



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



# **NEWSFLASH**

## **OCTOBER 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	<input type="text"/>	Date of Birth: <input type="text"/>
<b>Adult</b>	One year	\$30.00 <input type="text"/>	
	Two years	\$58.00 <input type="text"/>	
	Three years	\$86.00 <input type="text"/>	
<b>Canada &amp; Mexico</b>		\$35.00 <input type="text"/>	
<b>Foreign</b>	Surface	\$38.00 <input type="text"/>	

**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	<input type="checkbox"/>	Amount: <input type="text"/>
Check	<input type="checkbox"/>	Check #: <input type="text"/> Amount: <input type="text"/>
Credit Card	<input type="checkbox"/>	Master Card <input type="radio"/> Visa <input type="radio"/>
		Card Number: <input type="text"/>
		Exp. Date: <input type="text"/> / <input type="text"/>

Billing Address, if different than above -

Address:

City:  State:

Zip Code:

Hello Swamp Foxes,

Welcome to the October 2018 Newsletter.

Well with Florence and Micheal now past and all those rebuilding their lives, we keep all in our thoughts and prayers especially our brethren from the upstate and North Carolina.

Apologies for the lack of a newsletter last month, computer and internet issues plagued me. I now have a new computer and hopefully Windstream who were out here again on Friday have now found the short that was causing my problem.... They just have to now come and bury my line....

Septembers meeting saw 18 members attend, The President opened the meeting and went through the agenda, emails have been sent out covering the Christmas Party at the library and the Kit sale as well as the Theme for the 2019 show (More on the Kit sale and Show theme below).

We then covered any other business and Members models.

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

Next Meeting, Wednesday 17<sup>th</sup> October 2018, 6pm – 8pm at Lexington Main Library.

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

Tonight's agenda:

1. New member introductions
2. Treasury Report
3. 2019 Show Theme announcement
4. Model Swap Meet/Sale announcement
5. New Business
6. Show and Tell/critique session

First, we are re-chartered with IPMS. I took care of that last week.

The Combined Show Committee has selected the theme for next June's show: "Hit the Beach!" The theme encompasses anything from the beach: amphibious cars, amphibious airplanes and seaplanes with beaching gear, dune buggies, sand rails, bathing beauties, etc.

The Stash Sale is now scheduled for Saturday, 1 December between 11AM and 3PM. We will have 10 slots open (1 slot=1 table). I have received requests as follows (as of 3PM on 14 October):

Pete, two slots

Jim Hamilton, one slot

Mike Gearon, one slot

Rick Broome, one slot

Me, one slot

Jodie, one slot

That leaves us three remaining slots. I need to know before the meeting ends, so let me know!

The event will be free to both vendors and buyers. We plan on letting the other clubs in the area know about the sale so they can all come on out and buy our SIDNA.

Remember, our November meeting will be one week earlier than normal, on 14 November. Mark your calendars accordingly.

Finally, the Lafayette Scale Modelers show scheduled for 10 November in Fayetteville, NC has been cancelled.

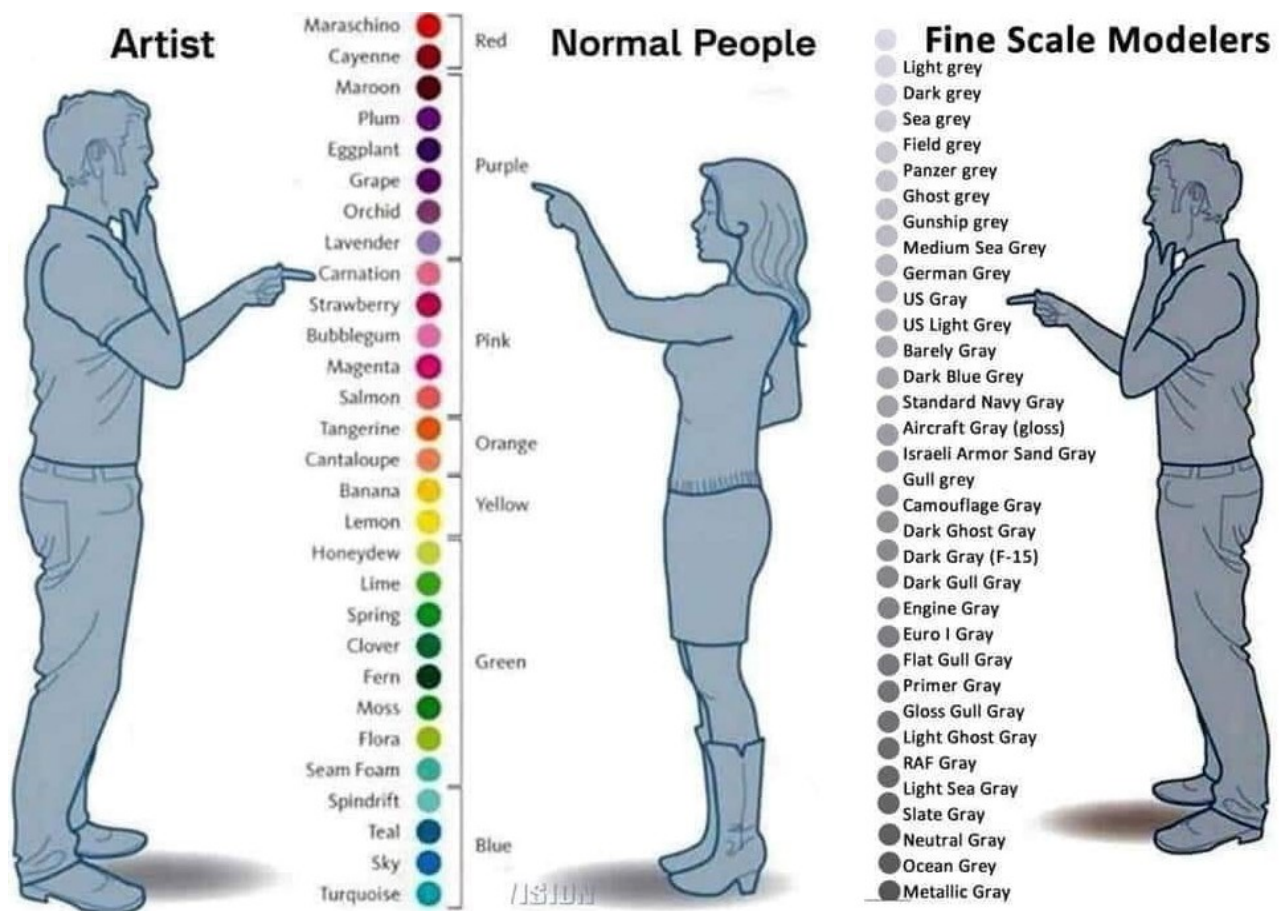
1. Upcoming events in the vicinity:

a. 20 October: Charleston model show

b. 20 October: Aerofest 2018/Camp Kemo event at Owens Field

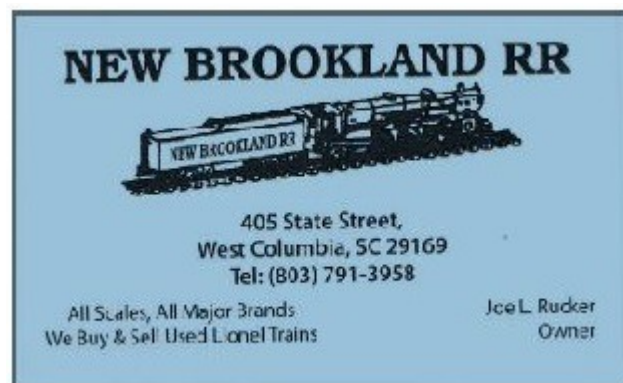
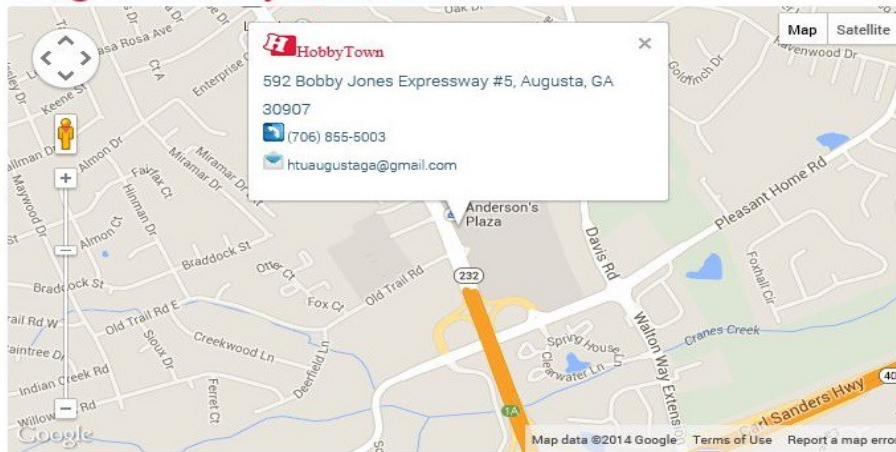
c. SCMA, First Monday of the month, 7PM, Genova Karate, 169-B Hwy 378 West, Lexington. Next meeting is 5 November.

d. AMPS Central South Carolina, Second Thursday of the month, 6:30 PM, Richland Library, 763 Fashion Drive, Columbia. Next meeting is 15 November



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# SUPPORT THE LOCAL HOBBY STORES



## **Point of Discussion: Research and Accuracy in Scale Modeling**

### **RESEARCH**

1: careful or diligent search

2: studious inquiry or examination; especially : investigation or experimentation aimed at the discovery and interpretation of facts, revision of accepted theories or laws in the light of new facts, or practical application of such new or revised theories or laws

3: the collecting of information about a particular subject

### **ACCURATE**

1: free from error especially as the result of care -- an accurate diagnosis

2: conforming exactly to truth or to a standard -- providing accurate color

3: able to give an accurate result -- an accurate gauge

4: going to, reaching, or hitting the intended target: not missing the target

5: tending to hit the intended target -- an accurate free-throw shooter

What you see above are Messrs Merriam and Webster's definitions of "Research" and "Accurate". In the hobby of scale modeling, some folks take these issues seriously, which isn't to say that they are doing things "wrong". As I've said numerous times, the joy of this hobby is that there are as many ways to enjoy it as there are scale modelers. But there is a faction that thinks research and accuracy are folly, they sap creativity, or they simply make the hobby into more of a burdensome job. I want to try to dispel those thoughts.

First, let's take a look at research. Definition (3) above says it all—research is the process of collecting information on a subject. No more, no less. So, for those of you who think research is a burden, answer the following questions:

1. How do you decide which kit to buy?

2. How do you decide how to finish it, i.e., what color scheme do you want?

3. How do you build the model in the first place?

The answer to all of these is research. Don't believe me? Well, then, let me continue...

When you want to build a model, you first need a kit. When there is only one choice, the decision is easy. But when there are multiple kits of the same subject, how do you choose? You get opinions. You get opinions from friends. You get opinions from the folks at the hobby shop. You get opinions from reviews. Do you know what we call those opinions? They are classified as "information" or "data", data that assist you in making your decision. In other words, you've done research.

When you build the model, you usually build it because you found something appealing about the subject, whether it is the lines of the vehicle or the colors and markings. If you were taken by the lines of the vehicle, how did you discover it? Did you see it in a book, or magazine? If you really liked the colors and markings, the same questions stand. And if these are what steered you towards the model's final appearance, you've done research, even if it was as simple as looking at the kit's box art.

The last question should be easy—did you just start sticking the parts together any way you thought they should go, or did you read the instructions? Yep, you got it...

These are perhaps the most rudimentary forms of research we do. But research takes many forms and follows many paths...

To take it up a step, there are modelers who do a bit more reading on a subject. They see a picture of an unusual airplane, ship, or automobile, and want to know more. So, they start digging into the subject to learn why it looks the way it does. Rather than just accepting the inverted gull wings of the F4U Corsair as “cool” (which they are), they’ll learn that the wing was built that way for a couple of reasons—to make the wing-to-fuselage junction a right angle, which cuts down on drag; and to enable the landing gear to be short but also allow enough clearance for a whopper (at the time) 13-foot propeller. The information they get is from sources that have used other sources, so these are known as “secondary source” research materials, since they were taken from many sources, some derived from others.

As we read more about the stuff we build, some of us develop a desire to learn more. So we read more. We read books dedicated to the subject. But you know you’ve become a hard-core research-oriented modeler when you do what’s called “Primary Source” research. What’s that? It is when you basically detour around all of what’s been written and readily available and instead concentrate on original documents. Rather than scour libraries for stuff, they’ll scour company and government archives for contemporary materials (stuff that was recorded when the subject was new). Why do some of us do this? Simple—we want to get the documentation from the original source, not something derived and edited through several generations of secondary source research. Rodney Dangerfield pointed this out when his kid wanted to buy used books, because they were already underlined—“The last guy who underlined them, he could have been a maniac!”

Along the lines of primary source research, how many of you guys research the areas in which these machines operated? If you’re doing bases with groundwork, that can be important. Notice how our friend Mike Roof researches his projects—he looks at the vehicle itself, then looks at the area of operations, noting ground cover, soil type, and other identifying features (rail lines, roads, signs, bodies of water). Later, when he constructs his model and builds his base, he takes all the information he had collected

(research, right?) and puts it all together to come as close as he can to the actual situation he’s depicting. Most modelers who strive to build better models would do well to emulate Mike...

I know. You see where this train’s heading. I alluded to it in the last paragraph. Accuracy. Being exact. As scale modelers, we sometimes get the idea that the object of the exercise is to build models that are 100%, absolute accurate down to the individual nuts/bolts/rivets, including the paint scheme. But is 100% accuracy attainable in our hobby? My answer is that it is not. Some have come close, but it is a lot of work to do so. Why is that?

Well, first we need to address the kits themselves. While modern CAD/CAM and CNC mold making equipment have come a long way, they aren’t perfect. Sure, they’ve improved exponentially since those guys in England used acetate squeezed into hand-cut molds to get the first FROG kits, but there are still limitations. And these limitations stem from the fact that the items on the front line of making these products are human beings. No matter how sophisticated the CAD/CAM equipment, no matter how advanced the mold material and CNC mold equipment it, there are still humans in charge of it, and the final product is still only as good as the data used to make the tool.

This all ties back to research. How well was the subject researched and documented? What were the sources of the data used? Want a few examples?

