the realization of the decline in the number of kits coming from our sponsor, several board members mentioned donating a few kits to fill out the auction. So for the March 8 meeting, we will have the semi-annual auction as the main event. Also, Chris Oglesby will display military uniforms from his collection in the lobby. We felt this is certainly appropriate from a research standpoint, and it is an interest shared by many members. In that light, we decided to select a "bring in your uniforms" theme for the August meeting.

The club plans on sponsoring trophies at the National Convention held in Chattanooga, TN, in August. Our August meeting will be held on the same weekend, so we may miss some of our members that month.

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

— JP

2019 Meeting Schedule

Mar	Auction, Al's Fujimi contest
April	Build it at the meeting
May	Helicopters
June	Tank night
July	Fords (Autos, Trucks, and Airplanes)
Aug	Bring your Uniforms

Ed's Car Corner by Ed Doering



Kit Number 85-4280
Monogram '58 Ford Thunderbird Convertible 2-in-1
Scale 1/24
Skill Level 2

For this month's review, I thought I'd do something a little different. Having just watched the 2019 "Daytona 500", in which they showed archival photos of the very first "Daytona 500", in which it was originally thought that #73 – Johnny Beauchamp, driving a 1959 Ford T-bird, had won the event.

While as far as I know only AMT ever released the 1959 Ford T-bird, Monogram has their 1958 T-bird, and the differences are so slight, that I thought about doing an article on how simply a modeler can build one of these racing 1959 T-birds.

While the Monogram kit gives you a choice of building the model "factory stock" or a special "customized" version, we'll be building a lot of the kit via the stock version, with special racing equipment available from aftermarket sources.

1958 marked the debut of the second generation of the Ford Thunderbird. The original two seater had been replaced with a larger, more luxurious version, and like the original, it was a smash hit. The car was not only beautiful in its stock form, it was a show-stopper when a few custom touches were applied.

In the world of Nascar stock car racing in 1959, teams were all gearing up for the inaugural "Daytona 500", at the newly built banked super speedway.



The famous team of John Holman and Ralph Moody, forever known to the racing world as Holman-Moody, prepared and entered six T-birds. To fill the field, Bill France, Nascar's president, allowed sports cars, such as the T-bird, to enter, which could be powered by the huge Lincoln 430 cubic inch motor.

As Moody remembers... "the cars were a handful to drive. Everyone had a fit. They didn't want to run against it. They said we were crazy as hell, and that we were going to blow everyone else away".

"Handling was terrible, with the huge, low-revving Lincoln engine mounted way up front".

But the car produced one of the most dramatic finishes in the history of Nascar as the unknown Johnny Beauchamp and his #73 T-bird ran second to Lee Petty's #42 1959 Oldsmobile, in a photo-finish that wasn't decided for nearly three full days.

Holman-Moody's car preparation was getting the attention of Ford brass, because despite the AMA ban, a T-bird nearly won the "Daytona 500". Ford did some investigating to discover just who built and prepared these T-bird race cars, and found it was Holman-Moody. Holman purchased a bunch of scrap T-bird parts from Ford's Atlanta assembly plant, and nearly won the biggest stock car race of the year.

Ford officials were amazed, and the performance certainly put Holman-Moody in good stead when the AMA ban came to an end. And when Ford returned to the sport in 1962, Holman-Moody, which had operated for five years without a legal document, finally incorporated.

For those seeking more info on the famous Holman-Moody race team, I highly suggest getting the book – HOLMAN-MOODY: THE LEGENDARY RACE TEAM by Tom Cotter and Al Pearce. Copies can be found used at low prices via amazon.com.

So, let's get into building one of these racing T-birds.

There are 13 assembly blocks to build this kit. A paint guide is given on the front page of the usual fold-out instruction booklet. All the paint colors are

easily available at hobby outlets, and don't forget to use Metalizers too.

Most of the racing T-birds came in basic white, directly from Holman-Moody, so some gloss "Classic White" should be used here.

The kit consists of flash-free parts, mostly molded in white, with a chrome parts tree, red tail lights tree, and rubber tires. I found few mold seams or ejector pin marks thru-out this kit. A decal sheet's included, bearing decals for the stock and custom versions.

As noted, we'll be mostly dealing with the "stock" assembly version of the kit, and assembly block 1 deals with building the engine. The engine passes well as a 430 Lincoln. The two block halves are assembled, and the cylinder heads are added. There is room on the heads for drilling out plug holes for wiring this motor. The oil pan's molded to the block halves, creating an unsightly seam, which will need to be sanded out, or filled with a bit of putty, or "Mr. Surfacer". To replicate the race motor, use the standard 4-barrel intake manifold, and stock valve covers.

