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NEWSFLASH
August 2019



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

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Applications should be printed and mailed to: IPMS/USA, P.O. Box 56023, St Petersburg, FL 33732-6023

Hello Swamp Foxes, Welcome to the August 2019 Newsletter.

Hopefully we have all had some time at the benches, I look forward to seeing some of your work at the next meeting Wednesday 21st August 18.00 – 20.00 at Lexington Main Library.

July's meeting saw 22 members attend, The President opened the meeting and went through the agenda and any other business(Nats in Chattanooga and the Toy Soldier Fair) After which it was onto the show and tell of Members models and we had a nice diverse selection to enjoy, some really great builds and in progress work as always.....

From the Front Office...

Howdy, all. Here's what's going on...

1. **Short recap of the IPMS/USA National Convention.** Those of us who were there will tell those who stayed home what they missed. This will be the last nearby (within a day's drive) convention until at least 2023—next year's convention is in San Marcos, Texas; 2021 will be in Las Vegas, Nevada; and 2022 will be in Omaha, Nebraska.
2. **Short recap of the Toy Soldier Show.** From the photos, it looked like a good outing. We'll let you guys tell us what went down.
3. **A look at the upcoming IPMS/USA Region 12 show.** It will be on Saturday, 14 September. The Piedmont Scale Modelers show up for our show to help; we need to repay the effort.
4. **Theme discussion for the 2020 Scale Model Mega Show.** We'll get some ideas and take a vote.
5. **Models, models, models:** That's why we do what we do. Whether complete or in progress, bring 'em in so we can all ooh and aah.
6. **Program:** I've left this month's program open. If we have time, we can engage in our usual freewheeling discussions on the hobby.
7. **Area Clubs:** Don't forget the other modeling organizations in the area:
 - a. SCMA, First Monday of the month, 7PM, Genova Karate, 169-B Hwy 378 West, Lexington.
 - b. AMPS Central South Carolina, 6:00 PM, Second Thursday of the month, Richland Library, 763 Fashion Drive, Columbia.

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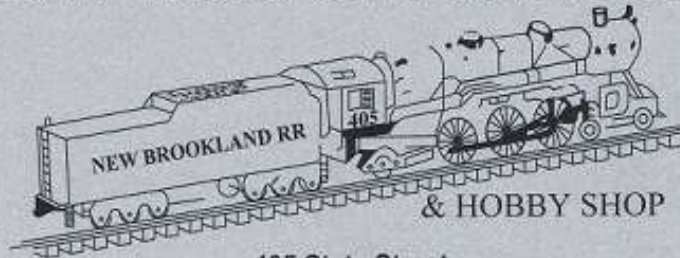


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THE BATTLE OF FLODDEN FIELD Sept 1513



The 'Auld Alliance'

The Battle of Flodden Field was undoubtedly the most famous confrontation between the English and Scots ever fought on English soil. It took place eight miles to the north west of Wooler near the village of Branxton on September 9th, 1513 in the reign of Henry VIII.

In that year England was at war with France and it was the French queen who persuaded King James IV of Scotland to renew the 'auld alliance' and assist the French by invading northern England.

Money and arms were sent to Scotland from France in the following months enabling King James to build up an army for a large scale invasion of England. In August 1513 the first minor battle took place on Milfield Plain near Wooler in which an army of Scots under Lord Home were heavily defeated. The English knew this was only the 'warm up' for a greater battle that would inevitably follow.

King James invades

On August 22nd, King James of Scotland crossed the River Tweed at Coldstream, entering England with an army of between 60,000 to 100,000 men. They burned the fortress of Norham on the Tweed and the nearby castles of Ford and Etal on the River Till. King James' pretext for invasion was revenge for the murder of Robert Kerr, a Warden of the Scottish East March, who had been killed in a fray by a Northumbrian called John 'the Bastard' Heron in 1508.

King James made Ford Castle, (a Northumbrian stronghold of the Heron family), his battle headquarters, where only the lady of the house, Elizabeth Heron was present. For a number of days the king remained at Ford while his men rested.

During this time it is said he was fully occupied by the amorous attentions of Lady Heron. Whatever the King's battle intentions may have been at Ford, his actions so far amounted to little more than a large-scale border raid. In fact many of his men had already returned home to Scotland with booty of English goods and livestock.

The English prepare for war

Meanwhile, to the south, the English were busy preparing for battle. Thomas Howard, the Earl of Surrey, who had been left in charge of the defence of England while Henry VIII was away fighting in France, mustered a force in London and marched north to Pontefract where he held a Council of War. Here he was joined by the fighting men of Cheshire, Lancashire and Yorkshire.

From here, Surrey marched on to Durham where he prayed before the shrine of St Cuthbert in the cathedral and collected the sacred banner of the saint – always good for morale in time of war. Surrey then continued north to Newcastle, where he was joined by the men of Northumberland and Durham. They included the retainers of the Bishop of Durham and those of Percy, Lord Dacre, and William Bulmer of Brancepeth.

Henry Percy, 'the Magnificent' Fifth Earl of Northumberland, (a descendant of Harry Hotspur) did not take part in the battle since he was away in France helping the king with the siege of Thérouanne and Tournay but the earl's brothers, Lionel and William Percy did join up with Surrey's men. Other additions to the English army included a crack regiment of archers under Sir Edward Stanley and the men of the Lord Admiral, Thomas Howard, who was Surrey's eldest son. He in turn was supported by his younger

brother Edmund. Marching north, Surrey's men stopped first at Alnwick and then continued north to Wooler, where they began to prepare for battle.

A camp on Flodden Hill

By this time King James had moved from his headquarters at Ford Castle and crossed to the western side of the River Till where he set up camp on the top of Flodden Hill. To here the English sent a messenger challenging the Scots to meet them in battle on Milfield Plain north of Wooler. The Scots refused. They were not willing to vacate their advantageous lofty position for the flat levels of Milfield. For the time being at least, they remained where they were. By this stage the English and Scottish forces were roughly equal, with around 30,000 men each.

The day of the battle

On the following drizzly morning of Friday 9th September, 1513, the English assembled for battle and in two parties made their way north along the eastern flank of the River Till. The rearguard crossed the river by a ford at Heaton Castle (now gone) and the vanguard crossed further north at Twizell Bridge. All this took place in full view of King James.

Sir Walter Scott sets the scene with this poem:

From Flodden ridge,
The Scots beheld the English host
Leave Barmoor Wood, their evening post
And headful watched them as they crossed
The Till by Twizell Bridge.

High sight it is, and haughty, while
They dive into the deep defile;
Beneath the cavern'd cliff they fall,
Beneath the castle's airy wall.

By rock, by oak, by Hawthorn tree,
Troop after troop are disappearing;
Troop after troop their banners rearing
Upon the eastern bank you see.

Still pouring down the rocky glen,
Where flows the sullen Till,
And rising from the dim-wood glen,
Standards on standards, men on men,

In slow procession still,
And sweeping o'er the Gothic arch,
And pressing on in ceaseless march,
To gain the opposing hill.

Although king James could clearly see the movements of the English as they crossed the River Till for some reason he decided against attacking them at this early stage when the enemy was at its most vulnerable. Instead James ordered the burning of camp refuse, creating a dense wall of smoke, which temporarily blocked out the English view of his movements.

When the smoke finally cleared, the entire Scottish army had moved their position northward from Flodden Hill to the adjacent Branxton Hill. It is worth noting that the Battle of Flodden was known for many centuries as the 'Battle of Branxton'.