When the first Boeing 747 photos were broadcast to the world, Revell and Aurora raced to develop kits of the type. When the kits came out and the folks in the know got a good look, they noticed that the noses of both kits weren't quite right when they compared the kits to the actual aircraft. What happened? Back in the day, model companies rushed to be the first to release a kit of a new airplane, ship, or car. In order to do so, they relied on factory photos and concept drawings rather than on measurements taken from the actual item. Most of the industry giants had Public Relations departments, and in a lot of cases, they developed model maker's drawings, which they would send out to anyone interested. Now, you would think a model maker's drawing of the 747 from Boeing would be the epitome of accurate, right? Not so fast. It seems that by accident or design (probably the latter), Boeing's model maker's drawings showed the nose much as it appears on the Revell and Aurora kits. So, did Revell and Aurora screw up? At the time, there wasn't a lot of information on the Jumbo, so both model companies were more or less depending on Boeing's information when they tooled their kits. So, no, they didn't screw up. They merely used the best information they could get at the time.

How about another example? In 1997, Tamiya surprised the 1/48 scale modeling world with a brand new kit of the Gloster Meteor Mk.I. It was cheered for a few days, until the Internet caught up with it. "It's got a Mk. 3 wing", went the whispers. How

could this be? Tamiya had a sterling reputation for producing kits that made even the most dedicated "rivet counter" happy. The story soon came out—their research team had gone to the RAF museum at Cosford and dutifully measured their example. For whatever reason, the research team never got the message that the museum's example was a composite—the fuselage was indeed a Meteor F.1, but it had a Meteor F.3 wing fitted after an accident damaged the original wing beyond repair. So, was Tamiya "wrong"? Not really—the kit they initially produced replicated what they measured and documented. They took some heat, to be sure, but at the end of the day they A: offered corrected wings to anyone who purchased the first release of the Meteor F.1 kit, and 2: later produced a Meteor F.3 kit.

"Okay", you say, "I'll make it accurate myself!"

A question, if I may: which resources and references are you planning to use? See, unless you have the 1:1 in your back yard and do Primary Source research (in the form of measuring, etc.), you need to rely on other sources. What's that? You'll get factory blueprints? (Insert sounds of derisive laughter...)

Sorry. No, really. However, let me ask you another question: where did you get such a blueprint?

See, here's the deal. I've worked in the aviation industry for 30+ years, on types of airplanes and helicopters ranging from a 1942 C-54B to a 2017 MD 530F, and all stops in between. The MD 530F I worked on was less than 100 yards from the factory, and in fact had just rolled off the production line when it was bailed to us. And you know what? If you were to ask the folks across the ramp for a complete blueprint, they'd chuckle and tell you such a thing doesn't exist. The same thing holds true for most vehicles, whether aircraft, automotive, armored vehicles, or ships. What you can get from the factories include station drawings, waterline drawings, butt line drawings, weight and balance drawings, general arrangement drawings, and model maker's drawings, but a complete "blueprint"? Nope. Now, to be sure, you could go through all the maintenance manuals and structural repair manuals and copy dimensioned drawings of the constituent components of the item, but by the time you had amassed a complete set of "blueprints", you'd have a stack of papers about four feet tall or more. Nope, you're going to be stuck using secondary source material in most cases...



This opens another can of worms. Are you using several different sets of drawings? No? Well, how do you know the ones you are, for lack of a better word, correct--go back to that Dangerfield quote—how do we know the draftsman wasn't a maniac? And if you are using several sets of drawings, what happens when they disagree (and in 99% of the cases, they will)? Now, let's add another modeler doing the same thing into the mix...you're using different references, therefore your models will be different. Which is "accurate"?

Here's another wrench—one of the disadvantages of modern CAD software is that it is easy to scan and scale an item, but there are certain things that, when scaled exactly, don't translate well. Long, flat surfaces look depressed when scaled down. Back in the day, when a tool was made by first making a drawing and then carving a master, the draftsman and the model maker (yep, actual human beings) would introduce subtle changes to get the right "look". Monogram Models did this—as explained by Ken Merker of Monogram Models in the book "Monogram Models" (Thomas Graham, Schiffer Publications, 2006, ISBN 0-7643-2481-0), "Some details of a model had to be exaggerated slightly. At the time you're doing it on paper, you think 'Oh, boy, this looks terrible' because you know what it should look like, but once it's done and you get the first parts, you've forgotten about it and you don't even notice." Bill Koster, another Monogram designer, noted that parts made directly from drawings had a "too-uniform, mechanical look". Others, too, have noted how a lot of the modern CAD-derived parts look almost artificial.

So, yeah, now you're also dealing with intentionally "inaccurate" parts.

With all that being said, what's a modeler to do? I have some suggestions...

1. Decide how you want the finished model to look.
2. Use the resources you have to research the project to your satisfaction.
3. Build the model to the best of your abilities.
4. Don't worry about total accuracy. Get the model as close to "right" as you desire, and don't let anybody tell you you're doing things "wrong"—there is no "right" or "wrong" way to build a model.
5. Whatever you do, regardless of the amount of research or number of corrections you decide to undertake, enjoy the trip.

Otherwise, why bother doing it at all?

Now, I'm not saying you can't strive for 100% accuracy, even knowing it isn't attainable. What I am saying is that if you decide to head down that path, I wish you luck. It isn't an easy path to navigate. I truly believe you should strive to do the best you can with what you have. The rest will come with time and practice.

Cheers!

Ralph

## Focke-Achgelis, Fa-330 "Bachstelze"



Focke-Achgelis – Fa-330 seen here onboard a Type IXB boat

This article came about as I was researching for my U-boat builds, I have the 1/72 Pavla Models - Focke-Achgelis, Fa-330 on the way from the UK, now researching what the type of launching/landing platform was like, from what I have seen so far it seems to be a single plank like arrangement

Because of their low profile in the water, submarines could not see more than a few miles over the ocean. To solve this, the German admiralty considered a number of different options, including a folding seaplane. In the end, they chose the Fa 330, a simple, single-seat autogyro kite with a three-bladed rotor.

### The Story

Early in 1942, Focke Achgelis at Laupheim were asked to design a simple single-seat gyro kite which surfaced U-boats could tow aloft to extend the observer's range of view. At this time, the U-boats were being forced away from the dense shipping areas around the coasts of Britain and the United States to hunt further out into the Atlantic where there was greater safety, but where their low position in the water made searching for, and shadowing, the spread-out convoys a very difficult task unless a bosun's chair could be attached to the periscope.

The gyro kite, designated Fa 330 Bachstelze, was seen as some sort of solution and ingenuity was shown in its design. The machine could be easily assembled or dismantled in a few minutes and stowed through a U-boat hatch. The body structure consisted of two main steel tubes, one horizontal

and one vertical. On the horizontal tube was mounted the pilot's seat with controls and a small instrument panel, and landing skids, and, at the rear end, a simple tailplane, fin and rudder. The vertical tube, behind the pilot's seat, formed a pylon for the rotor.

The freely-rotating rotor had three blades, each of which consisted of a tubular-steel spar with plywood ribs and thin plywood and fabric covering. Each rotor blade had flapping and dragging hinges with adjustable dampers. Blade pitch could only be adjusted, with screws, on the ground before take-off. The best results were normally obtained with the blade pitch as coarse as possible, although starting was then more difficult. In addition to the flapping and dragging dampers, there were also inter blade connecting cables and blade-droop cables, the latter being attached to the blades and to an inverted tripod extending upward from the rotor hub. The rotor axis was slightly ahead of the machine's c of G, and the towing cable attachment point was slightly ahead and below the c of G.

Movement of the control column tilted the rotor head in the appropriate direction for longitudinal and lateral control, and operation of the rudder pedals gave directional control. The tailplane was not adjustable. The Fa 330 was launched from the deck of the surface-running U-boat by giving the machine a slight backwards tilt once the rotor was revolving. If there was a wind, a push by hand sufficed to get the rotor moving, but otherwise a pull-rope was wound around a grooved drum on the rotor hub. In case this rope did not slip off when the rotor started, an over-ride mechanism was fitted.