The two exhaust manifolds should be painted with Metalizer Burnt Iron, and the oil filter, coil, pulley assembly and fan, and fuel pump are all added. A distributor is given in the kit, but a much better choice is to acquire a pre-wired ignition/distributor, and drill out the plug holes on the heads for wiring. One could also hunt up a 4-barrel intake manifold, and acquire a resin 4-barrel carb, or use the 4-barrel carb from a Polar Lights Torino Talledega kit, or Mercury Cyclone kit.

When the motor's completed, it is inserted into the frame pan, and an engine support piece helps hold it in position in the forward area of the frame pan. Look carefully on the frame pan for the two engine mounts.

The kit's wheels and tires will not pass for a racing wheel and tire. So, I suggest getting Nascar wheels and tires made by Plastic Performance Products. Choose the 1960s era tires, and Holman-Moody wheels from either MIKE'S DECALS, or SOUTHERN MOTORSPORTS HOBBIES, both on-line aftermarket parts sites. Also... for the roll cage, I have found the cage from AMT's 1949 Ford kit, or a PPP cage from the dealers mentioned above, will work quite well.

Your front wheel/tire choice is then mounted to the kit's front axle piece, and when dry, the two front springs are added to the sockets in the front axle piece. The springs must be glued straight and level, and left to dry well before proceeding on. When dry, the assembly gets the two "A" arms added to it, and then the whole front suspension gets glued to the front of the frame pan. The front of the frame pan has hole sockets in which the springs seat. This completes all of assembly block 1.

In block 2, your rear wheel/tires are made up,

and joined to the rear axle. Allow plenty of drying time. A simple rear end stiffener can be made from strip plastic, and joined to the top of the rear differential. Then, the right and left trailing arms receive their rear springs. Be sure to note how they go into the trailing arms – follow the diagram drawing here. The two rear shocks are also added. One can also hunt up another pair of rear shocks to add, as Nascar racers of the late 1950s ran dual shocks on all 4 wheels.

The rear sway bar is also added to the rear end. For your exhaust dumps, you can very easily just cut off the rearmost portion of the kit's exhaust at the area where there is a horizontal brace, just before the exhausts dip down to tie into the mufflers. This will replicate a straight-thru exhaust dump system. It's then attached to the two exhaust manifolds, and anchored to the frame.

In block 3, the battery gets added to its place within the inner fender well. Leave out the heater, as these were removed for racing. The radiator gets mounted to the molded in front radiator wall.

In block 4, we deal with head lights and tail lights. One can sand off the light pattern on the included clear head lights, or if you have a punch set, you can punch out small circles, to use as head light covers. Or, one can use the head light covers given in the 1964 Petty Plymouth racer kit, by either Lindberg/Model King, or AMT.

For the tail lights, one can use the chromed left and right backings in the kit, and either use the red tail lights, or leave them off. Some racers actually had the red tail lights on the car – it's your choice here. The stock rear bumper also gets added here.

In block 5, we start interior assembly. The left and right vent frames and windows are made up, and then attached to the right and left doors. When dry, the left and right door panels get added. When both door assemblies are dry, they get inserted into the slots within the sides of the body. There are 2 curved hinges which insert into the body, and then a hinge plate is glued over the hinges to hold your door assemblies in place.

You only need to make one seat. Glue the seat back to the seat, and add the seat belt. You will need to hunt up a shoulder harness, and I suggest using the one from the AMT 1956 Ford kit, or AMT's 1964 Mercury Marauder. Then again... some racers only used the lap belt, so it's your choice. When your seat is assembled, glue it to the interior floor piece.

The custom console is NOT used. You can use the column shifter, included on the kit's steering column. A rear panel is then placed behind the seat, but it'll need a top cover added to cover the rear seat area.

One can easily be made from sheet plastic.

Again, we omit any of the custom assembly blocks, and at this point, the body is placed over the completed rolling chassis in block 8.

Block 9 leads us to building up the dash. The instrument panel gets added, plus the chrome panel, the pedals are also added here, and the steering column receives the steering wheel. Again, there already is a column shifter on the steering column. Be sure to remove the horn ring from the steering wheel. When your dash is completed, it gets placed in the curved front area of the interior/body.