It was an important move by James since the English could well have planned to occupy Branxton Hill, as Sir Walter Scott suggests in the poem, but now all that lay between them and the Scots was flatter land. This meant that when the English attacked they would have to fight their way uphill, and the Scots had the advantage of being able to charge down the slope towards their enemy.

Before the English could contemplate battle and get anywhere near the Scots they had to cross one major obstacle, a large marshy area formed by the Pallinsburn, a tributary of the River Till. Indeed the name Flodden itself is a reference to the marshy flooded landscape.

James thought this would hold the English up and tire them out but he was mistaken; the English had men with knowledge of the local countryside and the mossy area was quickly negotiated by means of the Branxton Bridge, a feature unknown to King James. The English began to assemble in a field at the foot of Branxton Hill with the awesome sight of the Scots looking down upon them.

The battle commences as a border fray

The time was four o' clock in the afternoon, when the Scots opened fire on the English, who looked so vulnerable down below. The battle commenced. Almost immediately the inexperience of the Scottish gunmen became apparent. Unable to handle their cumbersome artillery, the Scots were missing their targets while the English fired back with much greater precision until gradually the Scottish guns and gunmen were blown to pieces.

James was quick to react; he noticed a weakness in the right wing of the English army, a section of mainly Lancashire and Cheshire men under Edmund Howard, whose men looked rather disorganised and hungry. Edmund's followers were supposed to have been backed up by a reserve of English borderers under Lord Dacre, but these men seem to have fled the battle scene.

James ordered the Scottish left wing, composed mainly of Scottish borderers under the leadership of Lord Home, to attack this English 'Achille's heel'. Home's men gladly obliged and went charging down the hill towards the English right wing, causing most of Edmund's men to flee.

The brave who remained were quickly slaughtered. Fortunately for the English, Lord Dacre and his English borderers reappeared on the scene, rescued Edmund and engaged themselves in a battle with their Scottish counterparts. John Heron and his men added support.

So the opening stages of the battle resembled a kind of grand border fray, with many of the familiar border reiving families, involved in the action. Meanwhile the remainder of the English right wing, under the leadership of Surrey's eldest son, the Lord Admiral, now came under attack from the Scottish section, led by Lords Crawford and Errol. The Battle was now well under way.

King James attacks

King James, excited by the scene before him was impatient to get involved with the action. In a moment of irrational impulse he wildly led his Scottish centre charging down the hill towards the English centre, commanded by the Earl of Surrey. The sight of King James and his men must have struck terror in the English hearts but they stood their ground and greeted the charge with an onslaught of arrows.

At the base of the hill the Scottish charge was considerably slowed down and almost brought to a halt by an unexpected ridge and a boggy area at the foot of the hill. This was a stroke of luck for the English, for it meant that the Scottish charge lost its momentum. A fierce battle now began at the base of the hill.

Now only the Scottish right wing and English left wings were yet to engage in battle. This time the English took the initiative with Edward Stanley marching his men up Branxton Hill towards the Scots at the top of the hill. Here the Scots army was comprised of fierce looking highland clansmen, under the leadership of the Earls Lennox and Argyle, but Stanley's skilled fighting men were too much for the highlanders. Some fled for their lives, while others including the chiefs of the Campbells and McCleans, remained to be slain.

Defeat was occurring all around for the unfortunate Scots so their king desperately began a charge towards the English banners held high where the English leaders were located. His actions proved fatal; the king was felled from his horse almost unrecognised by his enemies. The following morning he was one of ten thousand Scottish victims who lay dead on the field of battle.

The attitude of the borderers

Amidst all this slaughter it is interesting to note the attitudes of the border reiver factions of the English and Scottish armies who showed their true colours as the fight progressed. Mosstroopers and reivers from both nations, most notably from the dales of Tyne and Teviot gathered together under the leadership of Lord Home and began stripping the slain of their possessions and plundering the baggage of both armies as the night of fighting continued. National pride and identity were seemingly a low priority for the borderers in those days gone by.

A victory for the English

The Battle of Flodden was a decisive victory for the English. For the Scots it was a disaster of gigantic proportions, with many of the most important members of Scottish society killed or slain in the conflict. The Scottish dead included twelve earls, fifteen lords, many clan chiefs an archbishop and above all King James himself. It is said that every great family in Scotland mourned the loss of someone at the Battle of Flodden that day. The dead would be remembered in the famous Scottish pipe tune, 'The Flowers of the Forest':

Flowers of the Forest - <https://www.youtube.com/watch?v=KZKzUbljr30>

We'll here nae mair liltin' at our ewe milkin',
Women and bairns are heartless and wae,
Sighin' and moanin' on a ilka green loanin',
The flowers of the forest are a wede away.

Today a large granite cross marks the site of the Battle of Flodden. It is touchingly inscribed;

‘TO THE BRAVE OF BOTH NATIONS’

Artwork depicting the battle



A Field of Blood and Glory



Fighting at such close quarters was difficult for the Scots

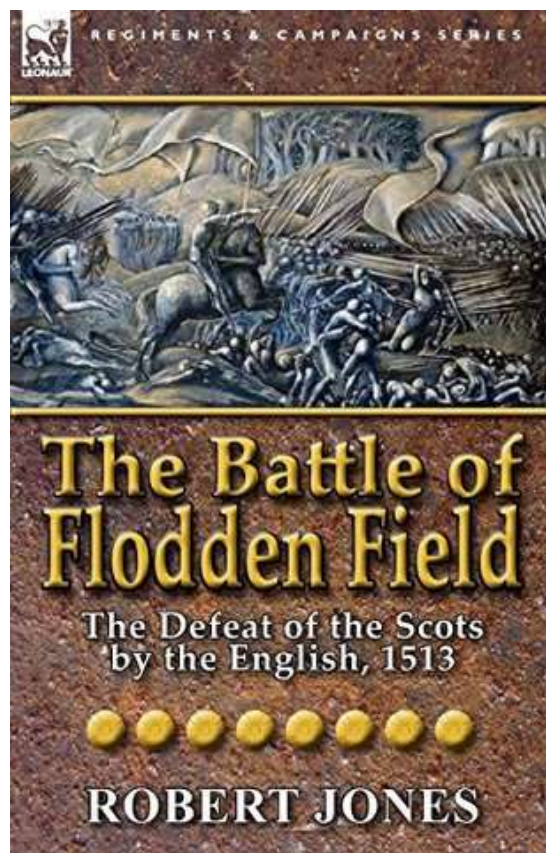
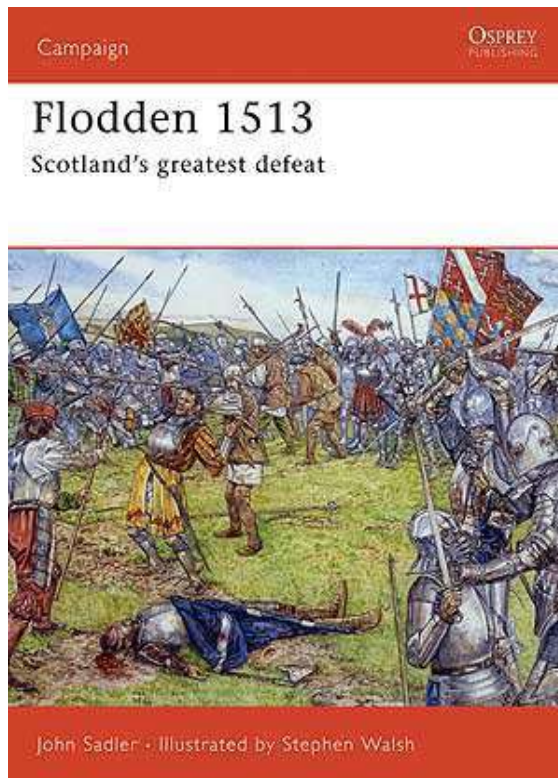