Pilot training was given in a wind-tunnel at Chalais-Meudon near Paris, and the kite was very easy to operate and could be flown hands-off for up to 10 seconds. It is believed that two or three crew members of each Fa 330 equipped U-boat learned to fly it.

Having 150m of towing cable available, it was possible to maintain an altitude of 120m thereby extending the possible range of vision very usefully to 40km compared with only 8km on the U-boat deck. In an emergency, the pilot, who had telephone contact with the U-boat, pulled a lever over his head which jettisoned the rotor and released the towing cable. As the rotor flew away and up, it pulled out a parachute mounted behind the pylon. At this stage, the pilot, attached to the parachute, unfastened his safety belt to allow the remainder of the Fa 330 to fall into the sea while he made a normal parachute descent. In a normal descent, the kite was winched in to the deck and, upon landing, the rotor brake applied.

Although designed by Focke Achgelis, the Fa 330 was built by the Weser-Flugzeugbau at Hoykenkamp, near Bremen. This particular factory manufactured Focke-Wulf Fw 190 fuselages, a few Fa 223 helicopters and about two hundred Fa 330s. Variations made in the basic design were an increase in rotor diameter to 8.53m on late machines and the option of adding simple landing wheels to the skids. There was also a proposal, designated Fa 336, to build a powered version of the Fa 330 with landing wheels and a 60hp engine.

The principal U-boat class to use the Fa 330 was the ocean-going Type IX which had a surface displacement of 740 tons, a surface speed of 18kt and a submerged speed of 7.5kt. Among the operational U-boats of the Kriegsmarine, only the Type IX-D/2 supply U-boat had a faster surface speed of 19.2kt, and this type possibly used the Fa 330 also. Little is known of actual operations with the kite, or how many were issued, but there is no doubt that the use of the gyro kite was unpopular, because, in an emergency, the U-boat had either to delay its dive in order to pick up the kite's pilot, or dive and hope to pick him up later. The advantages of a self-propelled machine seem clear. The first Fa 330s were probably issued in mid 1942. As Allied air cover in other theatres of the war was considered too much of a threat, only U-boats operating in the far southern parts of the Atlantic and

the Indian Ocean used the Fa 330. Despite its advantages, the use of the Fa 330 resulted in only a single known sinking when [U-177](#) used one to spot, intercept and sink the Greek steamer *Efthalia Mari* on 6 August 1943. However, the new theatre of operations provided opportunities to exchange the Fa 330 for, in the eyes of the commander, something more usable. At Penang, Malaya, the Japanese had permitted the establishment of a U-boat base in the summer of 1943, and it was here that an Fa 330 was exchanged for a small Japanese floatplane. On another occasion, at the Surabaya (Java) U boat base, a gyro kite was exchanged for a Japanese floatplane to supplement the two Arado reconnaissance aircraft which kept watch over the harbour.

The Allies came into possession of an Fa 330 in May 1944 when they captured the U-852 intact.

After the war, the British government did successful experiments towing Fa 330s behind ships and jeeps, but the development of the helicopter quickly occupied the attention of the military.

U-boats that deployed Fa 330 kites included at least U-177, U-181, U-861 and U-852. Otto Giese wrote, "Our boat was rigged with a *Bachstelze*. This was a small, single, piloted helicopter attached to a long steel cable and lifted into the air by the speed of the boat while the cable was gradually reeled out. From his position aloft, the pilot had a 360-degree view and could report any vessels.

More Fa 330s survive today than any other examples of German rotary-wing aircraft, not only because they were built in by far the greatest numbers, but probably also because their small size does not make great demands on valuable preservation space.

### **Surviving aircraft**

**Denmark** - 100032 – On static display at Egeskov Castle in Kvaerndrup, Faaborg-Midtfyn.[7]

**France** - 100150 – On static display at the Le musée de l'Air et de l'Espace in Paris. This airframe was restored using parts from Wk. Nr. 100115 or Wk. Nr. 100145.

**Germany** - 100042 – On static display at the Deutsches Museum in Munich.

- 100345 – On static display at the Deutsches Technikmuseum in Berlin.

- 100406 – On static display at the Hubschraubermuseum Bückeburg in Bückeburg.

**United Kingdom** - 100143 – On static display at the Imperial War Museum Duxford in Duxford.

- 100503 – On static display at the RAF Museum Cosford in Cosford.

- 100509 – On static display at the Science Museum at Wroughton in Swindon.

- 100545 – On static display at the Fleet Air Arm Museum in Ilchester.

- 100549 – Awaiting restoration at the Lashenden Air Warfare Museum in Ashford.

**United States** - 60133 – On static display at the Steven F. Udvar-Hazy Center in Chantilly, Virginia.

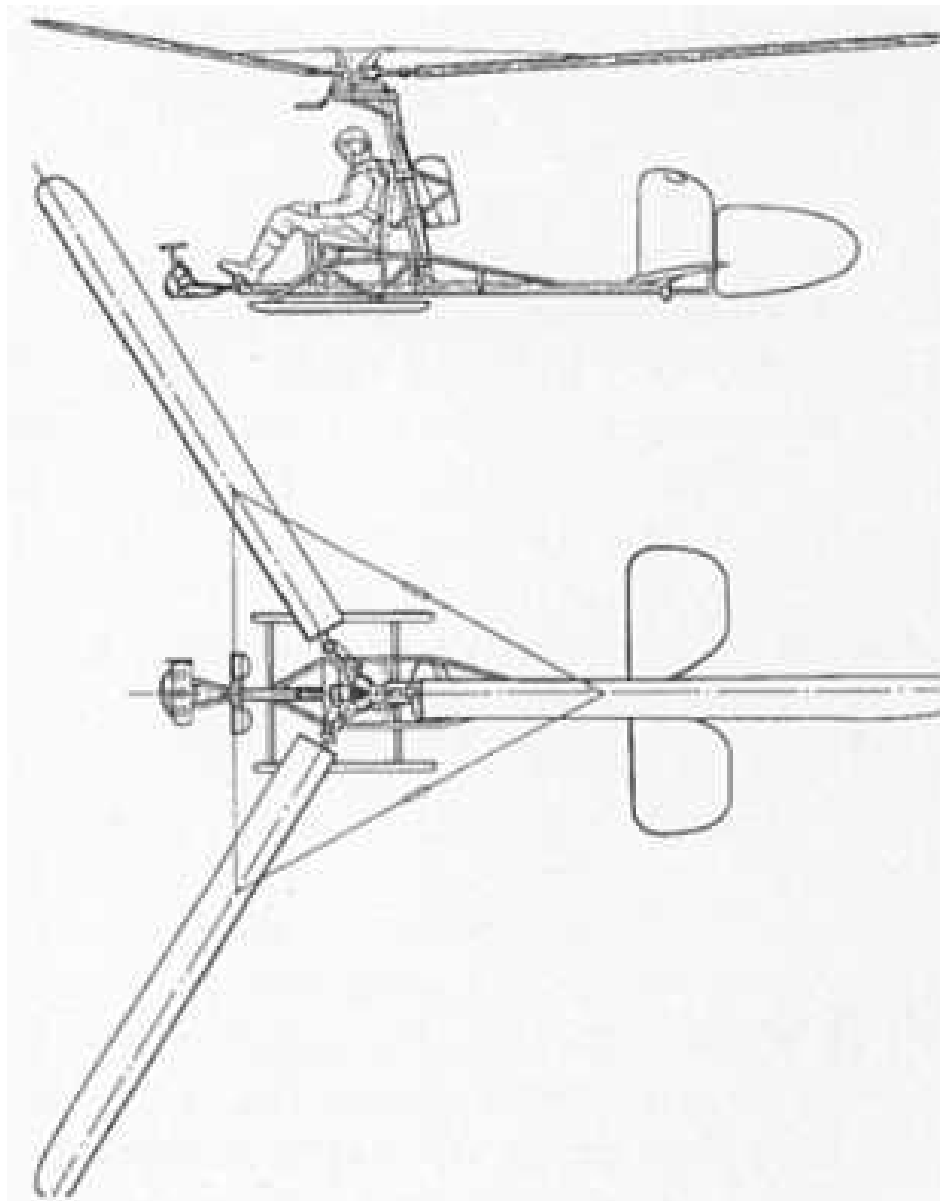
- 100463 – On static display at the National Museum of the United States Air Force in Dayton, Ohio.

