



**Est. 1973**  
**COLUMBIA, SC**



# **NEWSFLASH**

## **November 2018**



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

New  Renewal  IPMS #: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

<b>Junior</b> (17 years or younger)	\$17.00	_____	Date of Birth: _____
<b>Adult</b>	One year	\$30.00	_____
	Two years	\$58.00	_____
	Three years	\$86.00	_____
<b>Canada &amp; Mexico</b>		\$35.00	_____
<b>Foreign</b>	Surface	\$38.00	_____

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

Cash  Amount: \_\_\_\_\_  
Check  Check #: \_\_\_\_\_ Amount: \_\_\_\_\_  
Credit Card  Master Card  Visa   
Card Number: \_\_\_\_\_  
Exp. Date: \_\_\_\_\_ / \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Hello Swamp Foxes,

Welcome to the November 2018 Newsletter.

Well a much quieter month has passed since the last newsletter and we now seem to be into the Winter weather albeit a little early, I must finally be getting used to this South Carolina weather as it has felt a tad cold on a few mornings of late.....

Octobers meeting saw 20 members attend, The President opened the meeting and went through the agenda, we welcomed New members **Jim Phipps** and **Zach Chapman** to our club.

The Kit sale was discussed and will take place on the Saturday 1<sup>st</sup> of December at the Genova Family Karate on Highway 378. also we discussed the Theme for the 2019 show, which is "Hit the Beach"

We then covered any other business and Members models. Before we covered Show and Tell/critique session

On completion many proceeded to Bojangles for the meeting after the meeting.

Next Meeting, Wednesday 14<sup>th</sup> November 2018, 6pm – 8pm at Lexington Main Library.

## **From the Front Office...**

Tonight's agenda:

1. New member introductions
2. Treasury Report
3. Model Swap Meet/Sale reminder
4. New Business
5. Show and Tell
6. Demonstration: Working with clear parts

We don't have a whole lot of business to discuss tonight. We'll speak briefly on the Model Kit Sale on 1 December, the Christmas meeting on 19 December, and then get to the models.

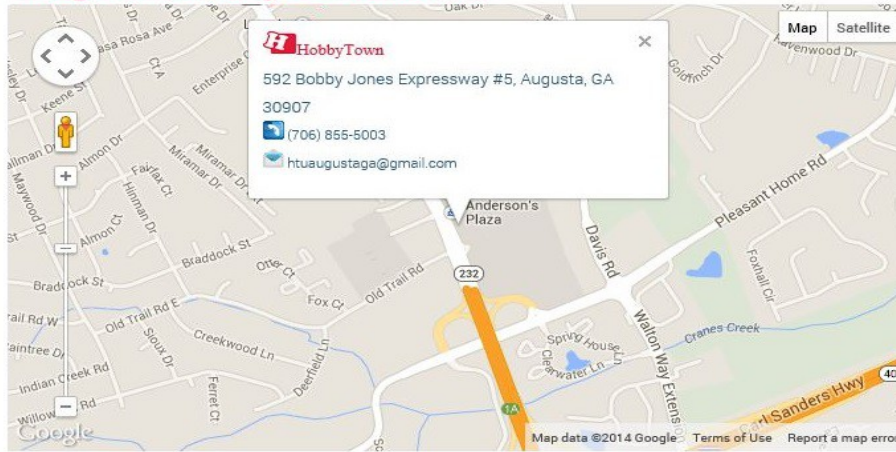
The demo tonight is on clear parts. Of all things in modeling, this seems to strike fear into the hearts of modelers—and it shouldn't. They're plastic. They can be worked with. I'll show you how.

Don't forget the other clubs in the Midlands. They welcome you to attend their meetings—the more the merrier and we all speak a common language:


- a. SCMA, First Monday of the month, 7PM, Genova Karate, 169-B Hwy 378 West, Lexington. Next meeting is 3 December.
- b. AMPS Central South Carolina, Second Thursday of the month, 6:30 PM, Richland Library, 763 Fashion Drive, Columbia. Next meeting is in December and will be announced in due course.

# SUPPORT THE LOCAL HOBBY STORES

## Augusta HobbyTown USA:



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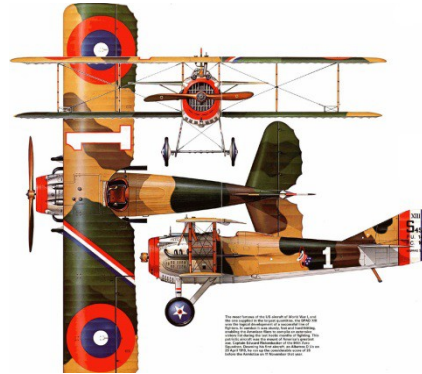
# SUPPORT THE LOCAL HOBBY STORES



## Georges Guynemer and the SPAD XIII

The SPAD XIII was the next development of the SPAD VII, the latter of which was a favorite fighter of the British and French aviators in the early years of World War One. Both were built by the French company *Société Pour L'Aviation et ses Dérivés* (aviation company and its derivatives).

In the early parts of the Great War, no one knew exactly what to do with this new-fangled “flying machine.” Therefore its original use was as a reconnaissance plane – to look for and report on enemy troop and artillery placements and movements. Both sides used the new biplanes for this role. But then the pilots on each side started shooting at their opposite counterparts



– with hand pistols. Many observer planes carried a crew of two: the second person was the observer, and started carrying rifles with which to shoot at the enemy. As times went on, the planes got machine guns added to their equipment. It is no joke, but the original machine guns tried to fire through the propeller – with the expected results. Next the guns were placed on the top wing – which made it a bit hard for pilots to do both the flying and the shooting. Finally, Roland Garros of France and Antony Fokker of Germany both perfected the synchronizing gear, which allowed bullets to be shot through the turning propeller. Soon thereafter, there developed a war for superiority in the air.

The SPAD VII was powered by the Hispano-Suiza V-8 water cooled engine which developed 150 hp and could reach a speed of 118 mph. At first, it seemed heavier than its predecessors; but pilots soon learned to love its speed and strength. It had excellent climbing and diving abilities – both important factors in the emerging science of “dog fighting.” Like other planes of its time, the structure consisted of a wooden frame covered by fabric, but the front section around the engine was covered in metal sheeting. The fabric was coated with dope to increase its resistance to the pressure of the wind while flying (though it did little to stop bullets). The VII was delivered to fighting units in February 1917 with a single Vickers synchronized machine gun.