Battle of Flodden Field 500th Anniversary





There is quite a good source of info in both print and online







King James IV of Scotland killed during the Battle of Flodden Field



Scottish Pikeman



English Archer

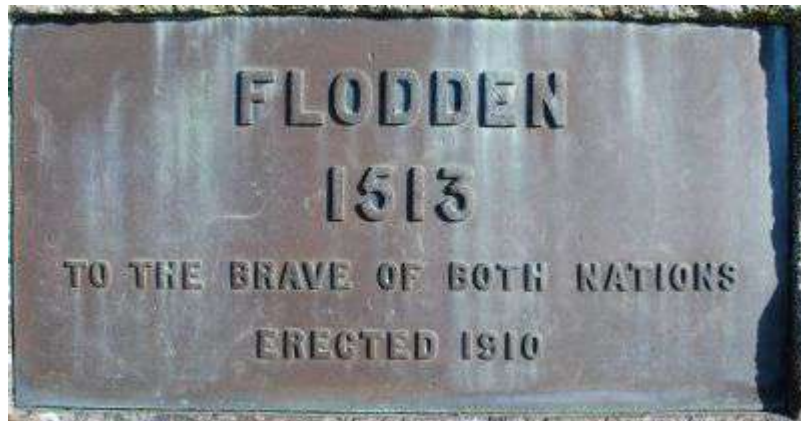
Battle of Flodden Field Monument



Steps up from the car park to the Monument and Flodden Field









looking out across the Battlefield

Flodden Field 1573



This ground, known as Flodden Field, was once a field of battle, enemy and carnage. But today, there is the spirit of reconciliation, co-operation, and most of all, friendship.

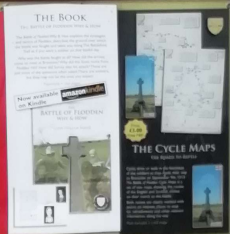
On that fateful day, near five hundred years ago, it was the hills, the valleys, the rivers, the streams, the hidden dunes, the boggy ground that were the key to victory. It was here, where today cattle graze and crops flourish, that cannonade crashed, and men fought and died.

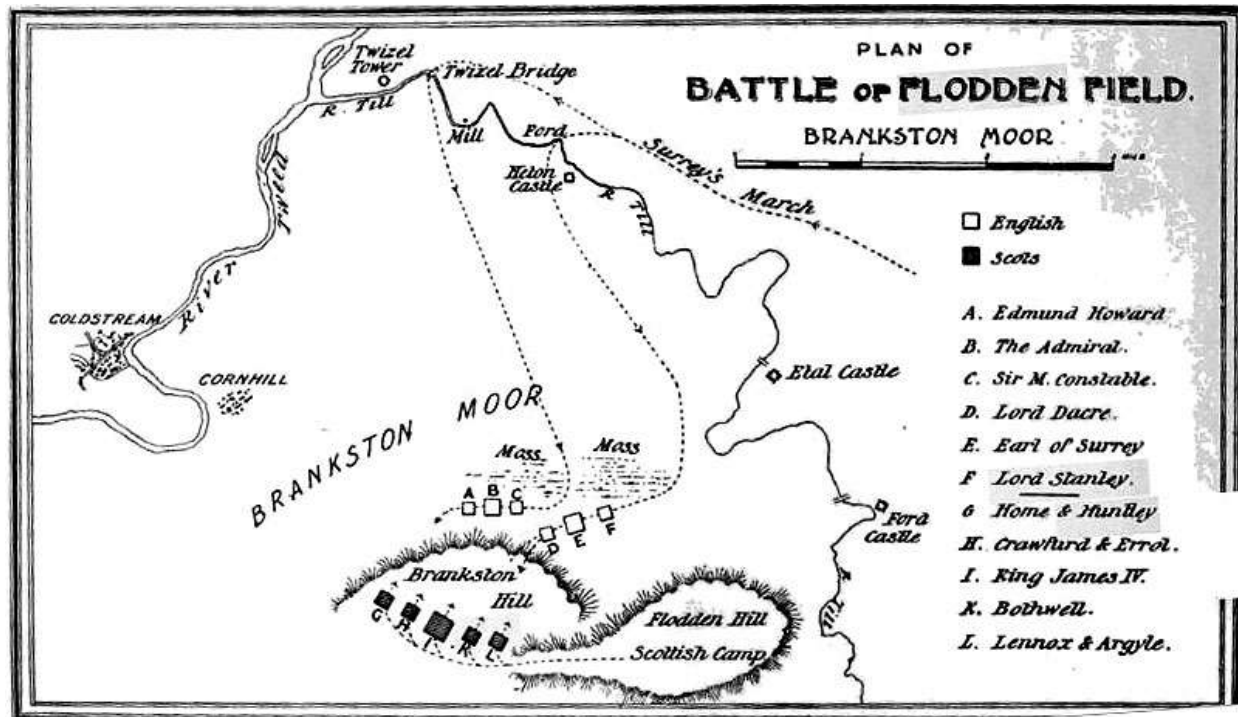
Flodden Field 28th September 1573 The Remembering Flodden Project

You can get further information on our website: www.flodden.net
More detailed information boards are located around the battle site.
Why not follow the trail to find out more?



It was here, on the quiet byroads and deserted tracks that opposing armies once trod. And it is here, that this story of success and despair should be told. Branston is the small village that encompasses this hugely important, yet so far relatively unknown historical site. We hope that our efforts will inform and educate, and bring visitors to this part of the Borderlands, and help consolidate the bonds of friendship across the Border that are today, the hallmark of life hereabouts.





Barnard, F. P. *Companion to English History*.
Oxford: Clarendon Press, 1902. 81.

There is a well maintained path/trail around the field with information boards strategically placed that contains information on where each group was and the movements made during the battle,

If you are in the area this is well worth a visit, there is much to do and see around this area and close by, the Duddo stones for instance, it does not draw as much attention as Bannockburn or Culloden but it is a very important event in the long history of conflicts between the Scottish and the English.