## General characteristics

- **Crew:** 1
- **Length:** 4.42m (14ft 6in)
- **Empty weight:** 68kg (150lb)
- **Main rotor diameter:** 7.32m (24ft 0in)
- **Main rotor area:** 42m<sup>2</sup> (450sq ft) 3-bladed rotor

## Performance

- **Maximum speed:** 40km/h (25mph; 22kts) on tow
- **Minimum control speed:** 27km/h (17mph; 15kts) on tow

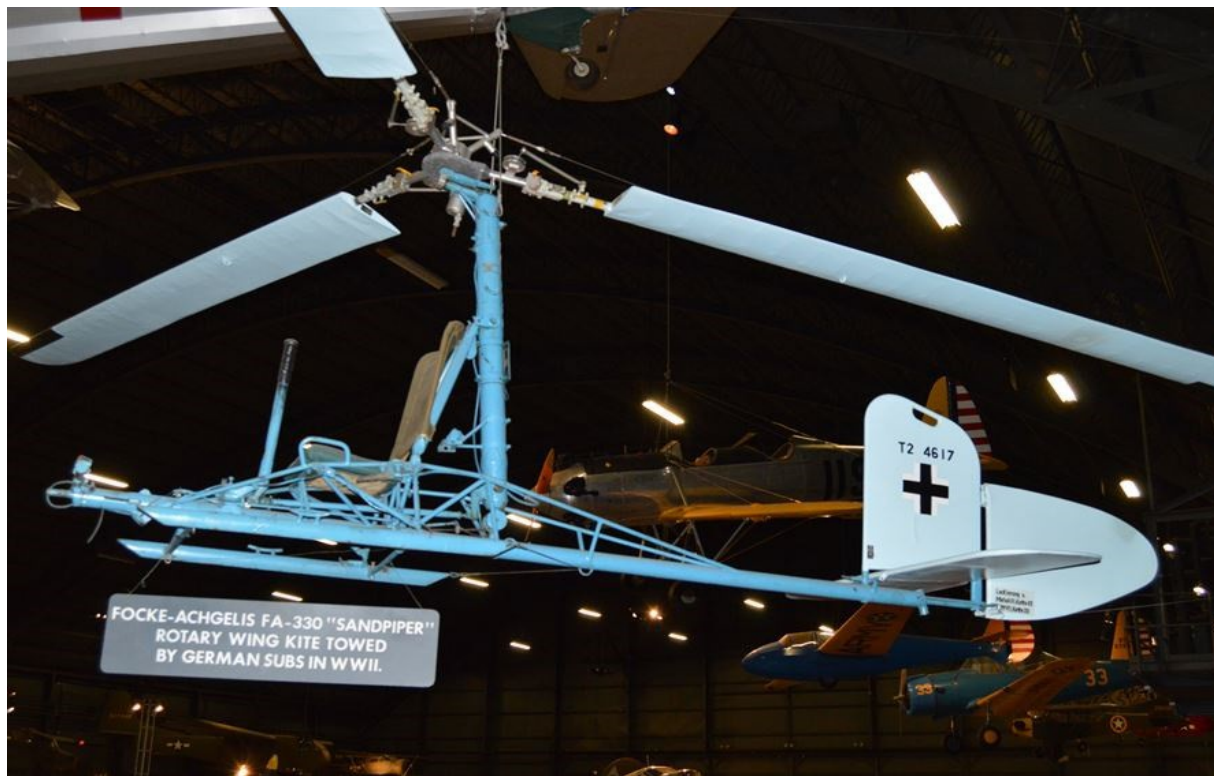








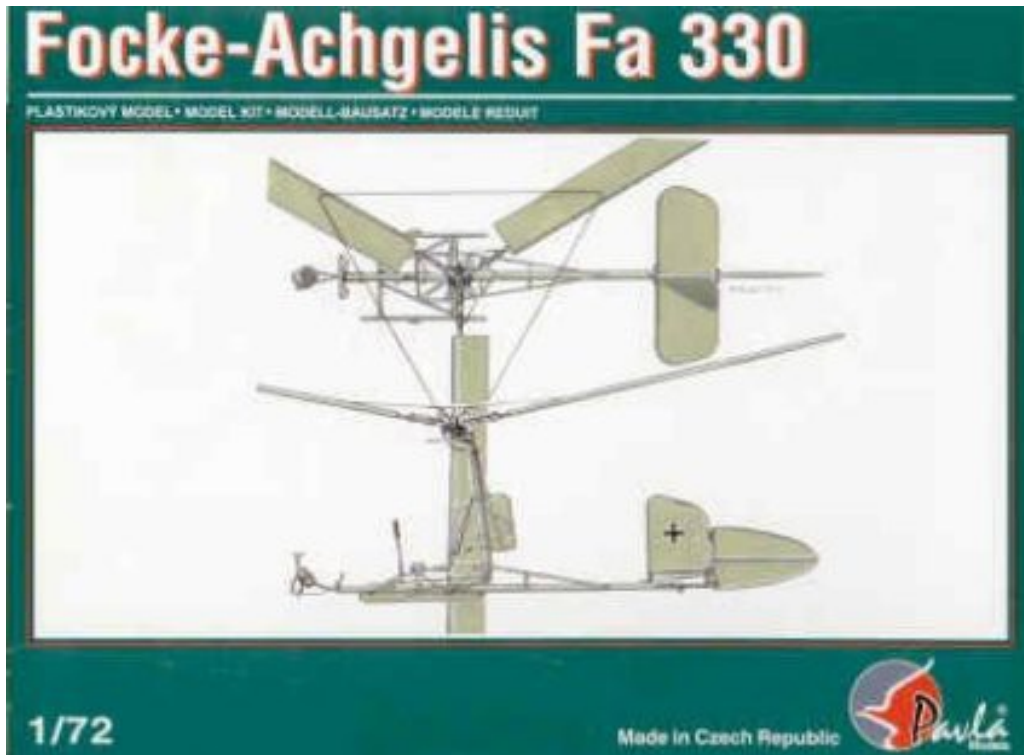
100503 – On static display at the RAF Museum Cosford.



