



The Plastic Whittler



Our Next Meeting:

Our next meeting will be on **Monday, November 19th, 6:00 pm**, at the Downtown location of the Chattanooga Public Library. [1001 Broad Street Chattanooga, TN 37402] Some of the things we'll talk about include: Overlord, Christmas Party, ModelCon Prep Meeting, ModelCon itself, possibly a little slide show, and of course the 2019 Nationals. As routine we'll have dinner nearby just after the

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2019 Nats Website:

UPCOMING EVENTS	DATE
Next Meeting	11/19/2018
IPMS/Middle Tennessee	11/10/2018
Prep Meeting—ModelCon	1/08/2019
ModelCon	1/11&12/2019
East TN Model Car Contest	1/19/2019
Atlanta Military Figure Society & ATL AMPS	2/15-17/2019
ATLANTACON Regional— Marietta	3/9/2019
IPMS/Phantom Phlashers	4/6/2019
Model Classic (Northern Virginia)	4/20/2019
IPMS/Knoxville	5/18/2019
IPMS/Louisville (MMCL)	5/18/2019
River City Rumble	6/22/2019
2019 IPMS USA Nationals	8/7-10/2019
IPMS/Huntsville	8/24/2019
Southern Nationals Car Show	11/02/2019

meeting. As a reminder there is no December meeting but there is a.....

Christmas Party: See page 37 for details. We'll talk more about it at the meeting. And there is no newsletter next Month. But Remember ... ModelCon is just around the corner in January.

Overlord IPMS Chattanooga goes to the Movies See Page 2

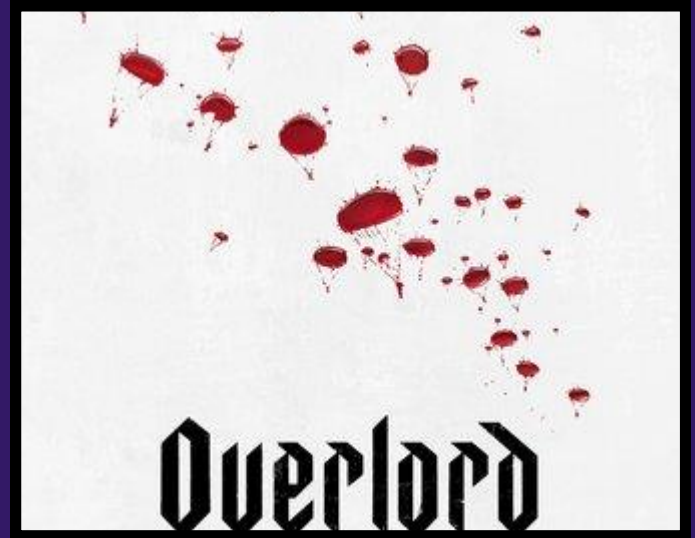
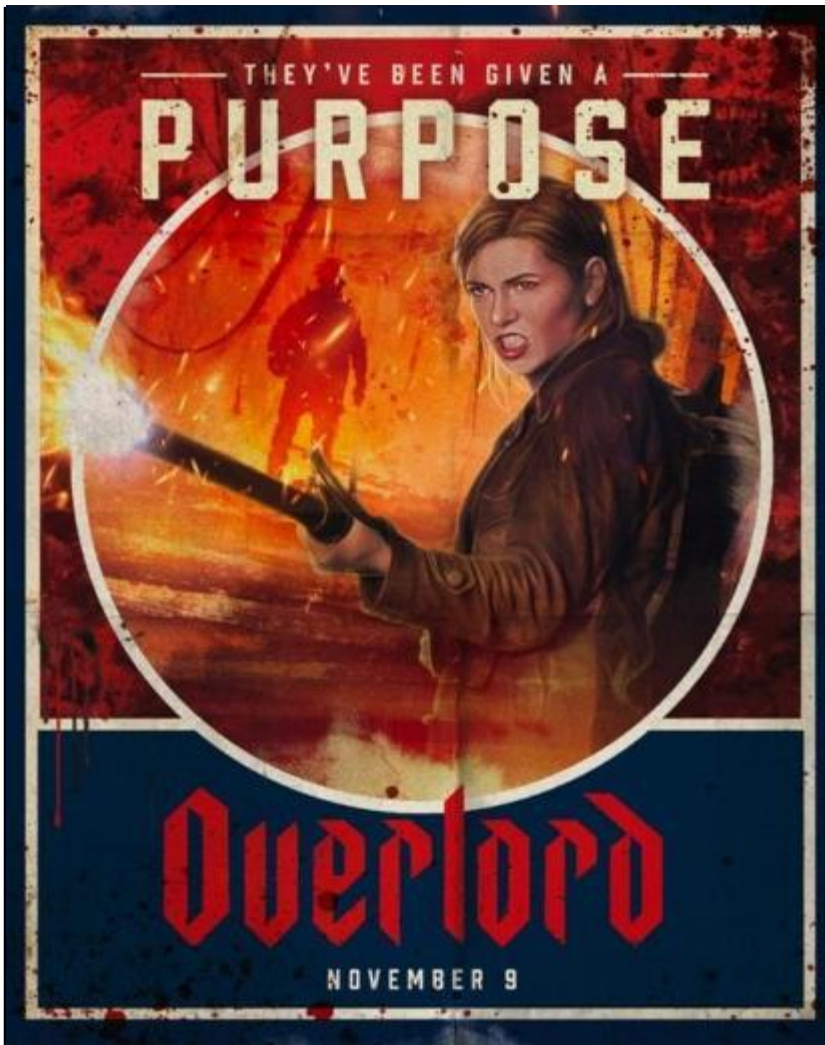
Photos/Information from Middle Tennessee show this last weekend in Murfreesboro. Page 3

Photos From Our Last Meeting: Thanks to Emanuel we have photos. Page 6.

Trail Life Troop Report on a good deed. See Page 14

About "Buzz Bombs" & More: Fred Horky submitted this article that took me down my own memory lane of teenage fueled experiments. Fred is well know around the IPMS circuit. Enjoy his article on Page 16

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



WW2 Paratroopers - Rock Music - Zombies

It doesn't get any better than this for an IPMS/Chattanooga Night at the Movies!!! After All it just has to be historically accurate! Popcorn Comic Book Movie just for fun!

Time may change but the details are as follows:

Tuesday November 29 (The night after our next meeting) Discount Night at the AMC Chattanooga 18 on South Terrace in East Ridge. Likely 7:00 PM Showing but look for the first show after 6 pm—will confirm next week. Meet on the steps outside 15 minutes before showtime.

Murfreesboro

IPMS/Middle Tennessee held it's annual show on Nov. 10th. Mike Moore, Ben Gibby, Ken Niles from Atlanta, and myself rode up to set up our booth to promote the 2019 Nationals. Q was there as was James Burton. Here are some photos of our booth and some of the models that caught my eye. Enjoy.