But developments were continuing at a rapid pace on both sides. To counter the much-improved planes of the German *Luftwaffe*, SPAD began work on a replacement. The SPAD XII proved too bulky and heavy, so development went straight to the XIII. This plane now had a pair of Vickers machine guns, and its Hispano-Suiza 8B engine now

produced 208 hp, which was good for an excellent rate of climb, a top speed of 135 mph, and could out-perform its contemporaries, the British Sopwith Camel and the German Fokker D.VII. There were some reliability issues with the engines, suffering from poor lubrication and vibration; but these were considered an acceptable price to pay for the improved performance.

Eventually the SPAD XIII was the most-produced French fighter airplane of WWI, and equipped virtually every French fighter squadron in existence during the War.

## FRENCH ACE GEORGES GUYNEMER

The S.XIII was flown by numerous French fighter aces, including Rene Fonck and Georges Guynemer. Fonck survived the war and was the highest scoring Allied ace with 75 victories. Guynemer had 54 kills before he was lost in action. The highest ranking American aces were Eddie Rickenbacker (26 confirmed victories) and Frank Luke (18 victories), both of whom also flew the XIII, though of course they entered the war much later than their French compatriots.

Rene Fonck, the highest Allied ace (Baron von Richthofen of Germany had 80 when he died in April of 1918), was a brilliant strategist, but he never captured the heart of the French public. He did not socialize with the other pilots, and he seemed distant, arrogant, and even abrasive, and was called a braggart and a “shameless self-promoter.”

But Georges Guynemer (pronounced Gee-na-mare with a hard G) was loved by the people. The French government encouraged the publicity around Guynemer to boost morale and take the people’s minds off of the terrible losses in the trenches. Guynemer was shy about the publicity, but that only made him more liked.



Guynemer was frail as a child, and was rejected five times for military service. He was finally accepted for training as a mechanic in 1914, then gained acceptance to pilot training. Then the war started, and he got his chance. His first fighter plane was a British Neuport 17; but he moved on to the SPAD VII, where his plane number was S.254; the latter was less maneuverable than the Neuport, but was more rugged in combat. His fame helped him influence the design of the newer airplanes, and he is credited with offering ideas to the designers at SPAD that were incorporated into the newer SPAD XII and XIII. Guynemer got a SPAD.XIII when it became available, using the

plane number S.504. He was the first French ace to reach 50 victories.

There are several versions of Guynemer's demise, but the most probable story is that he went out on patrol alone on 11 September 1917 and failed to return. He was 22 years old. Later stories say that the Germans found his crashed airplane and his body; and gave him a military procession, and the honor and respect due to a pilot of his fame.

Guynemer's airplane was painted in a yellow color on the top surfaces, and a sand color underneath. He bore a picture of a stork on the fuselage of his plane because he served with the famed '*Les Cigognes*' squadron (The Storks). He also had the phrase "Vieux Charles" painted on his fuselage, which translates to "Old Charles." One of Guynemer's early planes was a Morane-Saulnier L monoplane which was previously flown by Charles Bonnard, and accordingly named *Old Charles* after him. Guynemer kept the name and continued to use it on his later aircraft. Within the squadron, each pilot became associated with the numbers that identified their planes – "2" adorned nearly all of Guynemer's aircraft.

An interesting anecdote was written by the great German ace Ernst Udet after the war in his book *Mein Fliegerleben*, in which he relates a dogfight he had with a lone SPAD. He said they "passed so close together I can clearly recognize... on the fuselage, under the wings, a word in black letters. ....I can make it out: 'Vieux' it said – the old one. That's Guynemer's sign." Udet, though a consummate flier in his own right, was unable to outmaneuver Guynemer. "Slowly I realize his superiority. His aircraft is better, he can do more than I, but I continue to fight... For a moment, he comes into my sights. I push the button on the stick... the machine gun remains silent... stoppage!" For what Udet described as the longest eight minutes of his life, he struggled on while trying to clear his jammed weapons. At one point he was pounding on the [machine gun] with both fists when the SPAD flew over his Albatross. "Then it happens," Udet wrote. "He sticks out his hand and waves to me, waves lightly, and dives to the west in the direction of his lines." Udet remained convinced ever since that Guynemer, seeing his plight, had spared him in an act of knightly chivalry.



#### AIRCRAFT INSIGNIA MARKINGS

It is interesting to note that the markings on the aircraft of the three Allied partners were slightly different. All used a three-tiered roundel of red, white, and blue; but the colors were slightly different, and their placement not the same.

The British planes had a dark blue outer ring, a white middle ring, and a dark red inner circle.



The French used a red outer ring, and white middle ring, and an inner circle of French blue (duh).

When America entered the war in April of 1917, their planes used a red outer ring, a dark blue inner ring, and the inside circle was white.



## SPAD FIGHTERS IN PLASTIC

There are a number of SPAD bi-wings on the market. I used the following two kits to make my version of Guynemer's plane.



I built the Revell (of Germany) kit of the SPAD XIII in 1/28 scale; it includes painting instructions and decals for the American ace Eddie Rickenbacker's version of the bi-wing. It is mostly a good kit, although I had trouble with the cowling pieces; they did not line up properly during final assembly.



Roden makes a kit in 1:32 scale of the SPAD VII that can be built as the aircraft flown by several French aces, including Charles Guynemer. Since I had already started the Revell kit – and I liked the larger size – I only used the decals from the Roden kit on my Revell model... along with some custom painting and some creative license. But hey – it's not about accuracy (of airplane serial numbers) – but about the final image that is presented to the audience – right?

Article by Michael Martucci.