In block 10, we work with the front grille. Do NOT add the grille guards or the parking lights.

Block 11 deals with the windshield frame, and clear windshield. Glue for clear plastic parts should well be used here. Do NOT add the sun visors. When your windshield assembly is complete, it gets added to the area of the dash. There are 2 pins on the windshield that fit into holes in the dash area. Also, the overflow tank gets mounted to the engine here.

At this point, your roll cage can also be glued to the interior floor.

The T-bird was raced in both the convertible or hardtop forms. For the hardtop, do NOT add the Landau trim to the top, just add the rear window, again using clear plastic glue. Also, do NOT add any antenna, side mirrors, or hood/fender ornaments, as these were all removed on race cars. This completes block 12, and your model's now complete except for decals.

I know Fred Cady produced decals for the white car #6 of "Cotton" Owens – the Friendly Ford Dealers car. He also did the decals for the #73 Johnny Beauchamp car. There may also exist decals for other T-bird race cars, via searching the NET.

As you can see, with only very minor modifications, one can easily transform this kit into a late 1950s Nascar racer. The kit's rated at Skill Level 2. Nothing in this kit presents any real problems in assembly. In each assembly block, you deal with no more than 3 parts, making assembly rapid and easy.

If you're a fan of Vintage Nascar race cars, pick up one of the Monogram 1958 T-birds, and try building it into a Nascar racer. As always... have many happy building hours.

—ED

There were 41 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.

Chris Clark Fiat Abarth Tamiya 1/24, Audi Quattro Tamiya 1/24, Alpine A110 Tamiya 1/24

Andy Keyes Fairey Albacore Trumpeter 1/48

Phil Pignataro Spitfire MK 1 Tamiya 1/72, Mig-21F-13 Revell 1/72

Ethan Smith F-14A Tomcat Tamiya 1/48

John Clancy European Backhoe & Transport ? 1/24 (Paper)

Al Jones P-51D-10-NA Tamiya 1/48, P-51D-20-NA Tamiya 1/48, P-51D-15-NA Tamiya 1/48, Honda RA272 Tamiya 1/20

Jon Hergenrother Fiesla Storch Tamiya 1/48

Mike Klessig Tu-128 Fiddler Trumpeter 1/72, Skyray Tamiya 1/72, Porsche 934 RSR Tamiya 1/24, Porsche 911 GT-Z Tamiya 1/24

Walt Fink Bellanca J-300 Dora Wings 1/72

Pat Hahn (U.K.) S.E.5. A Lindberg 1/48, Prinz Eugen Tamiya 1/700, USSR KVIC Tamiya 1/35

Dave McCarty Schwimmwagen Tamiya 1/35

Paul Johnston Porsche Boxter Tamiya 1/24, Audi Sport Quattro SI(E2) Aoshima Beemax 1/24

Dennis Tennant Abrams M1A2 Tamiya 1/48

Rick Hoffman ISU 122 Ogonjek 1/30

Larry Schramm Assorted Tamiya 1/48

Ed Doering 1948 Ford Revell 1/25, Toyota TS-020 Tamiya 1/24

Tom Foti Mig-21 MF Eduard 1/72

Chris Cortez M1017 & Bulldozer Takom 1/72, Moon Bus Mobeus 1/50, Good Custome Bandia 1/72