Murfreesboro



Murfreesboro



OCTOBER 2018 CLUB ATTENDANCE

1. David Beckman - 1/32 Wingnut Wings SE5a, W.I.P.
2. David Blackwell – Slide Show Oshkosh Fly-In
3. John Brooks
4. Bob Colbert
5. Qorozco Cuahutemoc (aka Q) – 1/100 Bandai RX-78-2 Gundam; 1/35 Dragon M4A2(late) kitbash, W.I.P.
6. Mark Egge (Newbie) – 1/20 Tamiya(?) McLaren Honda MP 4/6 circa 1990
7. George Fugett – 1/35 Tamiya KV-1 with Infantry riders, January 1942 in snow camouflage
8. Gary Haars – 1/35 Bronco Grille 10 (German AA), W.I.P.; 1/35 Bronco R-3P S-T-A Missile, W.I.P.
9. Matt Lewis (Newbie)
10. Steve Lewis – 1/48 Hobby Craft Curtis 75M Hawk
11. Dave Lockhart (Newbie – No ... Wait) - 1/35 Takom WWI Mark IV Tank in German Markings
12. Jeff Mattheiss
13. Dave McCroy (Newbie)
14. Lynn Petty – 1/72 Hasegawa F-16A South Carolina Air National Guard 1991
15. Emanuel Roland – Photos
16. David Scott
17. Tim Simmons
18. Ed Sunder

**Photos
from
Our Last
Meeting**



Photos from Our Last Meeting



Photos from Our Last Meeting



Photos from Our Last Meeting



**Photos from
Our Last
Meeting**



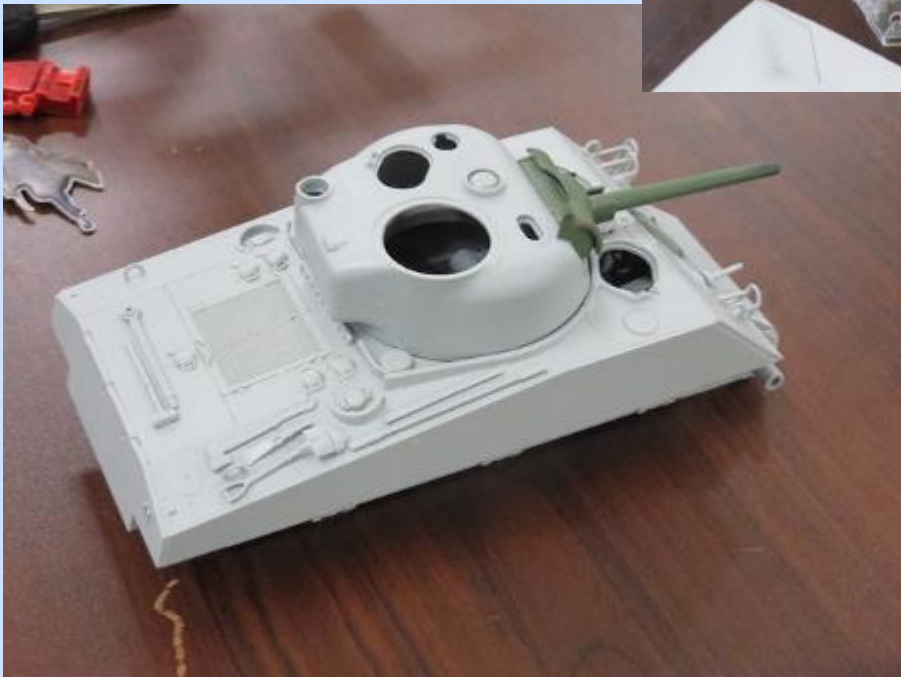
Photos from Our Last Meeting



Photos from Our Last Meeting



Photos from Our Last Meeting



Trail Life Troop



On October 27th Jeff Mattheiss arranged an opportunity for a mini build day/display where Hixson Presbyterian Church has a Trail Life Troop (like Boy Scouts). It was a Hobby Exposure weekend for their younger guys. Several Hobbies were represented (HAM radio, R/C, etc). We were given a room to use for CSM.

Ben Bonvillain, Mike Moore, Jeff Mattheiss and myself answered the call and sat up a little display room. Things overall went very well! Es-

pecially after a near miss with one of Ben's models when a few of the folks began to try to finish the assembly of a canopy piece! After a reset of a couple of models (out of reach!!) things settled down and went on to be a very fun morning! We had the use of a large screen monitor on one wall so we sat up the laptop to loop through some model show photos. It was a hoot to watch Jeff interface with the kids that came through! He did a very good job!

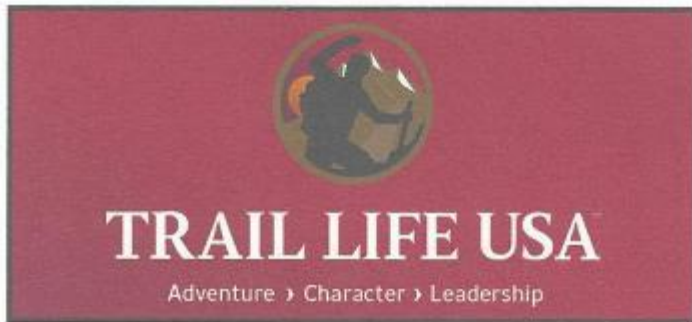


And of course some of the adults were as interested in the models as the kids were!

We were well cared for. Snacks and some juice drinks were available and enjoyed!

A few days later we received a little package and a thank you note from the Troop. See the next page

Trail Life Troop



Troop TN-1967

Thank You



Dear Chattanooga Scale Modelers

We want to commend and thank Jeff, Ben, Mike and Lynn for their excellent presentation at our recent Hobby Fair. It was a big hit with our boys! You can see their fascination on our Facebook page: Trail Life Troop TN 1967. We've had a lot of positive feedback!

It was nice to meet you and learn about your organization. We wish you well with your upcoming conference here in Chattanooga.

As a token of our appreciation for your time generously donated, please accept these souvenir Trail Life pins with our sincere thanks for your participation.

God bless,
Marcia Swearingen
Troop TN-1967

About "Buzz Bombs", home-made pulse jet engines, and more.....