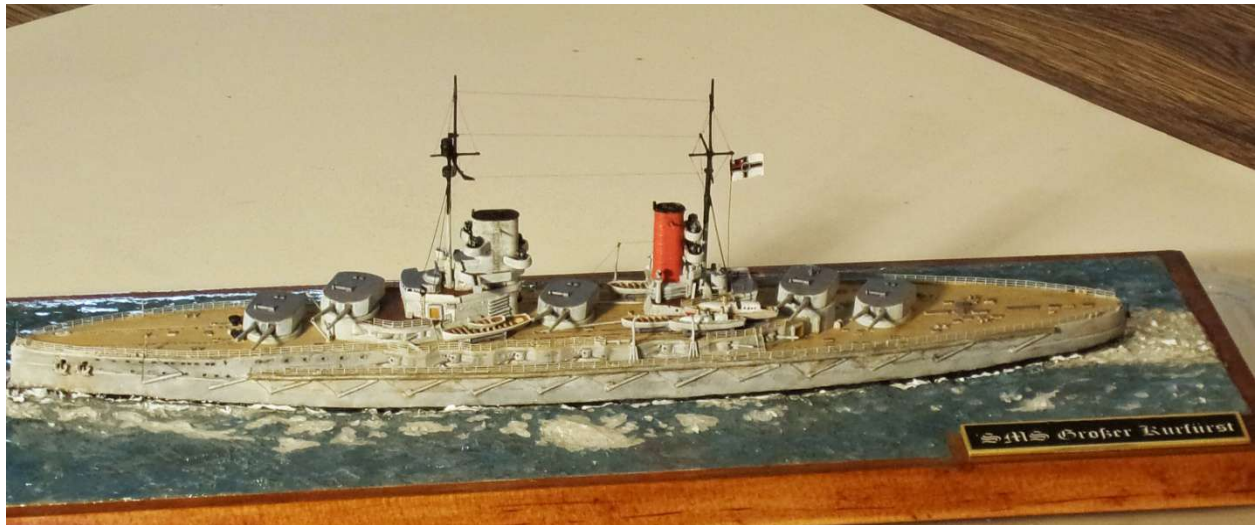
Credit and Thanks go to the many sources on the internet and the Crazy Cat Lady for the photographs of the Monument and Area.

WHAT JUDGES FOUND

By David Koopman

So, we've all been told "what judges look for" at model contests by now. Many of us have sat through Model Building 101 by Ralph Nardone. Others have heard a version of the "What Judges Look For" seminar presented annually at IPMS Nationals. Fix your seams, fill your gaps, trim mold seam edges, clean up ejection pin marks, get proper alignment, have good quality paint and finish, etc. I thought I would share with you my experience about what I was told that the "judges found" while evaluating one of my ship models at a contest.

The model in question is my 1/700th-scale build of the German WW1 dreadnought battleship SMS Grosser Kurfurst kit produced by ICM.



There were roughly a half-dozen short-comings with this model that were identified. I can illustrate most of these with photos, so you can see where judging a ship model uses some of the aforementioned issues. Disclaimer: What follows is my interpretation of what I was told about the model, and it is not intended to be read as direct quotations from anyone actually involved in the judging.

The first issue flagged to me was in the alignment of the main battery gun barrels (these are the five large twin gun turrets mounted along the ship's centerline). This is made more complicated on this build, because the right-hand barrel of every turret is elevated into firing position while the left-hand barrel is horizontal in the reload position. In spite of this, when looking directly down on the model from above, the right and left hand barrels need to be parallel. The picture below shows the three turrets toward the bow. I have used software to put six parallel white lines down, one for each gun barrel on the three forward turrets. Each barrel should track one of the

parallel white lines if the alignment is correct. (The bow of the ship is to the right in this image.)



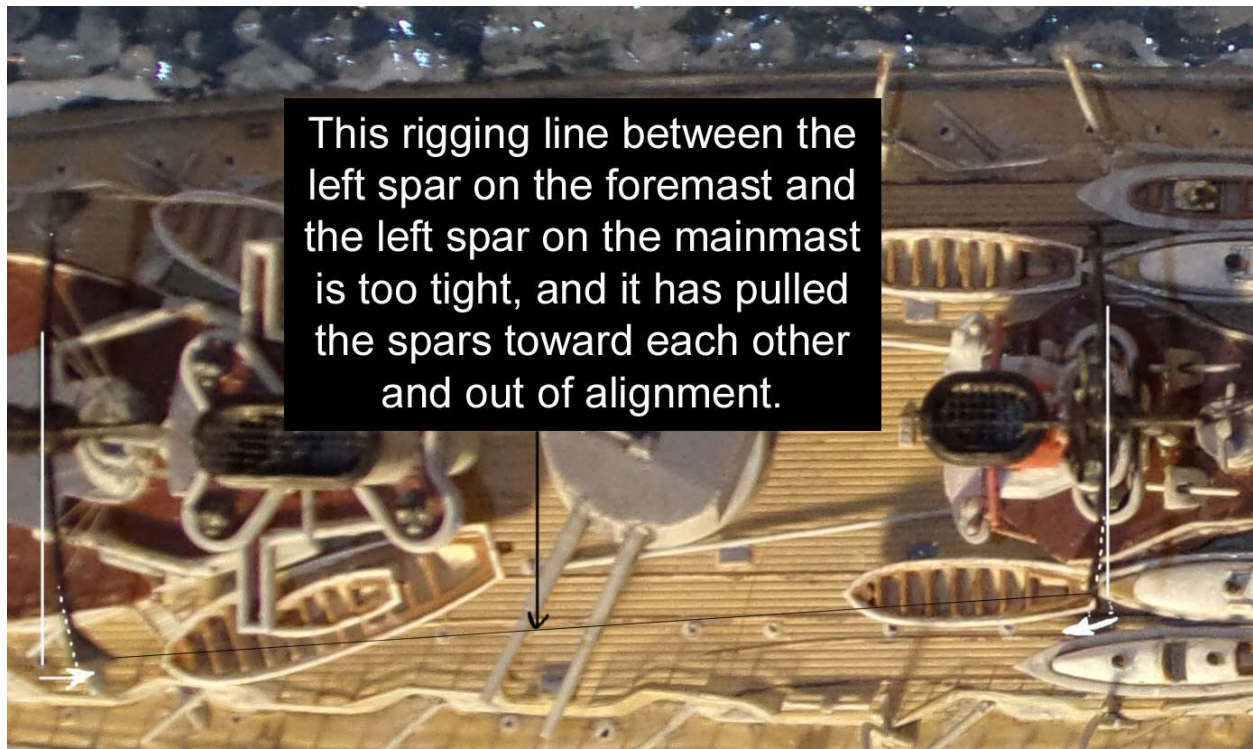
The “A” turret, or forward-most turret has an alignment issue (or issues). The “B” turret and the amidships turret both have parallel barrels and are both aligned correctly with respect to each other. I see two issues when looking closely at “A” turret. At first glance, it appears that the right-hand barrel is toed in toward the left (just from sighting down the white lines). Pulling back, however, it appears more likely that the entire turret is mis-aligned slightly counter-clockwise. If the turret could be turned slightly clockwise so that the right-hand barrel was aligned correctly, then the entire turret would match the alignment of the other two in the picture. Doing that (in our imaginations), it is the left-hand barrel that is the one toed in toward the right. So, two corrections are required. First, the turret needs to be turned slightly, and then the left-hand barrel needs to be bent outward slightly to put it into overall alignment.

More alignment issues were found around the port-side lifeboat area. There are three lifeboats in the next picture. To the right of them are two boat davits for lowering and recovering the lifeboats.



Just checking the bows of the three lifeboats reveals that the third one (one furthest back in the image) seems to be sitting with a lean to the right, however the smoke stack on this lifeboat appears to be aligned with the two on the lifeboat to the right. I believe that, in this case, the lifeboat hull was not properly molded, and that I failed to detect it and to sand the hull so that the prow line was vertical. The judges did not comment on the fact that the forward davit is not vertical although the aft davit is (just another oops). So, two corrections are needed based on this picture.

The next item found was related to the rigging in the masts (there is also rigging in the anti-torpedo net boom area along the side of the hull). I used lycra line which is elastic (like a rubber band). Like a rubber band, the longer you stretch it, the harder it tries to pull back. In this case, I stretched one of my rigging runs too far, and it slowly bent the two spars it was attached to towards each other to reduce the strain.