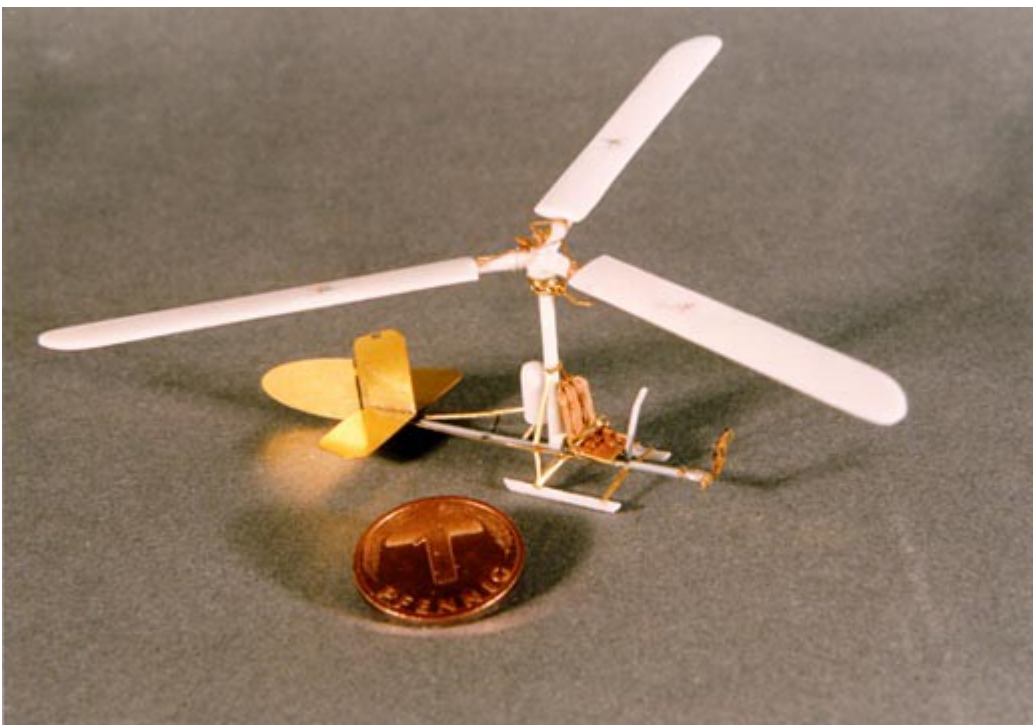
100463 – On static display at the National Museum of the United States Air Force in Dayton, Ohio.

## Modeling the Focke-Achgelis, Fa-330

The two kits available that I tracked down are in 1/72 scale as mentioned by Pavla earlier and one in 1/48 scale by KORA, these are ideal as they fit well with the Revell 1/72 scale U-boats, in 1/48 scale they will be perfect for Both the Trumpeter and the ARK Models U-Boat releases....







Pavla 1/72 Focke-Achgelis, Fa-330



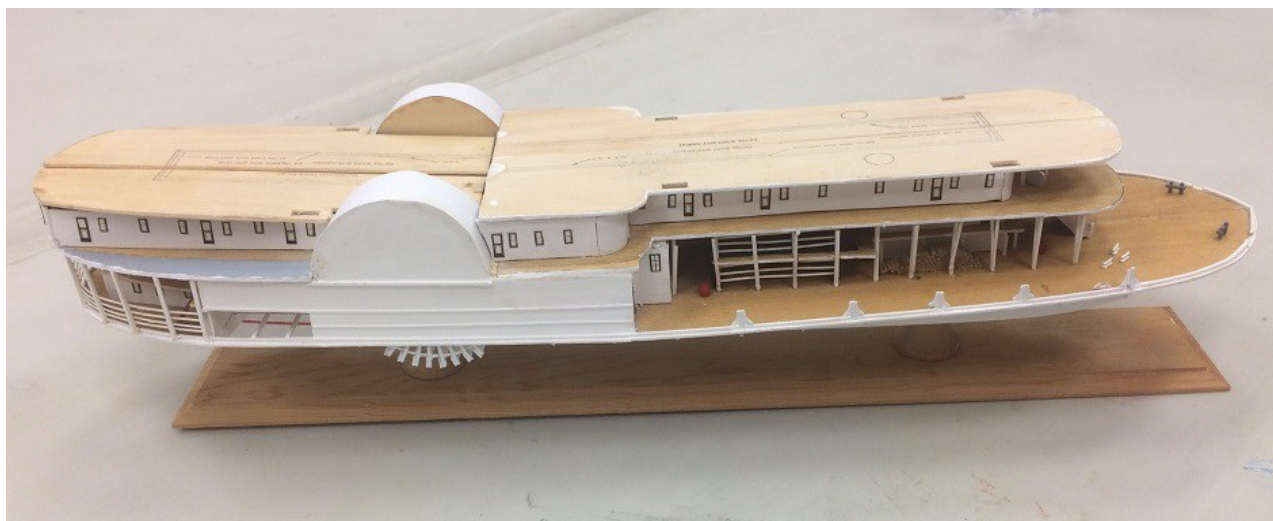
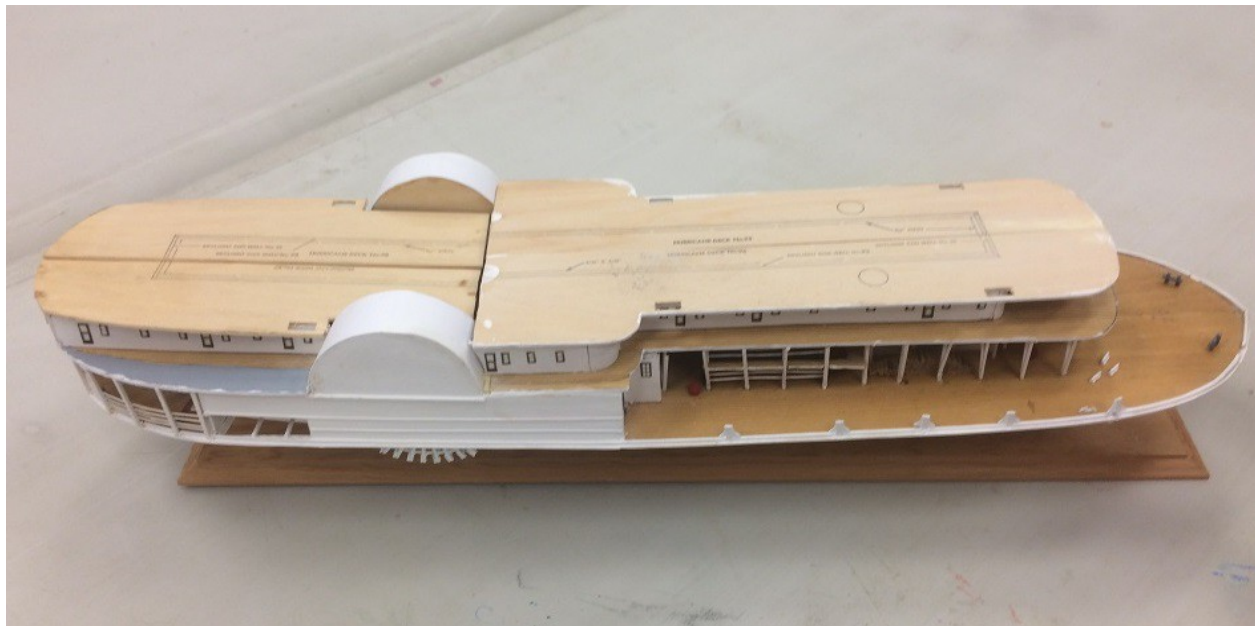
KORA 1/48 Focke Achgelis, FA-330

I came across this during my pic search. Not sure if the Focke Achgelis comes with the kit.



I gathered the Information for this article from many sources readily available on the internet.

## Members Models from Septembers Meeting



Paul Deloreto – Scratchbuilt Robert E. Lee.





Darby Erd – Hasegawa – 1/72 scale D4Y Judy.