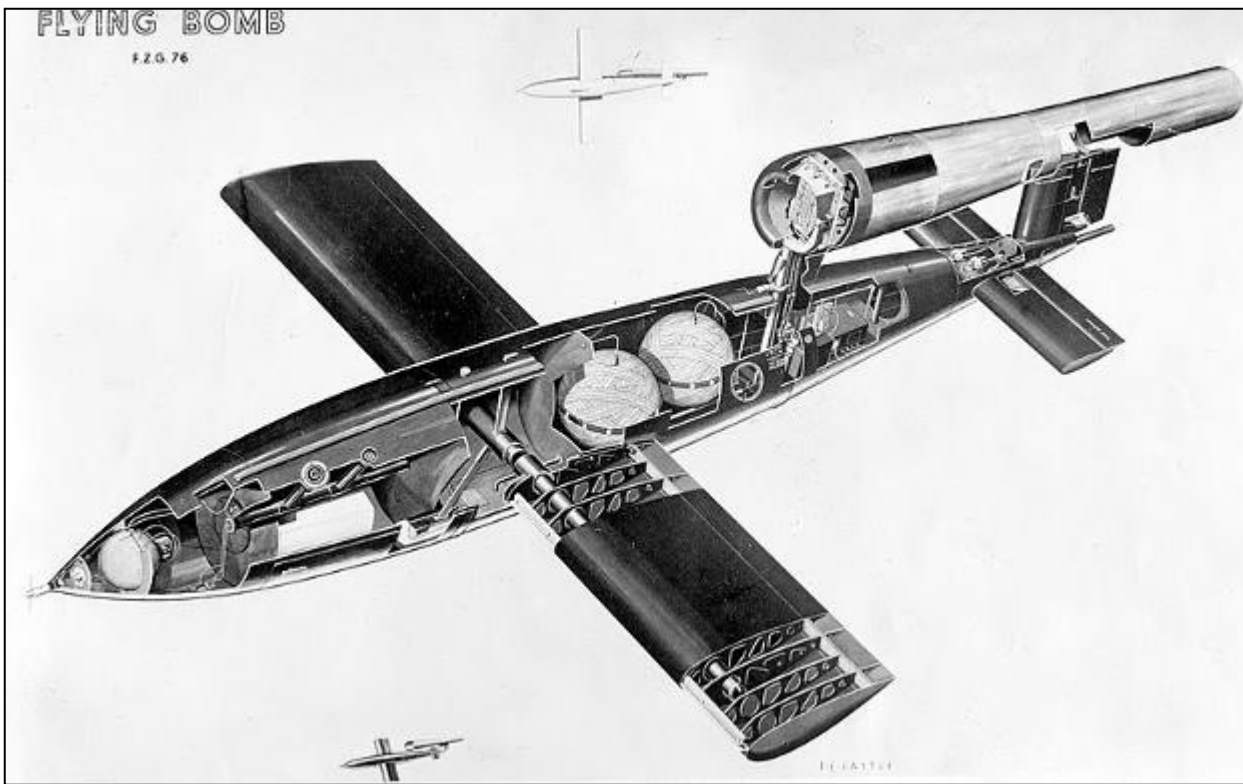
Fred Horky

Look what surfing the internet has turned up



----- a contemporary color video link in which we also HEAR the staccato roar of a V-1 "buzz bomb" engine running!

We've all read *descriptions* of operation of WWII's infamous "V-1" terror weapon, but in the above screen shot made from the video, we can actually SEE two of the individual, fifty-five-firing-pulses-per-second of the Argus AS 014 pulse jet!



In the past, you may even have heard the buzz bomb in vintage newsreelsor even in the movies, like Jimmy Stewart playing the lead role in the “The Glenn Miller Story”, about the famous bandleader-in-uniform, in England during WWII, not long before he became forever Missing-In-Action on a flight from England to France.



You don't remember that tense moment in that 1954 movie? Then listen and watch this link ... [https://www.youtube.com/watch?v= kjB88Ls4g4](https://www.youtube.com/watch?v=kjB88Ls4g4))and really get “In The Mood”!



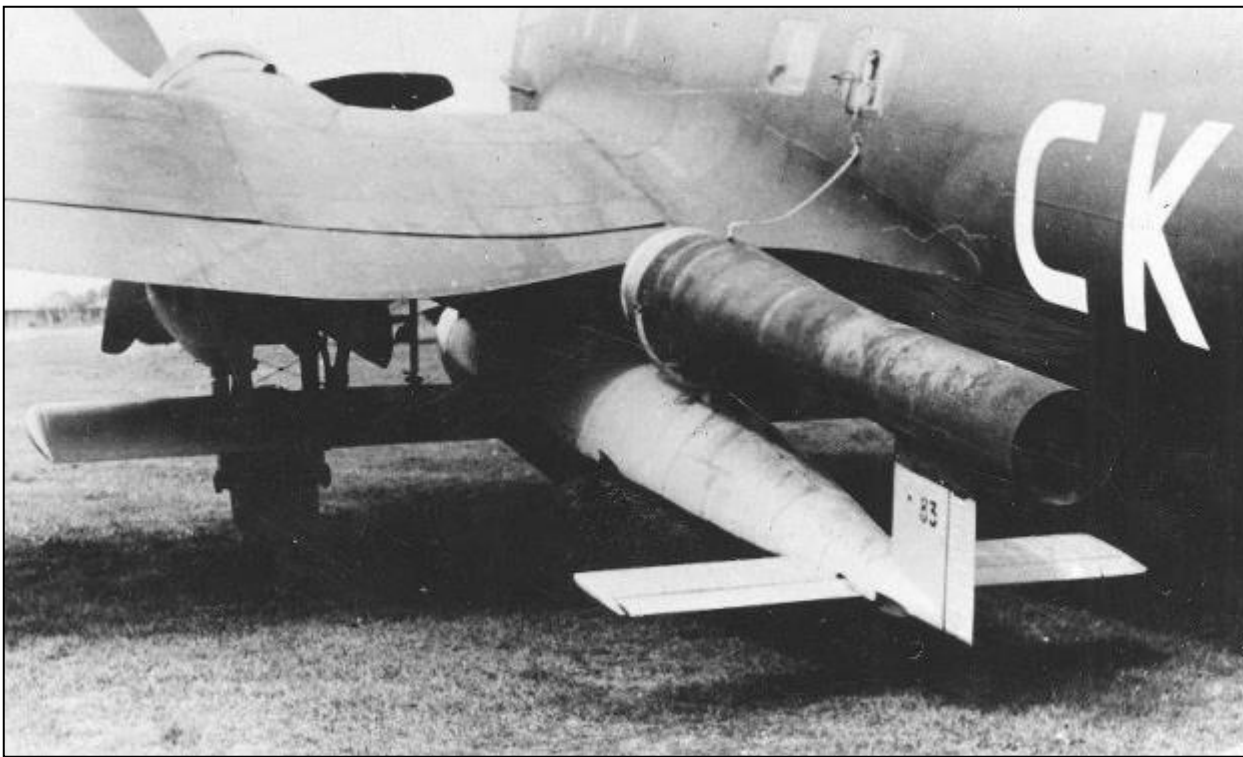
But in recent times, has any reader actually HEARD the sound of that first “Vengeance” weapon of WWII?

The V-1, more properly termed the Fi 103 from the Fieseler company which led the weapon’s manufacturing consortium, was the world’s first successful (and rather simple) cruise missile. The missile and its Argus As 014 pulse jet are seen above at Great Britain’s Imperial War Museum at Duxford, mounted on a section of the long ramp used for ground launches.

(It was the first German terror weapon of WWII: the second was the V-2 ballistic missile. The “V” in both titles came from “*Vergeltungswaffen*”, a German word for retaliatory or reprisal weapons.)

Recently, I’d mentioned that my wife’s cousin Michael, a native of Guernsey in the very-British Channel Islands, had written about as a child having heard the terrifying sound of the REAL “Buzz Bombs”. (He had been evacuated to England from Guernsey, just ahead of the German occupation forces: the Channel Islands were the only part of Britain held by Germany throughout WWII.)

Many WWII historical descriptions might give the impression that all operational V-1's had been launched from ground sites in Holland. aimed at the huge metropolitan London area. However, a significant number were air launched from He 111 bombers over the North Sea. These launches were made at night for better survivability of the lumbering Heinkel launch platforms. Their missiles were aimed at targets further north in Englandfor example, at Manchester, two hundred miles north of London, where Michael had been evacuated. Well over a thousand of the approximate ten thousand V-1's launched against England were thus aimed at northern targets.



It was in late 1944, when like many others all over England, Michael heard the V-1 approaching. Like everyone else, he could only hope that it KEPT running and thus pass by. If the buzzing engine sound abruptly ended, it meant that the autopilot timer had run its course, and the missile, with its 1,000 kg (2,200 lb.) warhead, was now falling instead of flying.