The Build Georges Guynemer's SPAD XIII, Michael Martucci

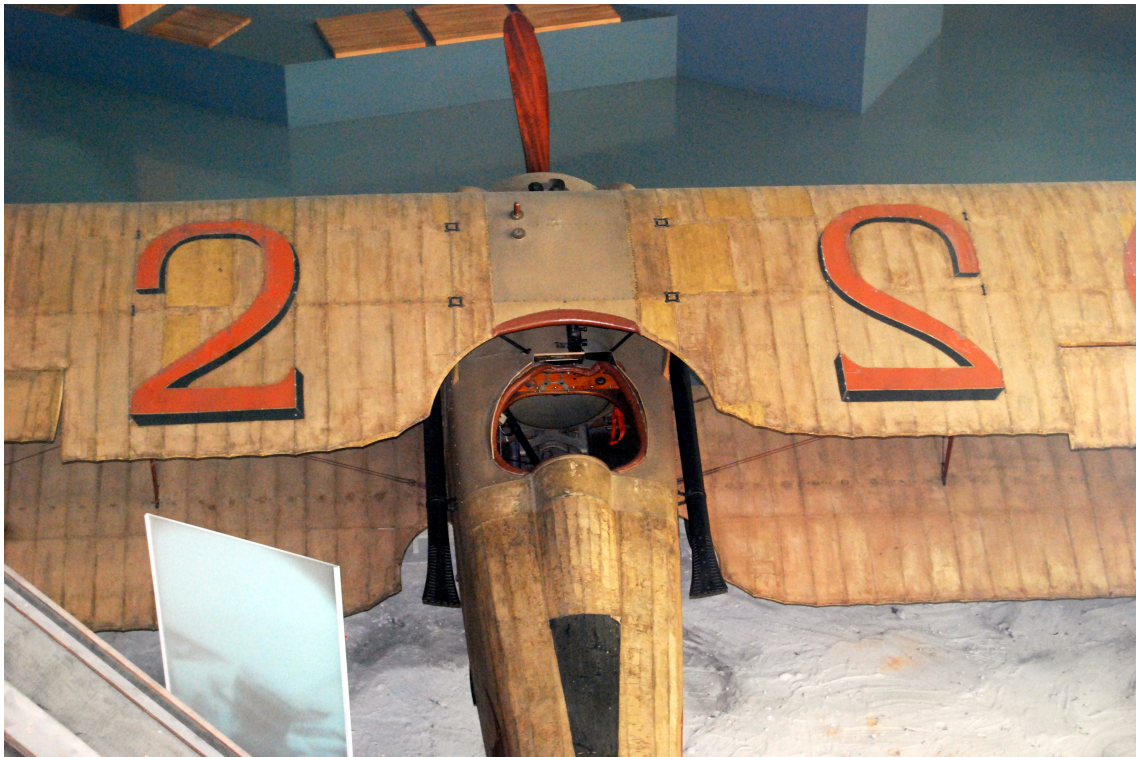






Musée de l'air et de l'espace, (*Air and Space Museum*)

The Museum is located at the at the south-eastern edge of the Paris-Le Bourget Airport.





## Rick Broome Visits the Hilton Head Island Concours d'Elegance 2018



**1931 Stutz DV32 Convertible Victoria Wins 'Best of Show' at 2018 Hilton Head Island Concours d'Elegance & Motoring Festival**

The coveted 'Best of Show' was awarded on Sunday at the closing event of the 17<sup>th</sup> annual Hilton Head Island Concours d'Elegance & Motoring Festival, held at the Port Royal Golf Club on Hilton Head Island, South Carolina.

The top honor at Sunday's Concours d'Elegance, 'Best of Show,' was awarded to a 1931 Stutz DV32 Convertible Victoria owned by Joseph & Margie Cassini of West Orange, NJ.

The Best of Show was chosen from the event's Best Rolling Art vehicle (Joseph & Margie Cassini's 1931 Stutz DV32 Convertible Victoria), Best Production/Performance vehicle – *The Paul Doerring Founders Award* (1967 American Shelby GT350 Fastback, Hunt & Pat Palmer-Ball, Louisville, KY) presented by the Doerring family and Best Road & Track vehicle (1955 Mercedes-Benz 300SL Gull Wing, Jeff Files, Durham, NC).



Attendees at the event chose a 1929 Ford Station Wagon as their 'People's Choice' winner. The car is owned by Thomas & Donna Fitzgerald of Selma, NC.

### **SAVE THE DATE**

The 18th annual Hilton Head Island Concours d'Elegance & Motoring Festival is scheduled for Oct. 25 – Nov. 3, 2019.



Some pics from Rick, Not only cars on show

















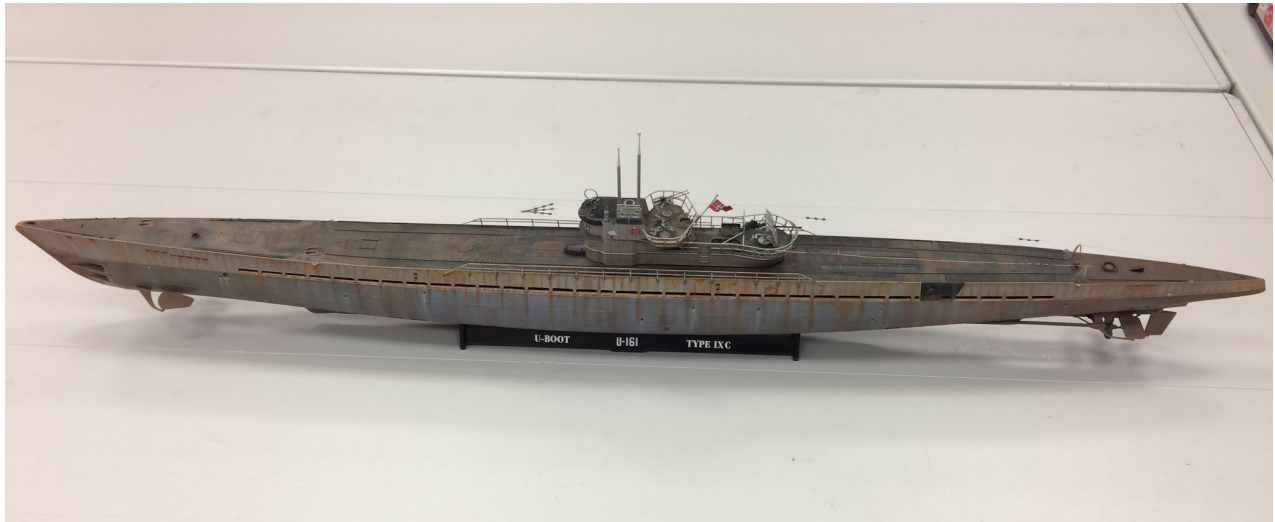








## Members Models October



John Currie – Revell – 1/72 scale Type IXC U-boat(U-161) Finished, has 3D printed figures and 3.7cm gun.



Donnie Greenway – 1/25 scale – AMT Plymouth Fury (Christine, AMT 68 Camaro and a Revell 68 Dodge Charger.