Vic Rood 1934 Ford Pickup AMT 1/25

Jeff LaMott Werewolf of London Geometric 1/4

Steve Jahnke GM Mako Shark Revell 1/25, Corvette Revell 1/25

Dave Hansen "Light" Cruiser Kumano Tamiya 1/700

Bruce Szewczuga SU 25 Frogfoot Monogram 1/48

Art Giovannoni A6M2b Zero Tamiya 1/72, A6M3/3a Zero Tamiya 1/72



Art Giovannoni A6M3/3a Zero Tamiya 1/72



Art Giovannoni A6M2b Zero Tamiya 1/72



Ethan Smith F-14A Tomcat Tamiya 1/48



Andy Keyes Fairey Albacore Trumpeter 1/48



Phil Pignataro Spitfire MK 1 Tamiya 1/72



Phil Pignataro Mig-21F-13 Revell 1/72



Bruce Szewczuga SU 25 Frogfoot Monogram 1/48



Larry Schramm Assorted Tamiya 1/48



Larry Schramm Assorted Tamiya 1/48



Larry Schramm Assorted Tamiya 1/48



Larry Schramm Assorted Tamiya 1/48



Larry Schramm Assorted Tamiya 1/48



Mike Klessig Skyray Tamiya 1/72,



Mike Klessig Tu-128 Fiddler Trumpeter 1/72



Jon Hergenrother Fiesla Storch Tamiya 1/48



Al Jones P-51D-15-NA Tamiya 1/48



Al Jones P-51D-20-NA Tamiya 1/48



Al Jones P-51D-10-NA Tamiya 1/48



Pat Hahn (U.K.) S.E.5. A Lindberg 1/48



Walt Fink Bellanca J-300 Dora Wings 1/72



Dennis Tennant Abrams M1A2 Tamiya 1/48



Chris Cortez M1017 & Bulldozer Takom 1/72



Rick Hoffman ISU 122 Ogonjek 1/30



Chris Oglesby M1114 HMMWV Bronco 1/35



Dave McCarty Schwimmwagen Tamiya 1/35



Pat Hahn USSR KV1C Tamiya 1/35



Steve Jahnke Corvette Revell 1/25



Steve Jahnke GM Mako Shark Revell 1/25



Paul Johnston Audi Sport Quattro SI(E2) Aoshima Beemax 1/24



Paul Johnston Porsche Boxter Tamiya 1/24



Al Jones Honda RA272 Tamiya 1/20



Ed Doering Toyota TS-020 Tamiya 1/24



Chris Clark Fiat Abarth Tamiya 1/24



Chris Clark Alpine A110 Tamiya 1/24



Chris Clark Audi Quattro Tamiya 1/24



Ed Doering 1948 Ford Revell 1/25



Mike Klessig Porsche 911 GT-Z Tamiya 1/24



Mike Klessig Porsche 934 RSR Tamiya 1/24



Jeff LaMott Werewolf of London Geometric 1/4



Chris Cortez Moon Bus Mobeus 1/50



John Clancy European Backhoe & Transport ? 1/24 (Paper)