In his discussion about Britten-Norman Trislander commuter airliner which served Guernsey for decades: he wrote *"As an aside, I used to be able to see Trislander flights on their way to Alderney, away to the west, from our garden,. At a casual glance, with the sun setting, the silhouette would remind me of the German V-1 'Buzz-bombs' which came into service towards the end of the war. I never actually saw one of these in flight though I well remember the stuttering sound of their motors - then the deathly silence as they cut out and one waited for the explosion. They were flown, by night, to the north of England, where we were living near Manchester."*

To hear and watch a V-1's pulse jet running on a ground test stand TODAY, turn up the speakers and click here....

https://video.search.yahoo.com/search/video; ylt=AwEwGWU2r9bcy4A5of7w8QF; ylu=X3oDMTBSdXNvNHVubHNIYwNzZWfY2gEdnRpZANCNTQ5Ng--; _ylc=X1MDOTY3ODEzMDcEX3IDMgRhY3RuA2NsawRiY2sDZWpnNG83aGQyYmJkYSUyNmllM0QzJTl2cyUzRHJxBGNzcmNwdmlkA00uaURLREV3TGpMcHdKZzhXaVd0cWhwbk1qWXdoZ0FBQUFBMF9uTzUEZnIDbWNhZmVlBGZyMgNzYS1ncARncHJpZANBQ1RuR0dfUVFpcWdqdHkudE5fNTNBBG10ZXN0aWQDVUkwMSUzREI1NDk2BG5fcNsdAM2MARuX3N1Z2cDMARvcmlnaW4DdmllkZW8uc2VhcmNoLnIhaG9vLmNvbQRwb3MDMARwcXN0cgMEChFzdHJsAwRxc3RybAMyMgRxdWVyeQN3YXJiaXJkIG5ld3MgYnV6eiBib21iBHRfc3RtcAMxNTM5Mjk5OTk4BHZ0ZXN0aWQDQjU0OTY-?gprid=ACTnGG_QQOqjity.tN_53A&pvid=M.iDKDEwLjLpwJg8WiWtqhpnMjYwNgAAAAA0_n05&p=warbird+news+buzz+bomb&ei=UTF-8&fr2=p%3As%2Cv%3Av%2Cm%3Asa&fr=mcafee#id=1&vid=12fa327a9a352b2f9e9a8d7a3bfad6e8&action=view

For a lot more fascinating detail about the "Buzz Bomb" and its engine can be found at these links:

https://en.wikipedia.org/wiki/V-1_flying_bomb
https://en.wikipedia.org/wiki/Argus_As_014

In addition, this link to a Facebook post adds many more photos and text insights about the famous "Buzz Bomb".

https://www.facebook.com/Randy.Malmstrom/media_set?set=a.2332274943466816&type=3

For the text in this article click on **“See More”** between the title and photo gallery. This item was originally posted on Facebook by Randy Malmstrom and forwarded by Joe Caputo: thanks to both.

As usual, I have a somewhat related personal anecdote of sorts!

Since this epistle started about the full size V-1 cruise missile and my Air Force career included four years with the TM-76A MACE cruise missile, you might think my anecdote would be related to the Mace. It does not, however, have anything to do with that cruise missile that I worked with all those years ago. (Nearly sixty years ago in early 1959, I had even launched a couple of them in final system acceptance tests at the White Sands Missile Range in New Mexico, before we deployed the system to Germany as the first operational Mace squadron.)



But rather than a pulse jet, the Mace was powered up to its .9 Mach cruise speed by the Allison J-33, a centrifugal compressor jet engine of modest thrust whose lineage traced back to the earliest efforts of English jet engine pioneer Frank Whittle. As seen in the above picture of the first “bird” I’d launched out in the desert, it was put under way in a most-bodaciously-loud way by a 100,000 lb. thrust Thiokol solid booster rocket in a ZELL, or ZZero Length Launch.

My anecdote goes back more than a decade before my Mace duty, when as a teenager who didn’t know better, I actually tried to design, build, and operate (!) a small pulse jet engine in my father’s machine shop! (My system engineering and detail design concept used was the TLAR methodi.e.; “That Looks About Right”.)

I even got it to run, too, once. Very, very briefly. The noise and flame scared me half to death!

Unfortunately, there never were any pictures taken of it. (This was a LONG time ago, before kids had even cheap cameras, much less iPhones and their cameras which hadn't even been dreamed of yet.) But since the story is already written up as a chapter of my e-Journal I've attached it, should anyone be interested. The story is true; "Scout's Honor"!

Attachments area

Preview YouTube video Music+Cinema: The Glenn Miller Story 2/In the Mood - Romance inachevée



It is sad that the Norseman is best remembered as the plane in which Glenn Miller disappeared

Fred's reference article continues on the next page.....

How I built my.... Very Own Jet Engine!

..or, "...how I almost burned down my Dad's shop" ©

To the best of my recollection, this adventure must have happened a year or two after World War II ended. As elsewhere recorded, I was already totally enamored with airplanes and aviation, but not yet a "professional": that first teenage job of pumping gas and washing airplanes as an airport "line boy" was still in the future.

But I'd already followed the path taken by so many other young enthusiasts: model airplanes. These were the "stick and tissue", rubber-band powered flying models, plus numerous "Solid Models", so named because basically you started with a block of wood and carved everything away that didn't look like an airplane. No sissy "plastic models", then!

Of course serious modelers (i.e., "those with money") builders flew models with 2 cycles, gasoline-fueled model engines, which had first appeared before WWII.

But it was 1947 before I could finally aspire to one of those marvels, this Phantom P30.



It's seen in the above picture used to sell it on eBay, decades later!

But JET engines were the latest rage in aviation, having been forged in the crucible of war.



The simplest type was also one of the most famous of that era, the "pulse jet" which had powered the German V1 Buzz Bombs which had so pummeled England late in the war. It operated by simply taking in air in the front of the engine, adding fuel and igniting the resulting mixture;



....the resulting explosion expanding and slamming shutter valves closed



...the rapidly expanding gases shooting out the rear. Thrust is created, the pressure drops....



....the reed valve opens to let in more air, and the whole process starts over.

Sounds simple, but the devil is in the detailsand making it RUN!

In operation the pulses came so fast that the resulting noise is one LOUD "buzzing" roar, hence the name "Buzz Bomb".

It wasn't long after WWII before a MODEL pulse jet was available. But I couldn't afford

one: as I recall, the price was thirty-five bucksan astronomical price!



So, with the overconfidence of youth, I determined I would BUILD one!

I should back up a minute to explain my hobby situation at home during and immediately after WWII.

My Dad was a machinist and electrician whose work was repairing the heavy machinery in a coal mine. Because the machines were far too big to lift out for repair, his shop was "down below", carved out of a coal seam two hundred and twenty feet down. He worked 2nd shift most of his life ...preferring it because with the big bosses gone, he ran the shop at night.

Dad also had developed a well-equipped machine shop at home; used in his side business of making mechanical and electrical repairs on just about anything electrical or mechanical ...except autos. He was especially busy during WWII when new appliances weren't available ...even rewinding electric motors, and otherwise repairing all manner of things that couldn't be replaced because of the war. He was a hell of a good machinist/electrician!

The down side of his wartime work was that I didn't get to see him much during those years: just briefly at noon when I was home from school, for lunch. He'd already be at work on second shift when I arrived home from school.

I didn't see him on weekends, either: during the war the mine "hoisted coal" six days a week, so the repair shop (and my Dad) had to work about every Sunday ... seven days a week "for the duration" to keep up with all the work.

It was much later before I realized how much I'd missed.



Dad is seen here many years later, welding-up a special custom tow bar, so on our Air Force moves I could tow my Corvette behind my wife's '67 Chevy Impala, seen in the background.

The upshot of all this is that since he was at work when I was home, I could often be found in his shop, experimenting. Alone. Such was his trust! "Just be careful, Fred!" He had been careful to teach me basic shop safety. That's attested to by the fact that I still have all ten fingers and both eyes. I guess he figured he might as well teach me, as let me learn the hard way.

With all that as a preamble, we'll get to the design of my "Jet Engine". With my fourteen year old understanding of the math and science of thermodynamics, fluid mechanics, flame propagation, metallurgy, the natural vibration frequency of the reed valves made of thin stainless steel shim stock valve, and all the other engineering inherent to the new field of pulse jet engines, I naturally used the time honored, *Scientific TLAR Engineering Theory* method to design my engine. Translated, it was the **"That Looks About Right"** system.