The rigging line is very skinny even though I high-lighted it during image processing. In this top down view, it can be seen that the two spars (painted black; spars are the horizontal pieces of the mast structure) have been pulled toward each other, and the spars have become curved (they should be straight). I need to cut it off and redo it with much less tension in order to fix this. (The three lifeboats just discussed are seen in the lower right corner of this picture from above, and nothing in this view suggests an alignment problem.)

The final issue noted was the presence of some shiny spots on my masts and spars. In particular, these were on the "foremast", that is, the forward-most primary mast associated with the main bridge. (On this ship the "mainmast" is aft of the two funnels.) I still struggle to see these spots clearly, and I know that I've painted over this region with acrylic flat at least once. Nevertheless, there shouldn't be any visible shiny spots. The photo below may show where these spots are (or it might be a trick of the lighting and the camera optics). I've looked at these regions from many angles under many different lighting conditions, and I'm still not convinced it's just a natural reflection off a spot that is just a little more planar (flat) than the rest of the spar (spars should be round in cross-section and not have any planar areas, but that's just in theory, and when you have to sand on them to remove mold seams, then they can get out of round).



So, that is a summary of what was revealed to me when I spoke in confidence with a person familiar with the judging of this category (so don't ask me who told me these things). This list of build issues, while unique to my model, is not unlike a list that could be put together for many of the ship models in contests. Some models have shorter lists, some longer. Some lists have more egregious or obvious issues on them, some less. The judges weigh the issues between competing entries and determine which models are closer to the ideal standard of a perfect build than the others, and then select the first, second, and third place winners.

Author's note: the judges are not allowed to use artificial magnifiers, Opti-visors, magnifying glasses, etc. during judging, and the illustrative photographs in this article, other than the initial overall view of the model, are at magnifications several times larger than the ship model itself which is only 9-3/4 inches long from bow to stern. In my experience, mistakes always look worse when magnified.

IPMS USA Nationals 2019 Chattanooga

Ralphs Musings

(Note: I am publishing this more or less simultaneously on the *Iron Modeler* blog and in the IPMS/Mid-Carolina *Newsflash*. The local guys may wonder why I add identifiers to folks they know well—there's why!)

Howdy, All!

This year's IPMS/USA National Convention is in the books, and all I can say is that the folks of the Chattanooga crew are to be congratulated on what was a superb event. From the time I arrived at 1PM on Wednesday until I departed on Saturday around 5PM, I had a thoroughly enjoyable time. The things to see, the people to meet... If you've never been, you simply must go to at least one. Why? Well, here's a recap of my extended weekend...

Wednesday, 7 August:

I arrived a bit after 1PM. I went inside the huge Chattanooga Convention Center, and walked down to the Pre-Registration room. Yes, they had a small room to handle the task, which worked a treat, since there were no long lines and crowding in the corridor. From the time I said "Hello" to **Ann Strandberg** until I walked back out into the corridor took about 30 seconds. Seriously. This was the quickest I was ever in and out of Pre-Registration out of the five IPMS/USA Conventions I have attended.

By the way, Ann is a HUGE asset to these shows—she is a First Class organizer, and I learned from our experience in Columbia that she's very good at what she does. She and her husband **Bill** seem to be omnipresent at these shows. Bill and I spent more than a few minutes sharing ideas and catching up during the show. Bill and Ann, it was great seeing both of you!

After that, I went back to the car to retrieve my Display Only models. I think I've told you all before that my competition days are behind me, but when someone offers display only space, I'm on it. I had a few models that will be covered in their own right in a later installment, and I found a table and set the models out. I took the containers back to the car, and then ventured back to the model room. The display tables seemed to be filling up rather quickly—a good sign, to be sure! IPMS/USA hasn't been very big on Display Only up until maybe 10 years ago, and interest didn't seem to be there. I believe this year may change some minds—if future conventions continue this trend, it will be a good thing, indeed! **Mike Moore** and the whole Chattanooga crew are to be commended for making this one of their focus items.

I checked out some of the Display Only tables. **Rich VanZant** of Mississippi had four tables full of his 1/48 scale airplanes. **Mark Deliduka** of SoCal had some 750 armor

pieces on display. **Gil Hodges** had several tables full of resin and vacuum-formed models. **Dave Maher, Bob Kerfonta**, and the **IPMS/Charlotte** crew was setting up their Corsair display...

I took a quick sweep through the contest tables, and, as usual, was impressed by the quality of work on the tables. Several collections caught my eye. The **IPMS/Race City Modelers** had a group of 1/48 scale P-51's built from the available kits, each one perched on a base featuring the box art for the kit from which the model was constructed. Very nice, and from my standpoint it simply proved to me that "older" doesn't automatically equal "unbuildable" or "obsolete". There was also a group of Afrika Corps armor, a chronology of 20mm weapons, a U-Boat pen in what I can describe as a semi-boxed scene, and more.

Since it was early days and the models were still rolling in, I stepped into the World's Largest Mobile Hobby Shop, aka the vendor room. As I walked the aisles, I was amazed by several new products...

Wingnut Wings had several of their 1/32 Lancaster proofs on display. Wow. Too big for me, but they have a solution in the works for those looking for a large Lancaster but don't have the space—they will offer the forward fuselage (from the wing leading edge forward) as a separate kit at some point next year. If you like Lanc Nose Art, this may be your ticket. A Fokker Dr.I was being shown along with shots of their upcoming Handley-Page O/400 and O/100—the latter was a bit of a surprise. They were already doing a brisk business, selling kits...

Tamiya were there with their display kits including the 1/24 Toyota TS-050 Hybrid (gotta get one of these!) and, of course, their new P-38F/G. One of the benefits of Pre-Registration? Tamiya provided 300 pre-release copies of the kit to the convention to do with as they wished with the proceeds going to the show. The organizers decided to include a green ticket in the Goody Bag that worked as a sort of raffle—they would draw numbers throughout the event, and if your number was called, you had the opportunity to purchase one of the kits.

Eduard was at the show with around 400 of their new P-51D-5 "Chattanooga Choo-Choo" kits in 1/48th scale. I understand that the lines at the Eduard stand were out the door when the vendor room opened on Wednesday, people were so geeked up to get a copy or two of the kit! I perused the parts trees, and this one looks to be a winner. I already have a herd of Mustangs in the stash—Hasegawa, Tamiya, and one of the new Airfix kits—but I will probably buy the Eduard kit, too. I just didn't buy one at the show...

Speaking of **Airfix**, I spoke to the Hornby's representatives at the **Squadron** table. I got to run my hands over the new 1/25 F6F-5 Hellcat kit—rather large for my tastes, but it is a spectacular kit. We talked a bit on upcoming releases. I believe if they can tie down their financial woes, Airfix will continue to be a strong player in the hobby.

Thursday, 8 August:

I was up with the chickens, since I was going to present “Model Building 101” at 9 AM. I went downstairs (I stayed at a Holiday Inn Express a few miles away—best cinnamon rolls around!), grabbed some eats, and headed out. The seminar went well—I had 17 or 18 people in attendance, and I believe everybody learned something. It wasn’t as well-attended as the same seminar at our show in Columbia, but it was also early in the show—I wasn’t worried. I got the right 17 or 18 people—people who wanted to be there.

After the seminar, I stashed the laptop and laser pointer, and headed to the vendor room. I made a few purchases—I had been waiting for the Special Hobby 1/72 scale SAAB Viggen for a while, and I was surprised to see that they not only had the JA-37 kit as a single, but also had a dual kit (Duo-Kit) with the AJ-37 and the SK-37 two-seater along with a reference book. The single kit cost \$30, the Duo cost \$64—in effect, I either paid \$2 more per kit and got a free book, or I got a great book for \$4. Win-win, either way.