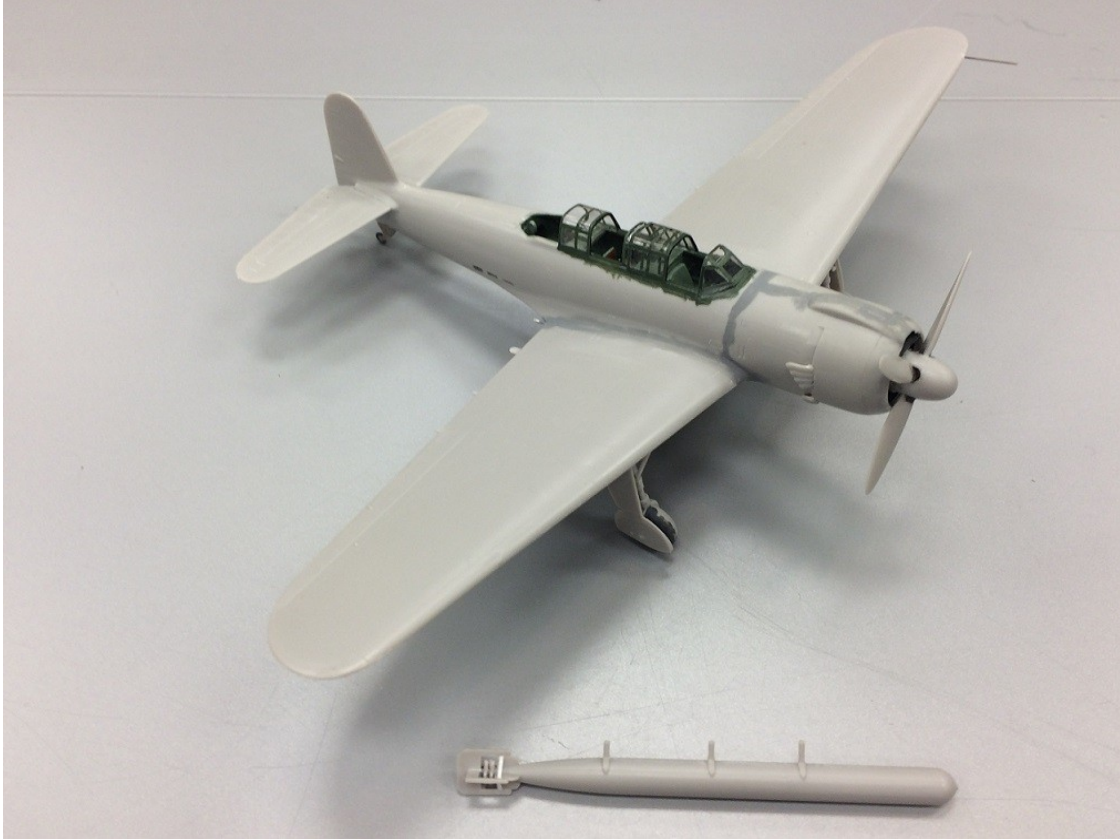


Matthew Goodman – Tamiya – 1/48 scale A6M2 Zero.



Matthew Goodman – Academy – 1/72 scale F-4J Phantom.

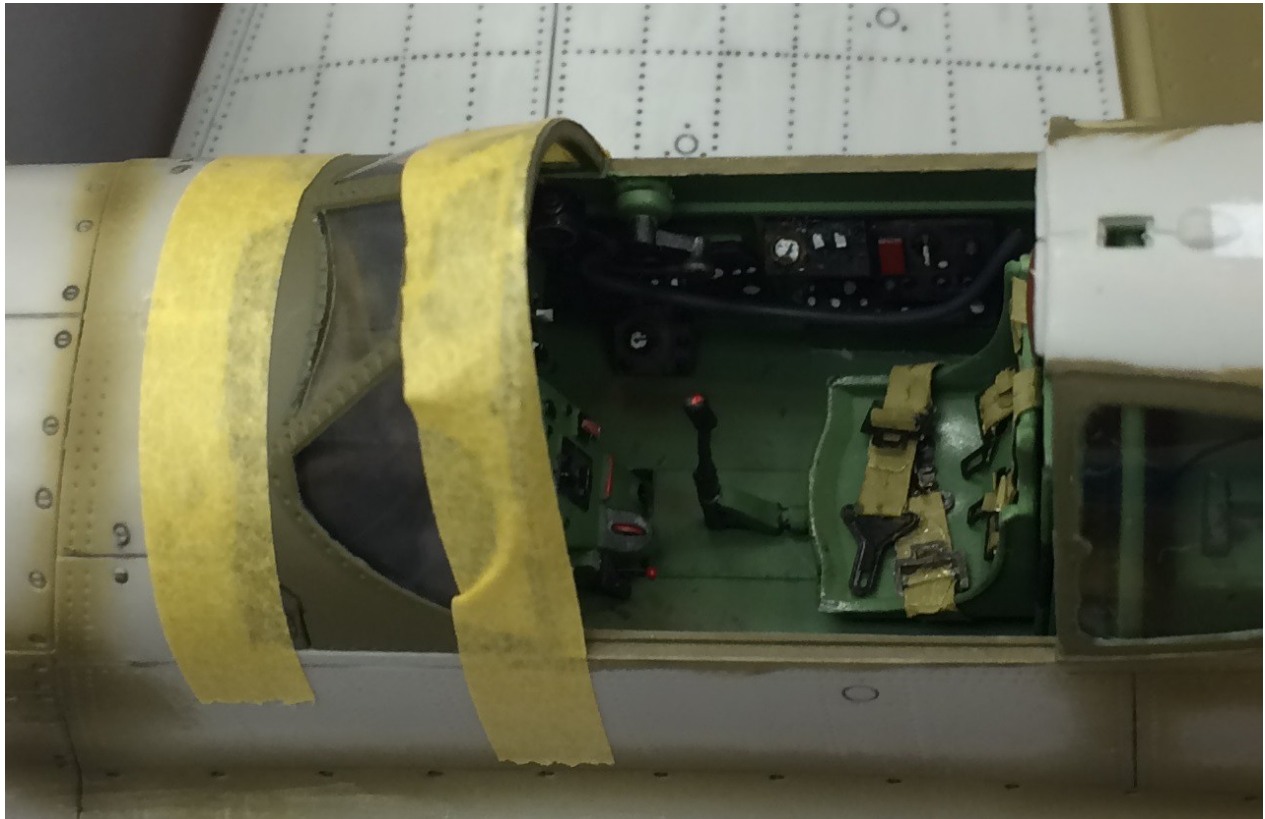
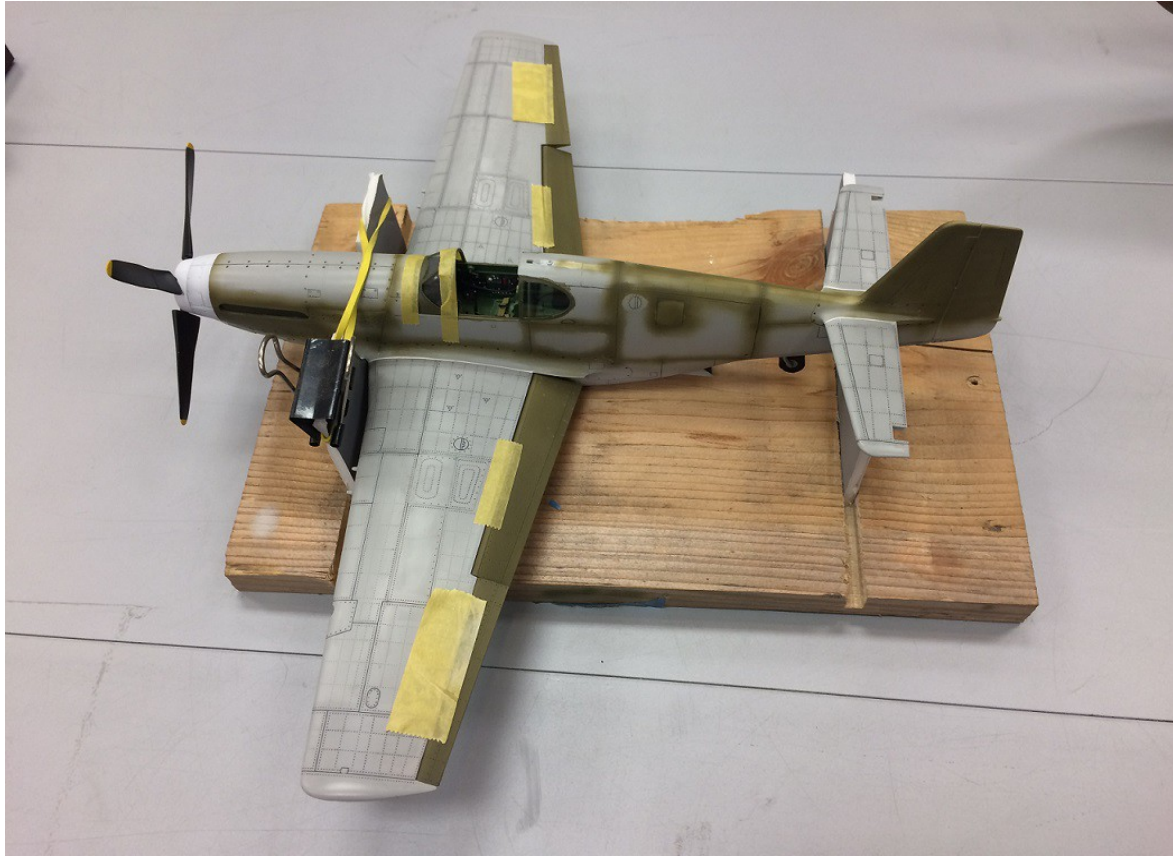