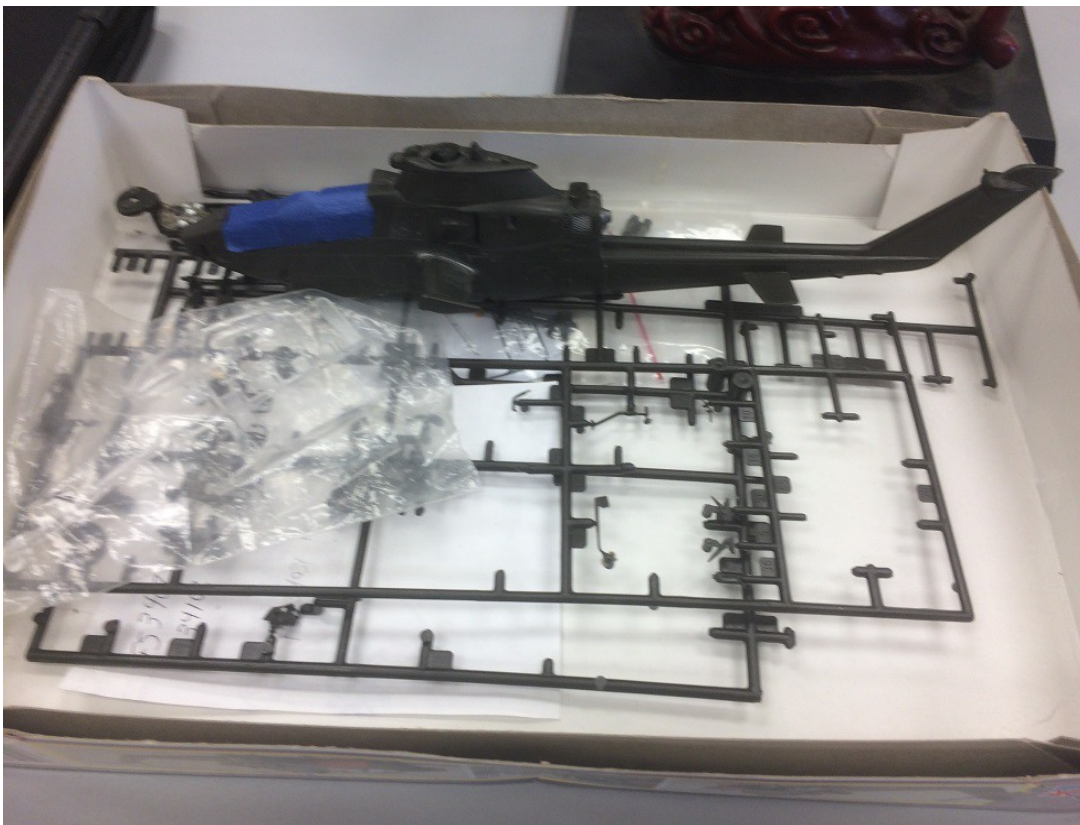


Darby Erd – ICM – 1/72 scale I-16.





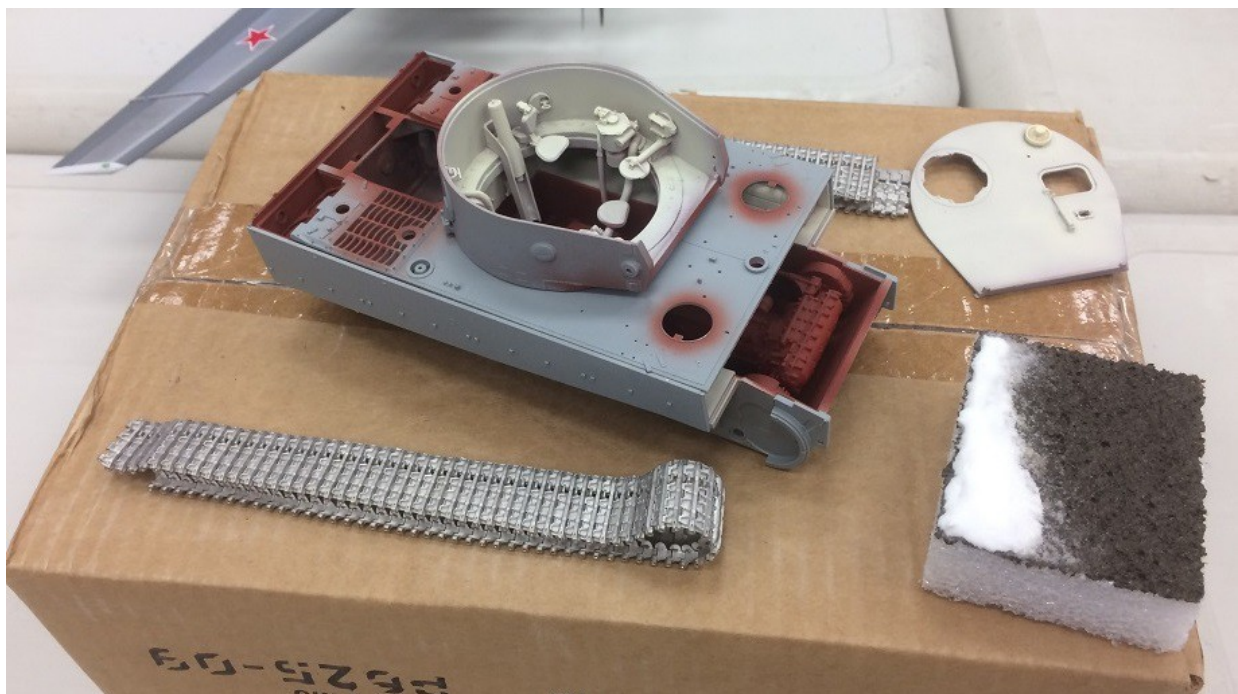
Darby Erd – Hasegawa – B6N2 Jill (in progress).



DC Locke – Monogram – 1/48 scale AH-1 Cobra.



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

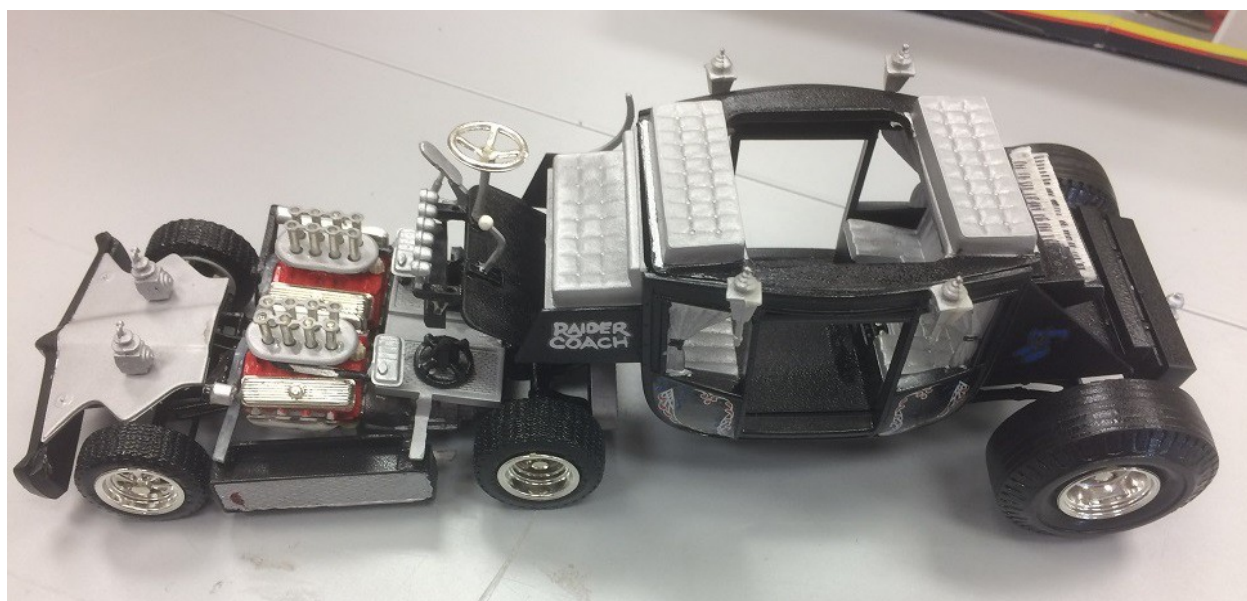


Trevor Edwards – Dragon – 1/35 scale Tiger 1, Verlinden Interior, Friul Tracks.