I was also under orders to see the guys at the **fündekals** table, which I did. **Jonathan Strickland** was there with some product, as well as some renderings of the stuff they are working on, and all I can say is you need to check them out if you haven’t yet:

<http://www.fundekals.com/>

As I wandered, I started to bump into people I know, or had met years ago and hadn’t seen since. This continued throughout the weekend and I suppose I should thank all of them for saving me money by keeping me away from the vendor tables. Seriously—by the time you’ve been to a few of these, it happens.

In the words of Phil Collins and Genesis, “I can show you some of the people in my life”: **Paul Boyer** and I first met at the 1999 convention in Orlando. He was the Senior Editor for *FineScale Modeler* back then, and I attended a seminar he was leading. We had corresponded a few times, and I’m a member of the 72nd U.S. MilAir Yahoo group, but we seldom physically cross paths. Well, I was under orders—he and my wife are working on a joint project, and when she couldn’t attend I was told I needed to go by and chat with Paul. Paul, I loved your USN Jets display, and I enjoyed speaking with you. I hope it isn’t another 10 or so years before we have the chance again.

Bert Kinzey is the face behind *Detail and Scale*, and I have sent him a few model photos for the D&S Facebook page over the past year or so. One of the photos I posted piqued his interest, so he told me to stop by the D&S table and see him. We had a short but enjoyable conversation as he started to photograph the models in the display room. I left him to conduct his business, and I would bump into Bert and **Rock Roszak** a few more times during the show. Bert and Rock, it was a pleasure meeting you both. I wish I could have met **Haagen Klaus** (he and I crossed paths in Columbia in 2016, but we were both rather busy at the time) and **Chris Sakal** as well, but sometimes there are

more important things than models.

When I was the Seminars Coordinator for the 2016 Columbia Nationals, my wife asked me if I had approached **Tommy Thomason** to see if he wanted to present anything. She's his SH-3 Subject Matter Expert, so she asked and he agreed to present "Revolt of the Admirals". I found him this year in the vendor room with a table full of his Ginter Books titles. Tommy does a great job with his research on U.S. Navy subjects, and I was glad to see him again.

Gil Hodges is someone who I bump into every now and then, but we never seem to talk for very long. We have some mutual friends, and in this case it allowed a discussion that ran for longer than a minute or two. For those who have no idea who Gil is, he used to write for the defunct *Scale Modeler* back in the day, and has written for *FineScale Modeler* and the late, lamented *Aerospace Modeler Magazine*. Gil often builds large scale resin and vacuum-formed kits, and it seems that he fears naught in his approach to them. Gil, I'm glad I could see some of your work up close again.

Jerry Wells and I met via a mutual friend in the run-up to the 1999 Convention in Orlando—in fact, we were roomies for that Convention. He is a great modeler—he had reworked the Revell 1/72 80' Elco PT Boat into (IIRC) PT-165 for the show. It was a wee bit dusty and missing a rudder, and before I arrived in Orlando he had secured another kit, robbed the rudder, painted it, attached it, and was in the process of dusting it. Now, one would seem to think that a dusty, broken model—regardless of the fact that it had been repaired and cleaned—wouldn't stand a chance. Even Jerry had misgivings, yet it did indeed win a First Place. Jerry and I seldom communicate on a regular basis—nothing nefarious or anything, we just travel in different circles—and I enjoy catching up with him when I see him at the various Conventions. Jerry, enjoy your retirement! You need to come up to the Columbia show next June...

Bill Bosworth and I became acquaintances in the run-up to the 2016 Columbia show. Like Tommy, he was a seminar presenter. But the best thing about Bill is that he doesn't just talk models. He had some of his scratchbuilt aircraft on display, but as we were talking about them, he would tell stories from his life as an Ad Man. Bill, like so many people I've met in the hobby, is good people and I enjoy the short time I spent chatting with him at these shows.

Gordon and Brandon Kwan were at the Sprue Brothers Models table. I had an e-mail coupon to redeem—a spin of the wheel—and I won a Verlinden book on the Hawker Hurricane. I chatted with Gordon about the Convention, how his business was doing, and basically caught up with what was going on between the Columbia show and now. Gordon runs a great webstore, and if I have to buy online, his is the first site I check. If you've never heard of them, what rock have you been living under? Check them out at <http://spruebrothers.com/>.

Steve and Amanda Nelson and I finally found more than two seconds to chat on Friday.

I first “met” Mandie on the old ARC Forums through the AIM Chat. We finally met face to face at the 2005 Atlanta Convention—by that time, she and Steve had married, and my wife and I had been together for almost six years. I always like to spend time with them, because they are simply good people. Guys, I’m sorry our time was short. I told the wife that you were asking after her. She was sad she had to miss the convention, and I think every time I told her, “Oh, by the way, so-and-so says ‘Hey!’”, she got sadder that work got in the way of this one...

Peter Frearson, Jeff East, Butch Bryant, and the whole IPMS/Flight 19 Gang and I bumped into each other several times. Y’all are my old home boys from back in the SoFla, and I miss those meetings from back in the day. Jeff, we’ll always be on the Presidents for Life rolls—and thanks for trying to slap me back into reality, but yeah, I’m a Chapter President again. What can I say? Talking with the guys, the club is in good hands, and I hope to get down there for your ModelFest one of these years.

Phil Perry and I met maybe 25 years ago, and I immediately learned that he was a great modeler and a fine human being. We would chat from time to time until I moved to SC and we lost touch for a while. But I still see him at the Conventions, and we usually chat for a bit at every one. I feel a wee bit bad because at the NCC meeting Phil and I found ourselves on the opposite sides of an issue. Phil, I meant no disrespect, and I hope there aren’t any bent feelings. After all, we all share the common goal of building models, no matter how a group of judges looks at them or how an organization plans the awards...

Danny and Mindy Vazquez bumped into me at the Columbia show, and again in Chattanooga. I know I’m getting old when I’m told their daughters are 28 and 31, with kids and the whole shebang. It seems like it was not too long ago that they were wee little girls, talking about Beanie Babies. Guys, I’m glad I got to spend some time with you. It is always a pleasure to catch up and to look at Danny’s spectacular models.

Ed Okun and I crossed paths for about five minutes. I spied some 1/32 IDF airplane models that looked awful Okun-esque, and indeed they were Ed’s. Ed, it was fun chatting with you. Enjoy your retirement and the grandkids, and keep building those impeccable models!

Rick Geisler and I first met back in the early to mid-1980’s at the Twin Oaks location of the now defunct Warrick Custom Hobbies—he was my first Plastic Guru, offering inspiration with each model he would build and bring to the shop. I saw Rick last at a show in Winston, NC some 10 years or so ago, so it was nice to be able to get together and talk about the “Old Days”, when Flight 19 was a much different group. Rick, I’m sorry I got called away—but we’ll have to find a mutually agreeable show and meet again soon. Oh, and I’m glad your phone finally charged!

Mike Idacavage is usually the Contest Coordinator for the conventions whenever it is in this area. Mike met my wife long before he met me, but he’s been a great friend to

both of us. We couldn't talk long—he had “convention stuff” to do (and I know that all too well!), but he did complement my Special Hobby ER-2. Thanks, Mike, I'm glad you liked it. I hope we will see you in a few weeks at the Atlanta Airlines Collectibles Show! **Patrick Cook**, like Mike Idacavage, is another good friend in the Atlanta area. Patrick was wandering the vendor room when we first bumped into each other, but we had a chance to chat for a while taking a load off in the comfy chairs in the hallway. The same wish for Mike holds for you, Patrick—I hope you'll be at the Museum in October...