Darby Erd – Fujimi – 1/72 scale B6M2 Kate, (in progress)



Darby Erd – Airfix – 1/72 scale CA-13 Boomerang.



Tom Wingate – Trumpeter – 1/32 scale P-51D Mustang (In progress).





Tom Wingate - Revell – 1/24 Helby Cobra 427 converted to the 289 Racing prototype.





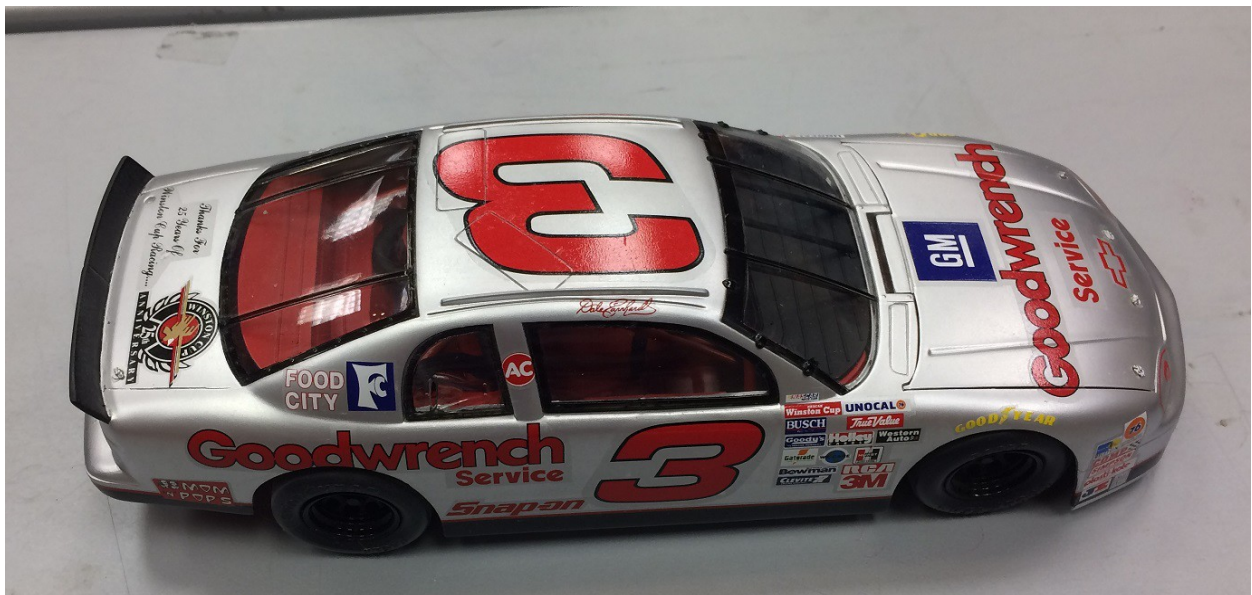
Ralph Nardone – Revell – 1/72 scale F-101B Voodoo (In progress)



Ralph Nardone – Airfix – 1/72 scale Spitfire Mk.Vb (In progress)



Ralph Nardone – DML – 1/35 scale M51 Sherman.



Ralph Nardone - 1/24 scale Goodwrench Silver Anniversary car.





Ralph Nardone – Tamiya – 148 scale F-84G Backdated to F-84E Florida ANG.



Jim Phipps – Atlas – 1/87 (HO) scale GP40 Seaboard System 6729.