Fortunately the war was over by the time of the Great Jet Engine Experiment, so Dad wasn't working seven days a week and could at least help on weekends. My welding skills were still mostly of the "Burn, Puddle, and Splatter" variety (either arc or gas welding, I was never good at either), so I had to wait for Dad to weld up several different sizes of thin steel tubing scrap which made up the after-body of the "jet engine".

But for the compound curves of the pulse jet combustion chamber, I was allowed to chuck a piece of aluminum bar into Dad's small (6") lathe and machine it myself, inside and out, into what I thought the head of a pulse jet would look like. Then I fit the flapper valve, made of shim-stock stainless steel. (The thickness of the latter had also been chosen by theyou guessed it TLAR method.)

Dad also showed me how to drill and tap the head for the spark plug from my "Phantom P30" model airplane engine; the bottom was similarly fitted with brass tubing as a fuel metering line. We even made a needle valve ...it was something like the needle valve on the model airplane engines with which I was already familiar. I could only hope the result would be the right (i.e., flammable) mixture.

My final product wasn't as shiny, but at least sort of LOOKED something like that commercially-available Red Head miniature pulse jet engine I'd seen in magazines!

To mount it, I used the simple expedient of clamping the head into the work bench vise, with the business end carefully pointed out into empty space, away from anything in the rest of the shop that looked like it might be combustible. Which was about everything.

Now, for the acid test: **"Will it run?"** I either had supreme confidence or just couldn't wait for Dad to be available: I tried it alone during the week, while he was at work!

All I had for guidance in starting a pulse jet were the print-ad advertisements for the commercial Red Head engine ...I'd never actually even SEEN one, much less seen one running. But the ads said they would start with air supplied by vigorous action on a bicycle pump.

That implied that I needed at least three hands, but I decided Dad's air compressor would push a lot more air through my "engine" than any puny bicycle pump, so

why mess with anything so obviously bush league as the latter?

So with my needle valve metering gasoline, a combination of the regular model airplane engine spark plug and a coil plus vibrator making up my "hi-tech" ignition to make the spark plug spark, and the air compressor pushing air THROUGH it, it should light off and RUN, right?

But, it just sat there.

It simply refused to fire.

Oops, bad choice of words. It refused to LITE OFF and run with pulses of noisy flame.

What should have been a clue was the raw gasoline dripping out the tail pipe onto the shop floor.

The memories are hazy, but as best as I can recall I finally got impatient and with everything a-sparkin' and a-flow'n, I tried to help it along by flicking sparks with Dad's acetylene welding torch spark lighter, held at the ass end of the tailpipe.

THAT lite it off, all right!

A flame about four feet long shot out the back end, knocking the torch sparker out of my hand (or I just dropped it, I'm not sure), and for a brief few seconds the shop was FILLED with that buzzing ROAR that is characteristic of all pulse jets, and that gave the most famous one its name, "Buzz Bomb", during WWII.

Scared the hell out of me!

I don't know if my "jet engine" produced any thrust ...the bench vise was hardly calibrated to measure jet engine thrust. (Or anything else; a vise is a vise is a vise. It was bolted to the bench ready for every vise's intended duty of NOT moving.)

But the little jet had run, if briefly. More importantly, it stayed put and didn't go flaming across the shop.

But that long blue flame, and all the noise, HAD certainly impressed me!

It also got me to thinking about how close I'd come to burning my Dad's shop down. I decided right then to delay any further jet engine designing until I knew a little more about it, and went off to other projects...

Seventy years later, I've found advertising for the sale of retro 'Hobby King Pulse Jet Gasoline Engine' – the Red Head 34, complete with ignition system.

I also learned that one of the AMA (the flying model equivalent of IPMS) requirements for pulse jet operations at AMA sanctioned events was that not one but a minimum of TWO manned and ready fire extinguishers on-site when the engines were fired up!

"Fired Up" ...significant words!

Noteworthy is another AMA requirement for safe operation of these jets: "Ear Protection".

NOW I learn about fire safety, and ear protection!

I'm suddenly reminded of the words my immigrant grandfather's mentioned to me, so many years ago;
"Vee gets too soon old, und too late schmart!"

Translated: "God watches over fools...."

Afterword....

Since this article was written, I've found conflicting information on model pulse jet engines like the Red Head. Some say they're no longer commercially available, but there are lots of other links showing people very noisily FLYING pulse jet RC models that are VERY fast. Liability concerns may be involved. Being flown at public events, there are certainly many FLYING SAFETY concerns! In any event, you'll find many interesting links on the web about these little jets.

This first one will give the reader a good idea of just how **fast**and **noisy** ...these jets are!

<https://video.search.yahoo.com/search/video?f=r=mcafee&p=pulse+jet+rc#id=1&vid=dc7118f7f5d64d9be20eb6147b9cb987&action=click>
(Included are in-flight scenes from an on-board video camera!)

<https://video.search.yahoo.com/search/video?f=r=mcafee&p=flying+model+pulse+jet#id=3&vid=840f00f231b331565b538aa27eda0838&action=click> (Note the ear defenders!)

A final word about my Dad....

The son of a coal-mining immigrant and himself born in "the Old Country", my Dad's formal education had ended at age sixteen, when he went to work in the coal mines during WWI. With the overcapacity resulting from the war, the coal mining industry went into recession LONG before the Great Depression started. Seeing that economic handwriting on the wall, to become more employable, Dad went to a Chicago trade school where he learned the machinist, welding, and electrical trades.

But as mentioned, his work was still in the mine, repairing machinery "down below". He never did try to dissuade me from following him into the minesnever a "Don't go to work in the mine like your grandpa and me!" He was much too astute for that!

Since he worked second shift, when the big bosses were gone, he simply took me to work with him one day, where I spent an entire shift with him. He just said "...ask all the questions you want, but don't touch anything!" So I watched an operating coal mine for eight hours, up close and personal. After one look up at the dark and foreboding "roof" and realized that there were two hundred and twenty-one feet of Illinois over my head, I quickly figured out this "career thing" all by myself.

My mother was happy that I didn't follow Dad into the mines, but NOT very happy later with my choice of flying military airplanes as a career.

But she just bit her lip, and never said a word.



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

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www.amps-armor.org

Why Join AMPS?

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





Chattanooga ModelCon 2019

January 11th & 12th 2019

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 - **Proven Speedier Judging Software**
- **18,000 SF of Carpeted Space in the Well Lit and Spacious Convention Center**
 - **Same weekend as World of Wheels**
 - **Show rate at the Convention Hotel**
- **Vendors can be open for business and registration to begin early Friday afternoon**
- **And more...check out our web site—Updates as plans come together**

Home of the 2019 IPMS/USA National Convention

www.chattanoogascalemodelers.com



General Contact—Mike Moore mmoore1132@gmail.com

Vendor Contact—Jeff Mattheiss jeffmattheissfamily@gmail.com



Hamblen County Car Club Winter Angel Expo Presents East Tennessee Model Car Contest

**January 19, 2019
9:00 A.M. – 3:00 P.M.**

**Walters State Expo Center
1615 Pavilion Dr.
White Pine, TN 37890**



First, Second, and Third prize awarded in each category

Also given are:

**Best GM, Best Ford, and Best Mopar
Best of Show for Adult, Youth, and Juniors
Best paint and Best engine**

**\$10.00 FOR FIRST THREE MODELS
\$1.00 FOR EACH ADDITIONAL MODEL**

ALL PROCEEDS GO TO THE HAMBLEN COUNTY CAR CLUB CHRISTMAS FUND FOR CHILDREN

All models will be judged by car show club members and outside sources

For more information contact:

Jeff Marsh (423)312-2611 5:00 P.M. till 9:00 P.M.