Jim Kiker, aka **Yoda**, is from up the road in Charlotte, he's a great model builder, and has probably the best outlook on the hobby of all my model building friends (I mean, he's nicknamed Yoda for a reason). Jim, we missed seeing you this year in Columbia, but we're doing it again in June next year. Head on down and have some fun with us!

My friends **Trevor Edwards** and **Mike Roof** arrived on Thursday afternoon—Mike was giving a seminar on Friday, so we wandered the model room, vendor room, and throughout the afternoon I continued to bump into people...

I made a few more purchases—I got a few **Liveries Unlimited** decal sheets from **fündekals** that my wife was looking for, along with their 1/48 scale Spitfire Part 2 sheet-- and later we got together with **Tony Abbot** and **Rebecca Hettmansperger** (they of **HQ72 Resin Products**) and had some supper upstairs at the Table South attached to the Marriott. I don't know about them, but my feet were sore, my friend Arthur Itis was showing himself, and I was tired...

Friday, 9 August:

Mike, Trevor, and I met downstairs for breakfast in the hotel (cinnamon rolls...mmmm), and then headed out to the Convention. We spent the morning doing the convention thing. We wandered the model room; we perused the vendor tables: and basically enjoyed the show. I sat in on **Dana Bell's** Cruiser and Battleship aviation units seminar, and then went to see **Bob Steinbrunn's** talk on the Bluejacket PT boat. Both of these guys have provided numerous hours of inspiration and guidance through their books and articles throughout the years, and I was grateful to see Dana again (he graciously presented a seminar for us in 2016), and to meet Bob.

I snuck into Mike's Photoetch seminar that was by now in progress (what can I say—I really wanted to meet Bob and hear him speak on his PT Boat model), and the room was full. I've seen this presentation a few times, so I spent my time gauging the folks who were seeing it live and in person for the first time. It was interesting—every time Mike changed slides, the smart phones all went up in the air and everyone snapped a photo, almost in unison. Mike has a certain analytical method to things, and I think once he can lay out the procedures for any task, the light bulb goes on with many people.

Incidentally, Trevor is in his early 20's, and is a great model builder in his own right—all that I said about Mike? Yeah, Trevor is a student, and his quality has improved

markedly under the tutelage of Mike and a few of the other local IPMS and AMPS members. With Mike as one of your teachers, you are steps ahead.

Friday afternoon was when, if you have been at the show since it opened, you tend to start wandering on autopilot. I had to check some raffle tickets, both my own and from a friend who had to leave early—I won a Tamiya 1/24 Mercedes AMG on Wednesday afternoon, but nothing else all weekend. I then remembered I had a Green Ticket in my pocket. What the hell—let's go check...hey, there's the number! I go across the corridor to the table, present the ticket, and after handing over Fifty Dollars American, I am the proud owner of a pre-release Tamiya 1/48 P-38F/G kit! After giving it a quick once over—I had already seen the sprues on Hyperscale, at the Tamiya table, and at the Sprue Brothers Models table—I believe this one may have to get bumped to the head of the line...

We all met again for supper, and packed it in for the night.

Saturday, 10 August:

We met at the hotel for breakfast—yep, more cinnamon rolls! Mike's and Trevor's fun meters were pegged, so they left for home. I wanted to hang around, since Rick would be getting there early in the day. So, I made a sweep of the model room—judging took place the night before, and this was the earliest I could get a look at all the great work that was on the tables, both contest and display only. Every time I come to a National Convention, I am awed by the models I see. Lots and lots of great work was out for folks to marvel at this year. I believe the count was over 2,500 contest models and a further 1,750 on the Display Only tables.

Then I made a final sweep of the vendor room. One more check of the raffle tickets—skunked again! Then Squadron started calling their raffle—you guessed it. Nada. But it was fun, and I finally nailed down Squadron's Chief Modeler, **Jef Verswyvel**, and exchanged pleasantries. Jef doesn't recall that we met years ago, when he and **Willy Peeters** initially set up **Kendall Model Corporation (KMC)** back in the early 1990's...

As I strolled by the **Rare Plane Detective** table, a few kits caught my eye—Revell's 1974 and 1976 issues of their 1/72 F-15A and (as determined later) FSD F-16. They take me back to one summer, probably 1977 or so, when my brother and I would ride our bicycles to the local SuperX Drugs and buy model kits. On one visit, we got these kits—I cannot remember who got what, but for some reason I think I got the F-16. I recall the F-16 kit as being the epitome of cool, with all that ordnance, the engine dolly, and the tug included. Of course, they cost a wee bit more than the buck and a half or so that we paid back then—but I bought them. At some point, I will build them, too...

The rest of the day was eaten up by the NCC meeting I was asked to attend. I was initially going to depart at noon or 1PM, but I decided to stick around. About a half hour before the meeting, I retrieved my containers from the car and loaded up my models. I returned them to the car—a covered parking garage is a great thing, coupled

with a rather mild day in Chattanooga, so I wasn't worried they would get damaged. I found a cool drink, and walked to the meeting rooms. Since it was an IPMS Committee meeting, I cannot comment on it other than it was a three and a half hour long meeting ...

After the meeting, I made final rounds—everyone was packing up in the vendor room, and the Display Only folks were likewise packing their models. Everyone was either leaving or getting ready for the dessert reception before the awards ceremony. I found Rick sitting in one of the comfy chairs—his phone charger wasn't working on his trip, so he borrowed mine, and needed a wall outlet. We chatted for a few more minutes, and, since each of us had a five hour drive to look forward to, we headed to the exits.

With that, another IPMS/USA Convention was over for me.

Now, I'm a bit biased—I think the Columbia convention, regardless of the numbers, was the best show ever. But I gotta tell you, Chattanooga put on an awesome show! Was it better than ours? I dunno—by numbers, yes, I think it was. The intangibles—Columbia was *our* show, so that sense of ownership will always color my feelings—might favor the Chattanooga crew, too. Does it matter?

In the end, no, it doesn't matter. It was an awesome show. I got to meet some super people, I got to catch up with other great people who I hadn't seen in one, or three, or five, or ten years. I got to look at a room full of spectacular models. I got to talk with people from around the world who shared my hobby. I shared ideas and information. I had fun.

I had a chance to turn a lone wolf hobby into a social event. That, right there, makes it worth the trip.