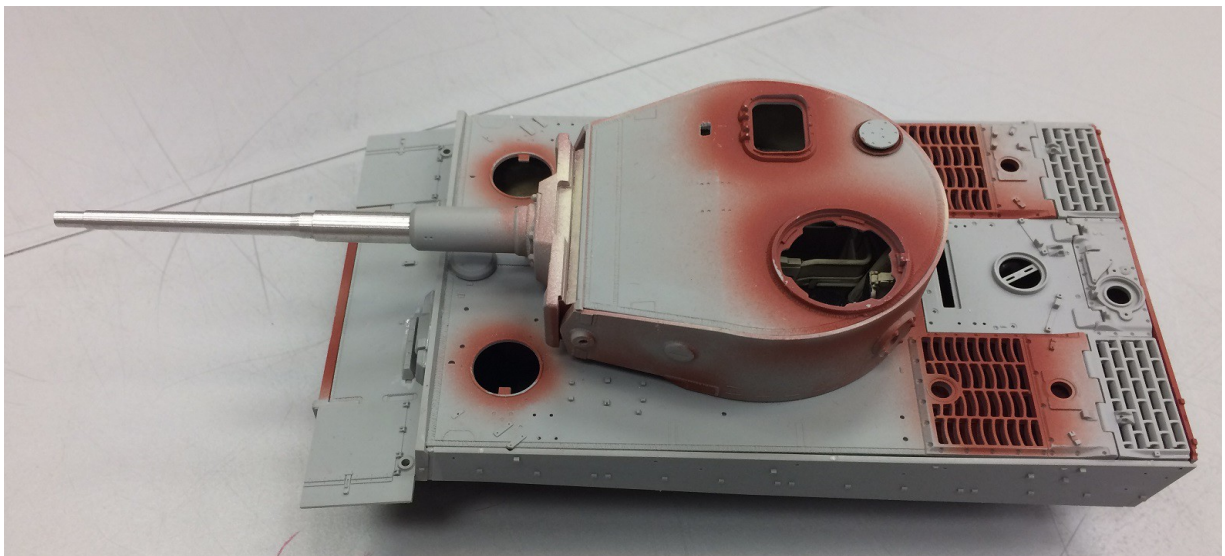


Jim Phipps – Atlas - 1/87 (HO) scale GP40 SS (Ex Seaboard Coast Line) 6669.

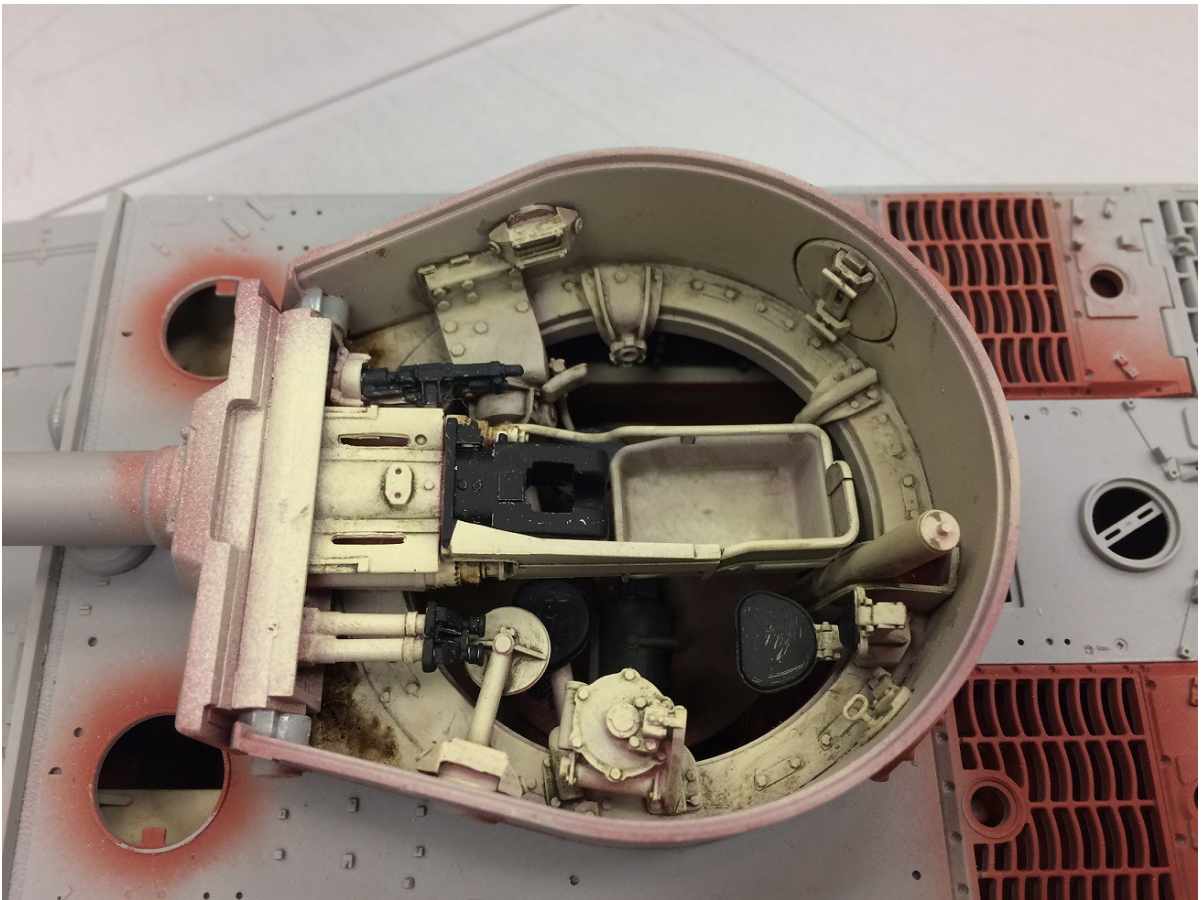
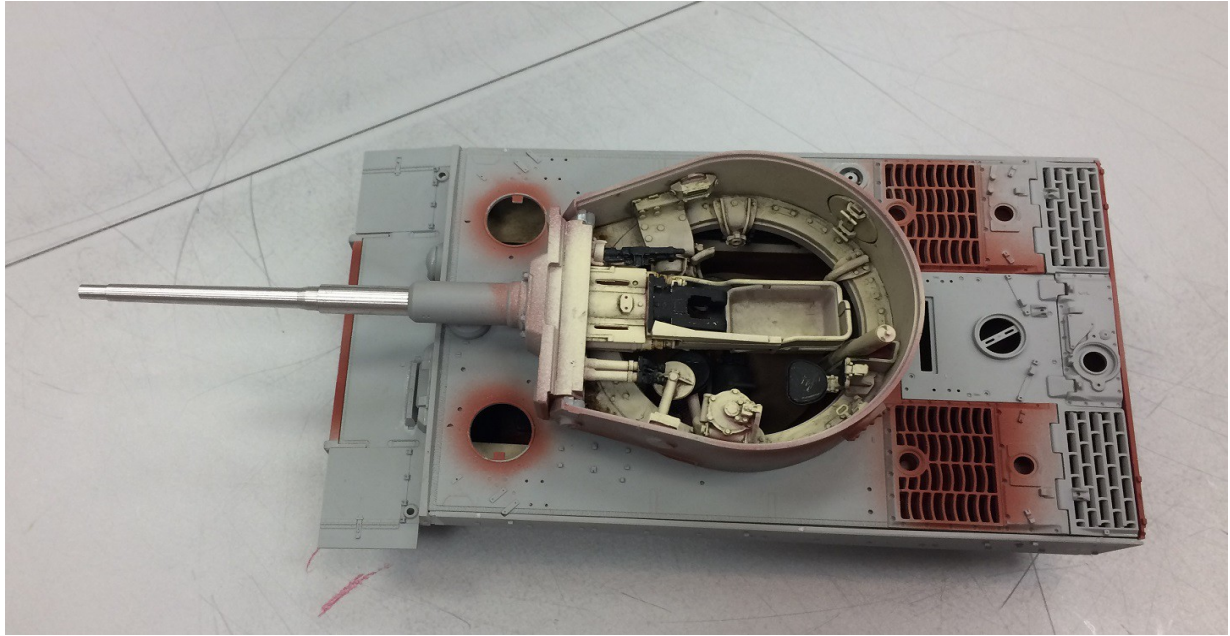