Chris Cortez Good Custome Bandia 1/72

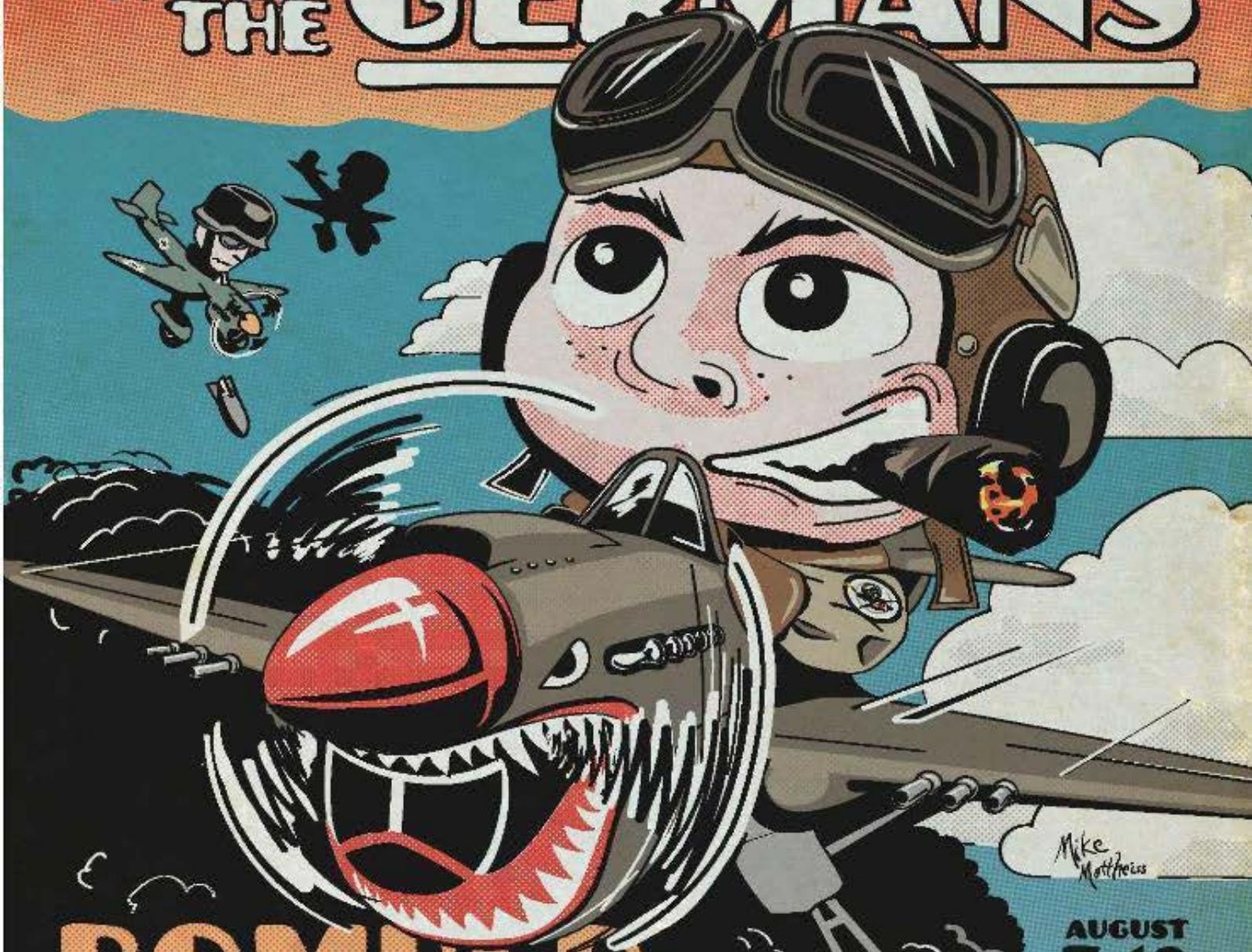


Dave Hansen "Light" Cruiser Kumano Tamiya 1/700



Vic Rood 1934 Ford Pickup AMT 1/25

WAS IT OVER WHEN THE GERMANS



Mike
Mattheiss

AUGUST
7-10

BOMBED PEARL HARBOR?

NOOGA NATS



2019 NATIONAL CONVENTION

CHATTANOOGA
TENNESSEE

"Mikey" & "Vanderhoff" Characters
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2019 Performers

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PRESENTS

THE 10th ANNUAL

SHEP PAINE CLASSIC

MODEL ART SHOW

AT THE ZABLOCKI VA MEDICAL CENTER

SATURDAY APRIL 27, 2019

**CLEMENT ZABLOCKI
VETERANS ADMIN MEDICAL CENTER
DOMICILIARY(DOMS 123)
5000 W. NATIONAL AVE.
MILWAUKEE, WI.**

REGISTRATION 9:00AM – 12 NOON

JUDGING 1-3

AWARDS 3 PM

JUDGING BY MODIFIED CHICAGO SYSTEM

THIS SHOW IS TOTALLY

FREE

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THE LARRY PETERS

LIFETIME ACHIVEMENT AWARD

**BEST USAF, USA, USN,USMC, USCG
SUBJECTS**

**CARL PALM MEMORIAL BEST OF
SHOW**

**U.S. JUNIOR SCALE MODELING TEAM
STORYTELLER AWARD**

VETERANS CHOICE BEST OF SHOW

**CLEMENT J. ZABLOCKI THEME AWARD
HENRY FONDA**



VALLEY AERO MODELERS

34th Annual

Everything RC Swap Meet & Auction

Sunday March 3rd 2019

Monarch Gardens, Appleton



**Buy & Sell R/C related items
Raffle prizes. Auction your items. Shop vendors!**



Admission Options

Doors open at 8am sharp! (\$5 Admission)

Early Bird Admission 7am (\$20 – 2 table maximum)

**120+ Free Tables – First Come – First Served
Auction begins at 11:00, raffle to follow
Food and refreshments available**

**This is the primary fundraiser for the club, Valley Aero Modelers are a
501c(7) nonprofit organization, all donations and money raised will
be reinvested into the club.**

2311 West Spencer Street Appleton WI 54914

Exit 41 at college Avenue, East toward downtown,
Turn right on Lynndale and then turn left on Spencer.
Monarch gardens will be on the right side.



Contact information: flyvam670@gmail.com

Website: <http://www.FLYVAM.com> or [facebook.com/flyvam](https://www.facebook.com/flyvam)



WANTED

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WANTED

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!!!For Sale!!!

The bike is a 2016 ROYAL ENFIELD 500cc “Classic” It’s black & white, with gold pin striping - IMMACULATE PAINT, never dropped or abused in any way - LIKE NEW condition. NO DAMAGE!

Engine starts, & bike runs & drives a-ok.

I bought it a year ago, in 2017. It was a left over 2016 model

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CONTACT: Ed Doering

(414) 545-4467

E-mail: e_doering@yahoo.com