Pics from last months meeting



Tom Wingate – Hasegawa – 1/32 scale Nakajima Ki-43



Tom Wingate – Special Hobby – 1/32 scale P-39



Tom Wingate – Trumpeter – 1/32 scale F-100D



Donnie Greenway – Revell – 1/25 scale 1966 Chevy Pickup



Mike Martucci – Revell – 1/24 scale Ford “T” Street Rod



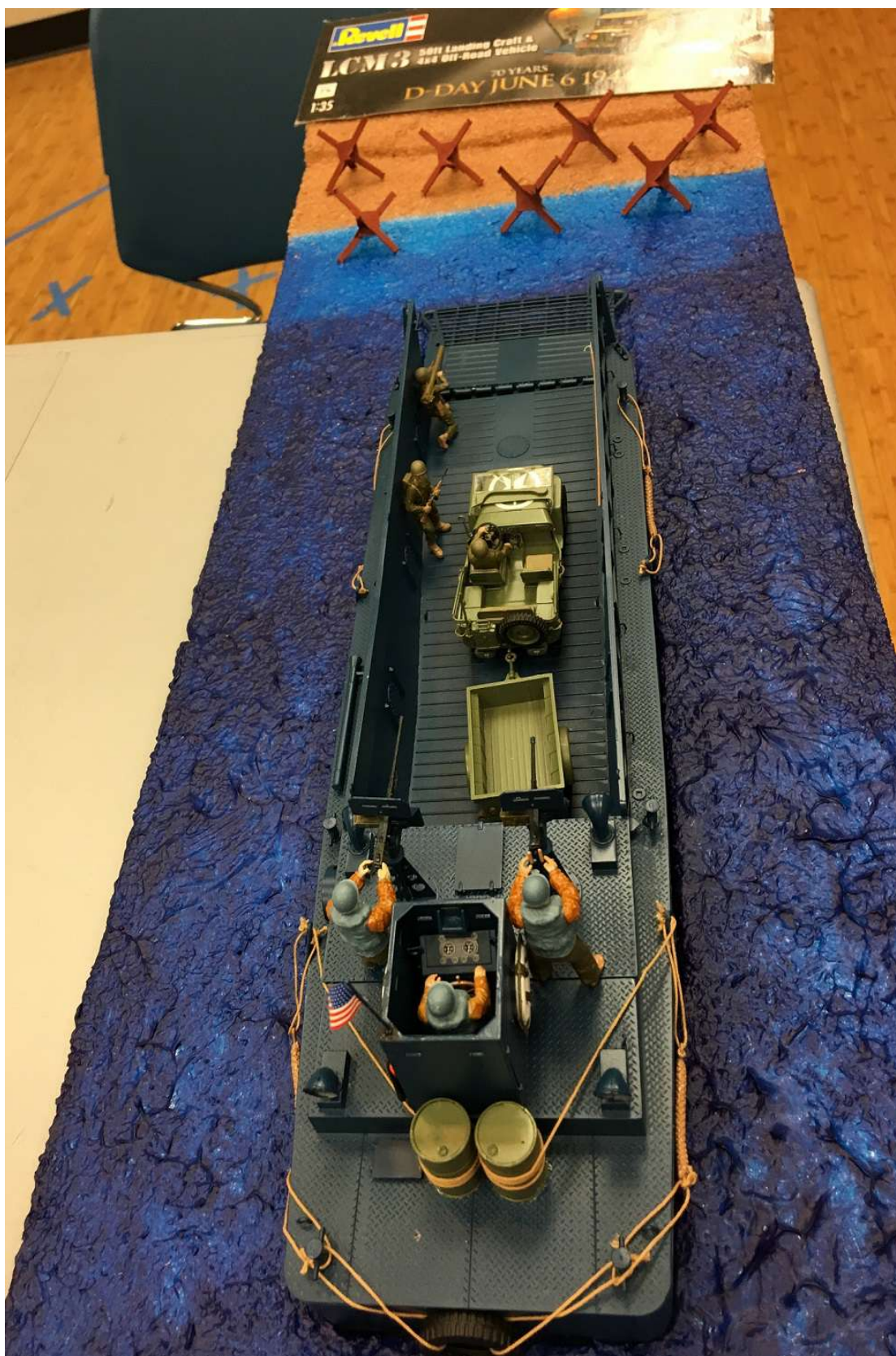
Rick Broome – Palmer Plastics – 1/35 scale 1937 Chevrolet



Trevor Edwards – Dragon – 1/35 scale Tiger I (In progress)



Norman Foote – Hasegawa – 1/72 scale A-7A Corsair II



Norman Foote – Revell - 1/35 scale LCM 3



Darby Erd – Hasegawa – 1/72 scale Spitfire Mk.Vb (In progress)



Darby Erd – Airfix – 1/72 scale Spitfire Mk.IXb



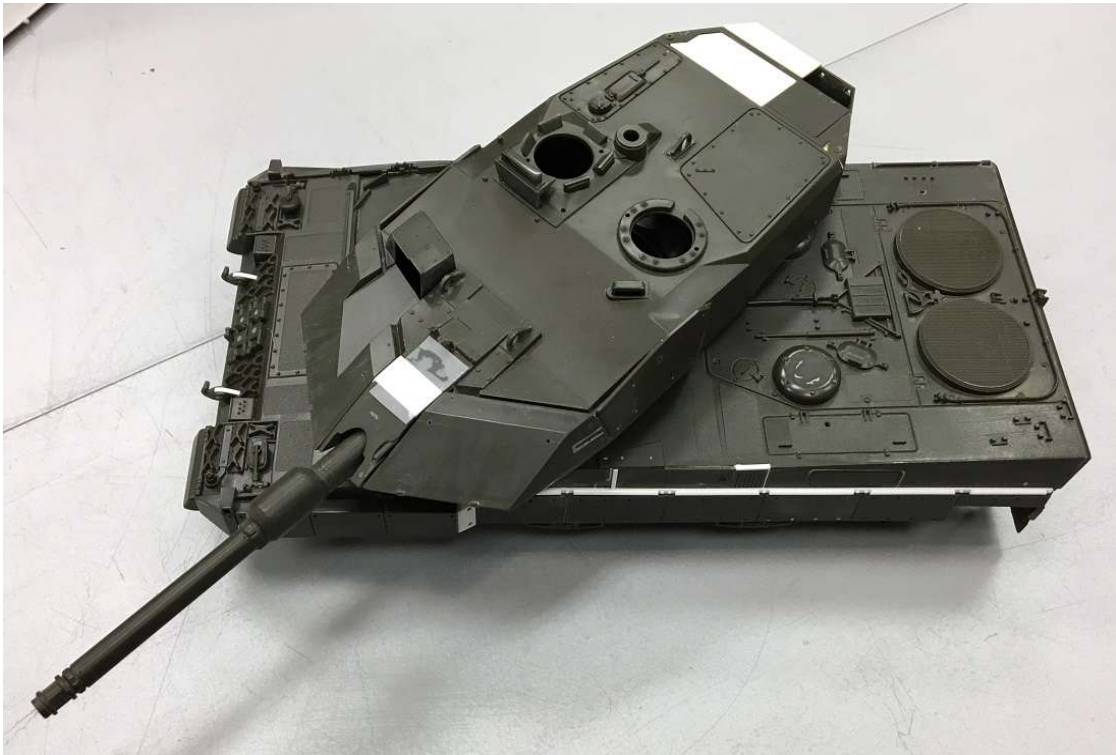
David Koopman – Italeri – 1/720 scale Admiral Scheer (In progress 99% complete)



David Koopman – Italeri – 1/720 Lutzow/Deutschland



Lucio Martino – Hasegawa – 1/48 scale F-14 Tomcat (In progress)



Lucio Martino – Italeri – 1/35 scale Leopard 2 KW5 (In progress)



Hub Plott – Tamiya/Rieth Productions – 1/48 scale XF4U-3B



Hub Plott - Classic Resin Airframes – 1/48 FW190V1



Ralph Nardone – Italeri – 1/72 scale OH-6A



Ralph Nardone – Hasegawa – 1/72 scale UH-1H x 4 (In progress)



Ralph Nardone – Italeri – 1/72 scale CH-47C (In progress)



Ralph Nardone – Revell – 1/72 scale F-101B (In progress)

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Well thats all folks

See you at the next meeting Wednesday 21st August

John