Jim Phipps – Atlas - 1/87 (HO) scale GP40 SS (Ex L&N) 6812.

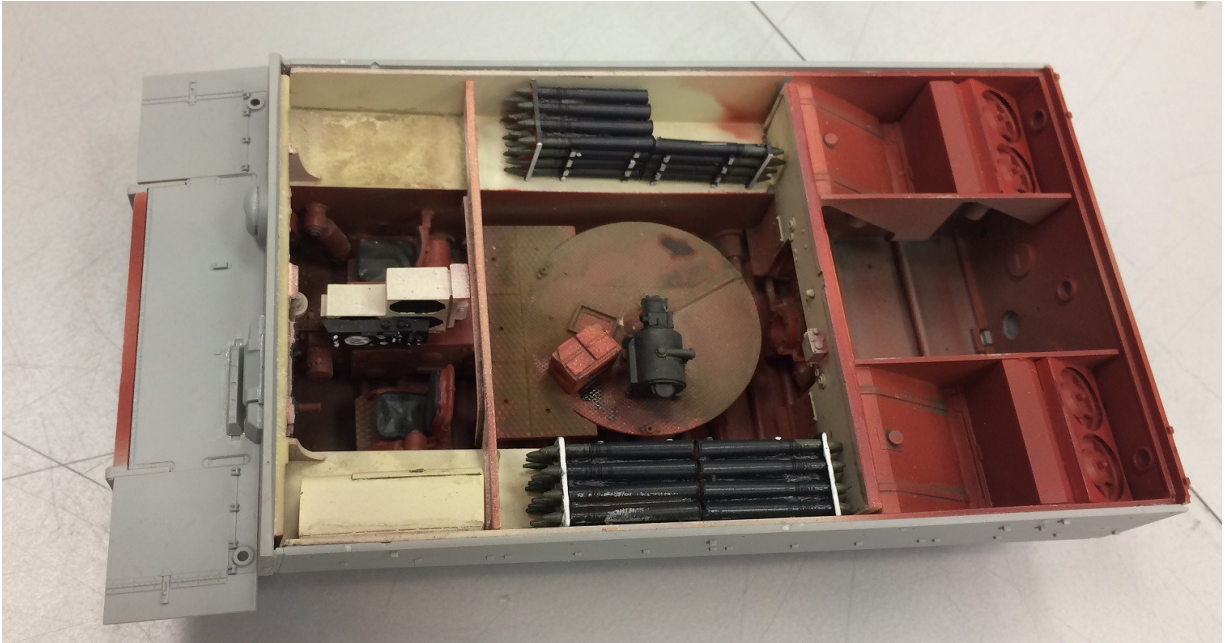












Trevor Edwards – 1/35 scale Dragon Tiger I, with Verlinden Interior and Friul Tracks (In progress).





Mike Roof – Toxo – 1/72 scale M114 155mm Howitzer.