AMPS Atlanta 2019



“Armor in the Hedgerows”

February 15—17, 2019

Eligibility for the “Armor in the Hedgerows” show theme is defined by:

“Any Tank, Halftrack, Tank Destroyer, SP Gun used by the US or Germany during the Normandy Hedgerow Campaign.”

Join us for our 10th annual AMPS Atlanta model contest and show! Our show provides a great opportunity to tune up your models in time for the AMPS Nationals. There are loads of vendor tables, not to mention great Southern hospitality and weather. All models are judged using the AMPS open system.

Not just a model show, there will be great figures on display as well as educational seminars.



Hilton Marietta

Conference Center

500 Powder Springs St,

Marietta, GA 30064

(770) 427-2500



[More Information:](#)

www.ampsatlanta.org

[www.facebook.com/
groups/ampsatlanta/](https://www.facebook.com/groups/ampsatlanta/)



AMFS Show 2019

The show will be taking place February 15 – 17, 2019.

Location

The show will be taking place at the Atlanta Hilton/Marietta Conference Center.

Please visit:

<https://atlantafigures.org/amfs-show-2019/>

IPMS Phantom Phlashers

Proudly Presents

The Phantom Phurball '19

The Last of the Teens

Saturday April 6, 2019

At the

Anniston City Meeting Center 1615 Noble St Anniston, AL 36201

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

FEATURING:

- ◆ **THE BEST RAFFLE IN THE SOUTHEAST- INCLUDING MANY WINGNUT WINGS KITS! OVER 50 VENDOR TABLES!**
- ◆ **CONTEST THEMES:**
 - "TEEN" DESIGNATED AIRCRAFT (examples: F-14, MiG-19, SPITFIRE MK. XVI, Bf109G-14, Etc.),
 - 2013-2019 MODEL YEAR AUTOMOTIVE MODELS *Sponsored by the Magic City Car Modelers*
 - FLY THE FRIENDLY SKIES! GENERAL/CILIVIAN AVIATION SUBJECTS
 - "HOP ON IN THE BACK BOYS!" PICK-UP TRUCKS
 - DON'T CALL IT TINY! - ANY LIGHT TANK FROM ANY NATION
 - TO THE RESCUE! EMERGENCY RESPONDERS FROM EVERY CATEGORY

REGISTRATION

**\$10.00 FOR YOUR FIRST MODEL, \$1.00 FOR EACH ADDITIONAL MODEL.
\$2.00 IPMS DISCOUNT. JUNIOR MODELERS 17 AND UNDER: \$5.00**

UNLIMITED MODELS!

VENDORS TABLES:

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

VENDOR CONTACT:

TREY RUSH at: RUSHWAL@GMAIL.COM (205) 478-4091

CONTEST CONTACTS:

**WILL NICHOLS at: PHANTOMPHOCUS@GMAIL.COM (205)616-5499 or
JOHN CORNETT at: JCORNETT@MTMENGINEERS.COM (205)283-5881**

VISIT WWW.PHANTOMFLASHERS.ORG FOR MORE INFO!

CATEGORIES

100 AIRCRAFT

101 WWI AIRCRAFT AND RIGGED AIRCRAFT, ALL SCALES

102# SINGLE ENGINE PROP, 1/72 AND SMALLER

103# SINGLE ENGINE PROP, 1/48

104# MULTIENGINE PROP, SMALLER THAN 1/32

105# JET AIRCRAFT, 1/72 AND SMALLER

106# JET AIRCRAFT, 1/48

107# FIXED WING AIRCRAFT, 1/32 AND LARGER

108 CIVILIAN AIRCRAFT AND ROTARY WING, ALL SCALES

200 ARMOR

201# MILITARY VEHICLES, 1/48 AND SMALLER

202# CLOSED TOP AFV'S

205 ARTILLERY INCL RR GUNS & MISSILES

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

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

209# ARMORED CARS AND ARMORED HALFTRAKS

300 AUTOMOTIVE

301# STREET RODS BEFORE 1948

302# STREET MACHINES SINCE 1949

303# CUSTOMS

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

305# FACTORY STOCK

306# COMPETITION (CLOSED WHEEL, OPEN WHEEL)

400 MISCELLANEOUS

401 NOT APPLICABLE TO ANY OTHER CATEGORY

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

403A AIRCRAFT OUT OF THE BOX

403B ARMOR OUT OF THE BOX

403C AUTO & MISC OUT OF THE BOX

404 DISPLAY ONLY

500 SPACECRAFT & SCIENCE-FICTION

501 SPACECRAFT, FICTIONAL AND NON-FICTIONAL

502 SCI FI, FANTASY, INCLUDING FIGURES

600# NAVAL SURFACE SHIPS AND SUBMARINES

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

602# SUBMARINES

700# FIGURES AND VIGNETTES

(WILL BE SPLIT IF ENOUGH ENTRIES WARRANT)

800 JUNIOR DIVISION (17 AND YOUNGER)

801 AIRCRAFT

802 ARMOR

803 AUTOMOTIVE

804 MISCELLANEOUS

900 DIORAMAS

901 MILITARY

902 NON-MILITARY

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

CONTEST AWARDS:

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

MEMORIAL AWARDS:

DARRYL EPPERSON AWARD

BILL NORMAN BEST USMC SUBJECT (air or otherwise)

PAUL SOLOSKY ORIGINALITY IN MODELING

LYNN JONES EXCELLENCE IN MODELING BEST IN SHOW

CONTEST RULES

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

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

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

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

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

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

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

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

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

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

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

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

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

SCHEDULE OF EVENTS:

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

9:00 AM: Doors open to public

9:00 AM to 12:00 PM: Registration

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

12:00 PM: Judges Meeting

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

12:30 PM to 3:00 PM: Make-And-Take Session

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

4:00 PM: Awards Ceremony & Contest close

Northern Virginia Modelers Model Classic 2019

75TH ANNIVERSARY D-Day to the Bulge

Saturday, April 20, 2019 9:00 AM - 4:00 PM
Fairfax High School
3501 Rebel Run, Fairfax, VA 22030



Walk-in Admission

\$8.00 Single Adult
(18 and older)
\$10.00 Family

Award Sponsorships
\$30.00

Contestants

\$10.00
Unlimited number
of models

Vendor Tables
\$30.00 per table

Juniors
(17 & under)

FREE!

Model Contest
Over 90 Categories
Plus
Special Theme
Categories

On Site
Food
Concession!

Lots of Vendors. Super Raffle. Make & Take for the Kids. Demos. Model Railways and much more! *

Tom Henderson
15491 Wheatfield Rd.
Woodbridge, VA 22193
(703) 680-9354

For
Information
Contact

Tim Barb
8010 W. Rockelen Ct.
Springfield, VA 22152
(703) 644-0284

tomhenderson51@verizon.net

tabarbmc@gmail.com



www.novaiipms.org

Sponsored by
Fairfax High School Choral Patrons Association

Concept by
Walter Schuster & Mike Nayland

Design by
Mike Flockstein

* Subject to change. Please check web page for latest updates

37th Annual Smoky Mtn Model-Con

Presented by

The Knoxville Scale Modelers Assoc.



I WANT YOU TO COME TO THE SHOW

SHOW THEME:

Wild Dangerous Creatures

Anything goes!

VISIT OUR WEBSITE
FOR DETAILS & IDEAS:



[HTTP://KNOXVILLEMODELCLUB.WEBS.COM/](http://knoxvillemodelclub.webs.com/)

**SATURDAY, MAY 18
2019**

9.00 am to 4.00 pm

**JACOB BUILDING,
CHILHOWEE PARK EXPO
CENTER
3301 EAST MAGNOLIA AVE
KNOXVILLE, TN**

MODEL CONTEST

Aircraft, autos, armor,
dioramas, fantasy, figures, sci-
fi, ships, and more on display.

**Contest entry forms,
contest categories &
judging info available
on our website.**

HOBBY VENDORS

RAFFLE DRAW with great
prizes

FOOD CONCESSION

ADULTS - \$5.00

UNDER 18s - FREE

FREE PARKING

**SEE OVER FOR SHOW
CONTACT INFORMATION
AND DIRECTIONS.**

4TH ANNUAL

RIVER CITY RUMBLE



Presented by:

RIFF-RAFF SCALE AUTO MODEL CAR CLUB

MODEL CAR CONTEST AND SWAP MEET

SATURDAY, JUNE 22, 2019 9am-5pm

*******EVENT SITE*******

**Immanuel Lutheran Church
6319 Raleigh Lagrange Road
Memphis, TN 38134**

EVENT AGENDA

Vendor Setup	7am to 9am
Contest Registration	9am to 12 noon
Contest Judging	12 noon to 3:00pm
Awards Presentation	3pm to 5pm

CONTEST THEMES

Station Wagons & Lead Sleds

ADMISSION – CONTEST ENTRY – VENDORS

General Admission	\$2.00	
Contest Entry	\$5.00	(first entry), \$1.00 (each entry thereafter), \$1.00 Youth Entry

Vendor Swap
Meet Tables

\$25.00 each 8' long tables with 2 chairs
Table reservations no later than May 31, 2019
Vendor no show notice: due to table demand, reserved tables are held until 10am day of show
\$30.00/each day of show (please call in advance for availability)
Electrical service is NOT available.

CONTACTS:

Les Boyle, 901-489-6710, fordfalcondragcar@hotmail.com
Mike Boyle, 901-438-1857, mustang5992000@yahoo.com
Phone calls between 5pm – 9pm CST PLEASE!

Visit us on Facebook at RIFF-RAFF SCALE AUTO MODEL CAR CLUB



The Phantom Spook Says It's Christmas Party Time!

Pot Luck—Finger Foods --
Soft Drinks as always.....



Lynn Petty:

423-653-3453

Date: Friday 12/14/18

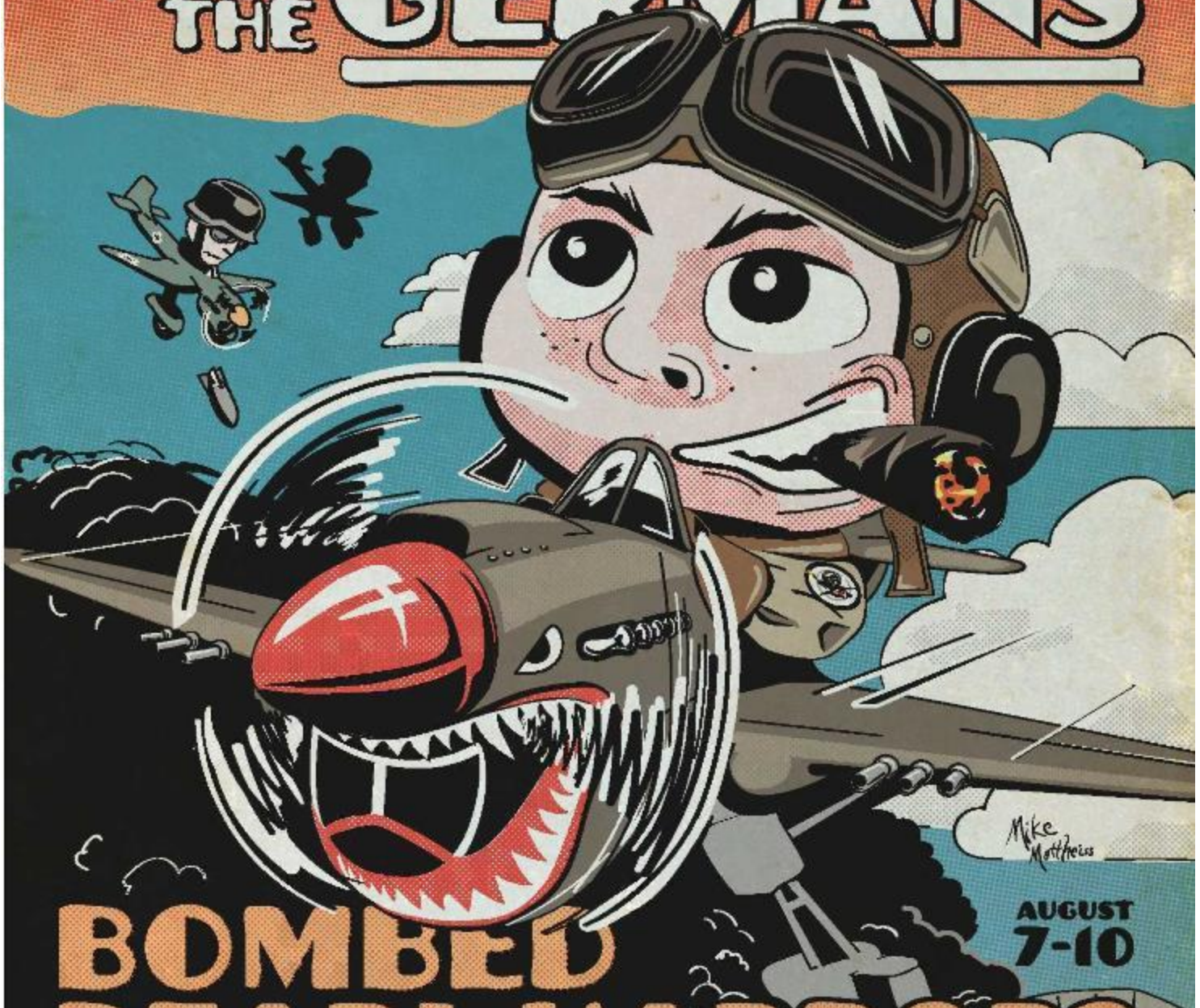
Time: 6:00 PM (Or
Whenever) Till Midnight
(Or Whenever)

MODELS MOVIES DVDS MUNCHIES BOOKS MODELERS



From Chattanooga on I-75 take the Collegedale Exit (#7A) and go on the ramp (east) to Jenkins Road. Turn right on Jenkins and go 2.3 miles to the traffic light at Standifer Gap Road. Turn left. Go approx 1.5 miles and watch for Quail Run Subdivision on the left. Go past it but slow down this hill! Turn right onto Oak Shadow Drive; right on Allegheny, & right onto Oak Haven

WAS IT OVER WHEN THE GERMANS



Mike Mattheiss

AUGUST
7-10

BOMBED PEARL HARBOR?