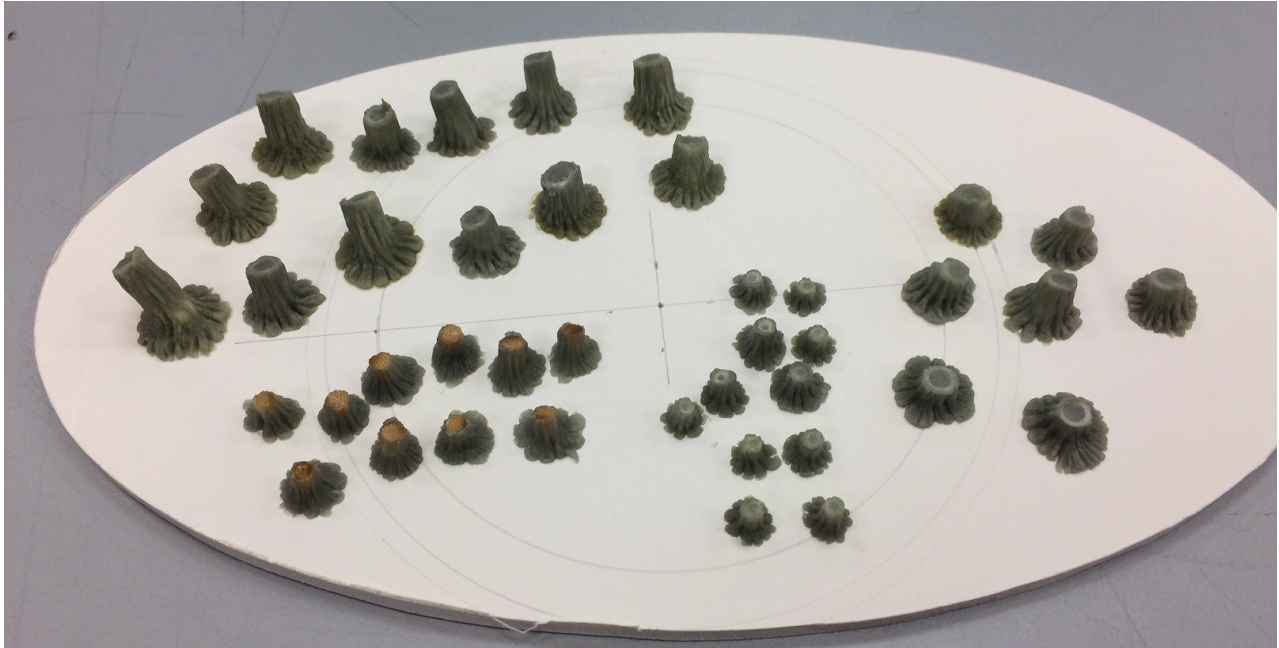


Mike Roof – Toxo – 1/72 scale M102 105mm Howitzer.

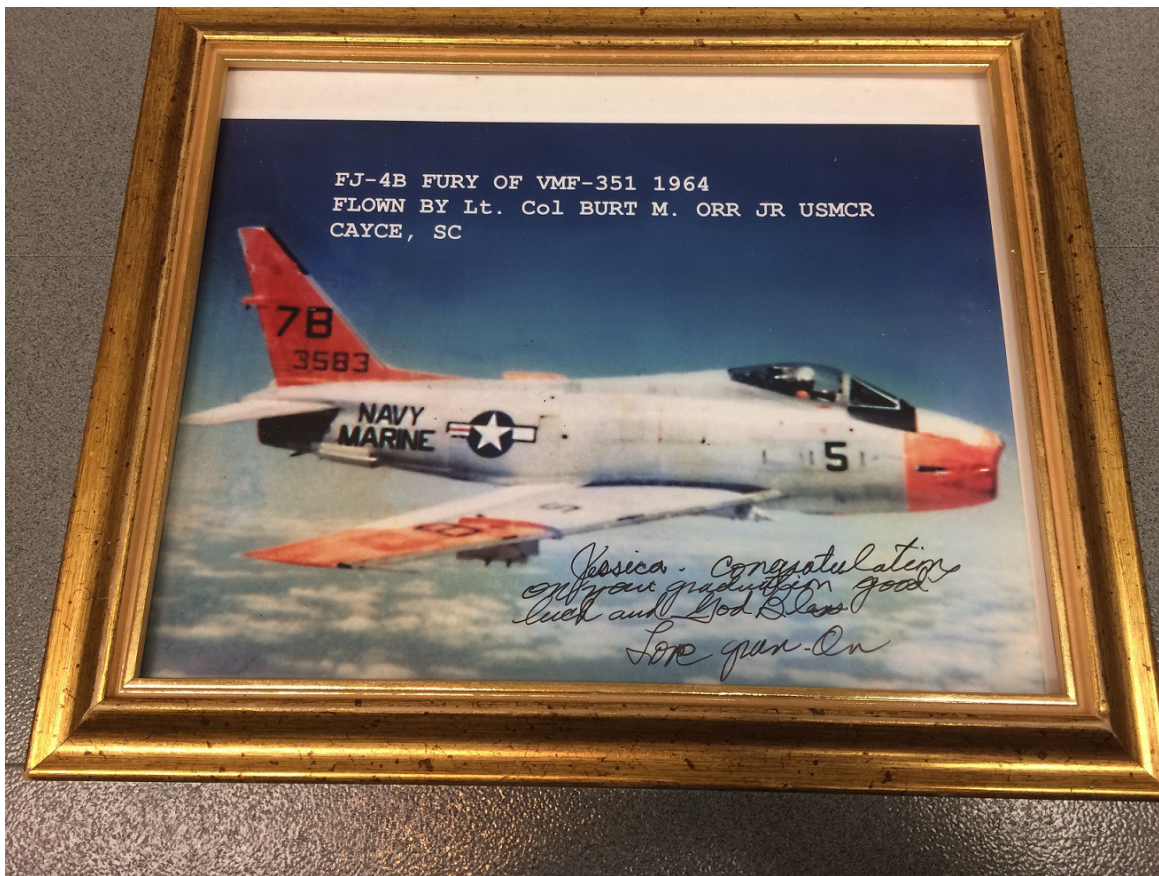


Mike Roof – Scratchbuilt – 1/72 scale M29 81mm Mortars.





Mike Roof, Scratchbuilt – 1/72 Tree stump masters, also Howitzers were on masters for the firing positions.



New member Zach Chapman brought in this Photograph, would welcome any information that anyone can share on it.










Did spot these in my local Hobby Lobby



Remove current Testors tip and replace with comfort tip of your choice. Depress tip to start the flow of paint before spraying project. Clean tip with a solvent such as mineral spirits or Testors Thinner between colors. Average spray width may vary per user. Not for use with Testors CreateFX Textured or Glitter Sprays.

Retirez l'embout Testors actuel et remplacez-le par l'embout confort de votre choix. Appuyez sur l'embout pour faire couler la peinture avant de la pulvériser. Nettoyez l'embout à l'aide de diluants comme par exemple de l'essence minérale ou le diluant Testors entre chaque changement de couleur. La largeur moyenne de pulvérisation variera en fonction de l'utilisateur. Ne pas utiliser avec les peintures en spray CreateFX Textured ou Glitter de Testors.

### CUSTOMIZATION AT YOUR FINGERTIPS! LA PERSONNALISATION AU BOUT DES DOIGTS!

 Red x1 Rouge x1	0.5 - 1 in / 1.27 - 2.54 cm Spray Width / Largeur de pulvérisation
 Dark Blue x1 Bleu foncé x1	1 - 1.25 in / 2.54 - 3.175 cm Spray Width / Largeur de pulvérisation
 Light Green x2 Vert clair x2	1.25 - 1.5 in / 3.175 - 3.81 cm Spray Width / Largeur de pulvérisation
 Black x1 Noir x1	1.5 - 2 in / 3.81 - 5.08 cm Spray Width / Largeur de pulvérisation
 White x1 Blanc x1	2 - 2.5 in / 5.08 - 6.35 cm Spray Width / Largeur de pulvérisation

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That's all for now folks

See you at next meeting

John