NOOGA NATS



2019 NATIONAL CONVENTION

CHATTANOOGA TENNESSEE

"Mikey" & "Vanderhoof" Characters
© 2018 Michael Mattheiss. All rights reserved.

www.ipmsusanationals.com

mmoore1132@gmail.com



HUNTSVILLE PLASTIC MODELERS SOCIETY

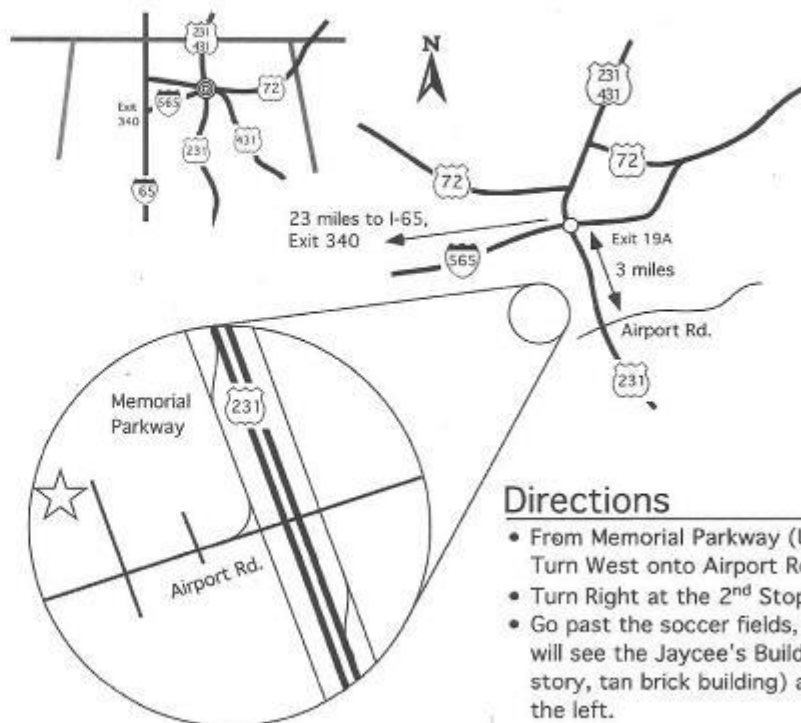
43rd Annual Model Show

24 AUGUST 2019 + 8:00 AM TO 5:00 PM

HUNTSVILLE JAYCEE'S BUILDING + 2180 AIRPORT ROAD SW + HUNTSVILLE, AL



FOR MORE DETAILS COMING SOON!



Online

- <http://hsvpms.blogspot.com>
- Facebook: [huntsvilleplasticmodelers](#)

Show & Vendor Information

Thomas Clark
129 Deer Creek Trail
Toney, AL 35773
256-270-0820
hpmswebmaster@gmail.com



Facebook



Blogspot

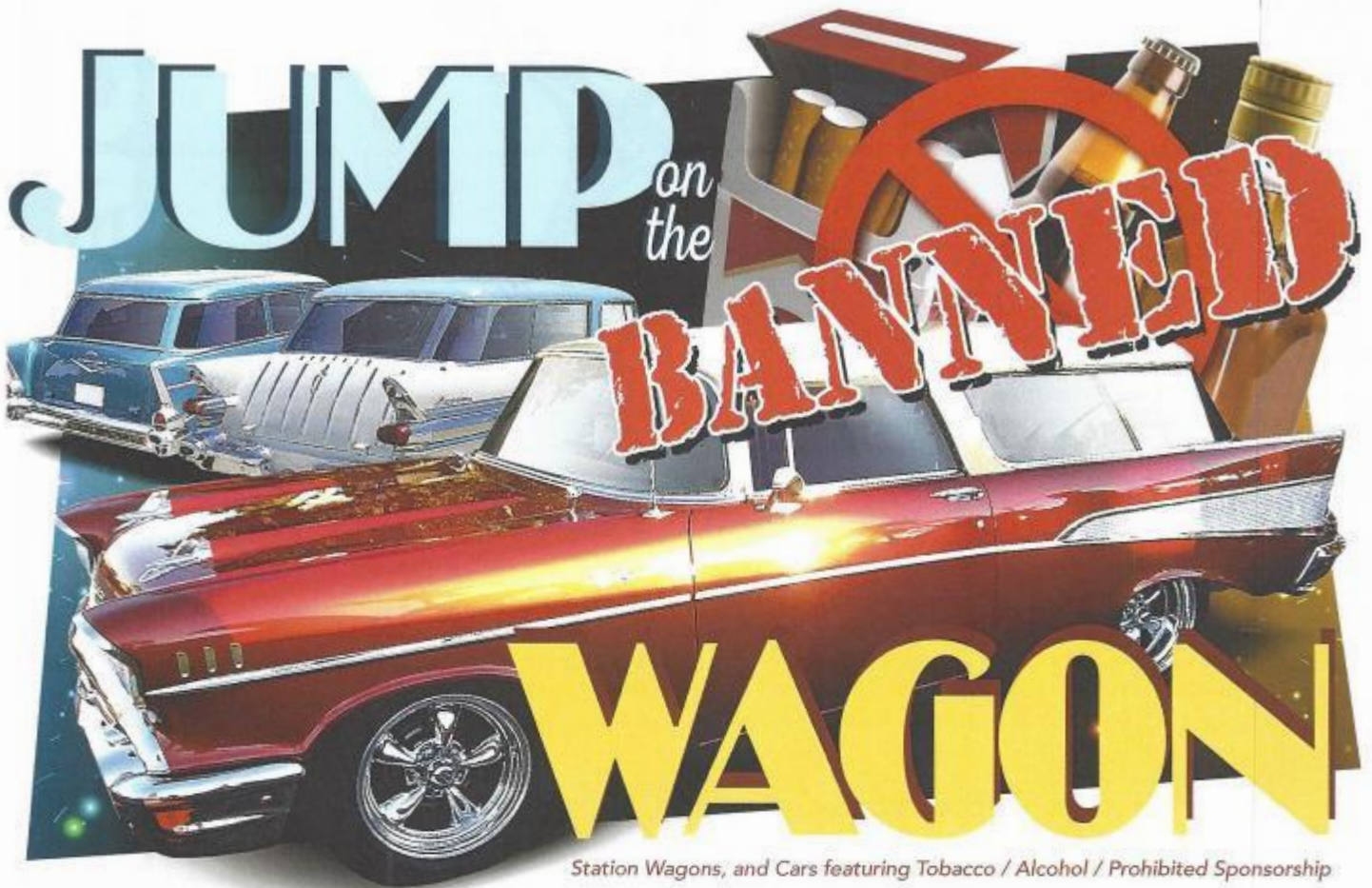
Directions

- From Memorial Parkway (US 231), Turn West onto Airport Road.
- Turn Right at the 2nd Stoplight,
- Go past the soccer fields, and you will see the Jaycee's Building (one story, tan brick building) ahead on the left.

Google Maps: <http://tinyurl.com/lj34ppy>

SOUTHERN NATIONALS

NOVEMBER 2, 2019 • 10:00AM - 4:00PM • SMYRNA COMMUNITY CENTER • SMYRNA GEORGIA



Station Wagons, and Cars featuring Tobacco / Alcohol / Prohibited Sponsorship

MODEL CAR SHOW & SWAP MEET

The ACME Southern Nationals is a non-judged event organized to promote fellowship among model builders. However, awards will be presented for Best in Show, Top Ten, etc. Model car categories include: replica stock, custom, tuners, street rods, foreign/exotic, various competition classes and others.

The host hotel is 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.

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 which will include entry to the contest.

Entry Fee to enter models into the show TBD | General admission TBD | Children under 12 free with paid adult | 6' vendor tables are available - price TBD

ACME
ATLANTA CAR MODEL ENTHUSIASTS

VENDOR INFO:

ACME | P.O. BOX 4288 • ALPHARETTA, GA 30023-4288

VENDORINFO@ACME-IPMS.COM

Revised 10.18 | Flyer info subject to change

www.acme-ipms.com