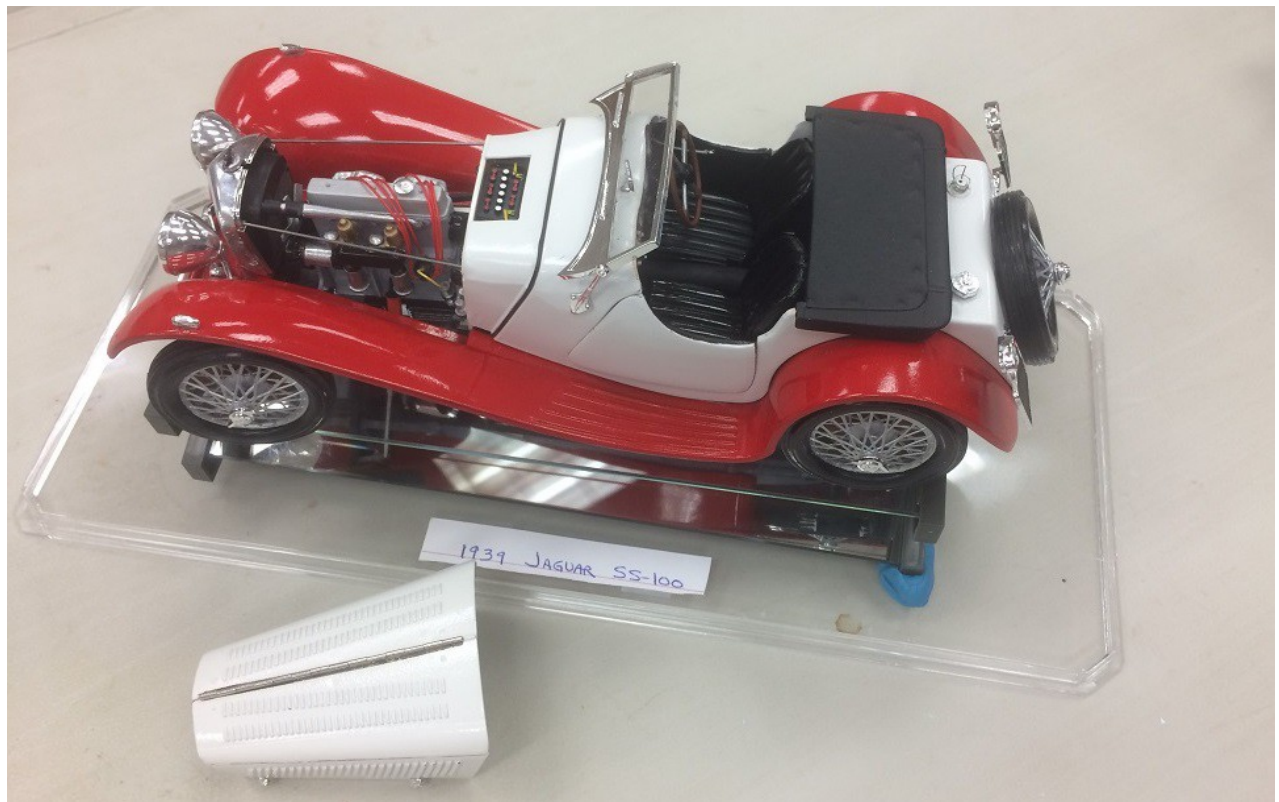
Bob Spagnola – Dragon – 1/35 STUG IV.



Donnie Greenway – AMT – 1/25 Raider Coach.



Rick Broome – Lindeberg – 1/24 scale Chrysler Atlantic Concept car.



Mikey Martucci – 1939 Jaguar SS-100.





Tom Wingate – Trumpeter – 1/72 scale TU-95 Bear H.



John Currie – Revell- 1/72 scale German Type IXC U-boat (U-161) (In Progress)

## South Carolina Modelers Association

**20<sup>th</sup>**

Charleston Chapter *Presents Our*  
Annual Fall Model Contest & Show



**F4U CORSAIR**



**Mark Donahue FERRARI 512M 1971**

Automotive Theme:  
“Road Racers” (Closed Wheel)

Non-Automotive Theme:  
Naval Aviation WWII (Allied & Axis)

Three awards per class

Cokesbury United Methodist Church, Gym

4990 Dorchester Rd.,  
North Charleston, SC

Large Raffle & Great Hotdogs!

(IPMS Coastal Carolina Modelers

Registration: 8:30 – 11:30am

Judging: Noon – 1:00pm

Awards Presentation: 2:00pm

\$5.00 for the first model (\$1.00  
each additional model)

No charge for “Display Only”

Free General Admission

Vendor Tables: \$20.00 each

For info: Vendors:

Ron Minton (843) 637-9099  
imcminton@gmail.com

For info: Modelers:

Don Franklin (843) 884-4609  
cel (843) 870-2002



**Bud Moore South Carolina Racing Legends Display**

### South Carolina Racing Legends in Scale

will be on display with SCMA members models  
celebrating 17 men and women who were born in  
South Carolina or made their homes in our great  
state during their racing career.

#### Current Honorees are:

Sam Ard	Paul “Lil Bud” Moore
Buck Baker	Cotton Owens
Buddy Baker	David Pearson
Curtis Crider	Floyd Powell
Elmo Henderson	Jack Smith
James Hylton	Louise Smith
Butch Lindley	Rex White
Tiny Lund	Cale Yarborough
Bud Moore	



## SCMA Charleston 2018 Fall Contest Classes

### Automotive

- A. Show
- Room Stock, box, chrome foil & decals allowed
- B. Show Room Stock, open, any and all aftermarket
- C. Low-riders, box & open
- D. Customs/ Movie & Show Cars, box & open
- E. Street Rods, box (1948 & older)
- F. Street Rods, open (1948 & older)
- G. Street Machines, box (1949 to present)
- H. Street Machines, open (1949 to present)
- I. Pro Street (cars and trucks) box & open: must have narrowed rear axle, wheel tubs, mufflers, no slicks.
- J. Curbside cars & trucks
- K. Pick-up, Vans, 4x4 box & open
- L. Rigs- Heavy, commercial & semi >1 ton box
- M. Rigs - Heavy, commercial & semi >1 ton open
- N. Police, Fire & Rescue and ambulance
- O. Competition I Includes: Modified, Sportsman, Trans-Am, ASA, ARCA, Busch, Supertruck & NASCAR classed by year (box & open)
- O/1. To 1948
- O/2. 1949-1971
- O/3. 1972- Present
- P. NASCAR curbside box & open
- Q. Drag box
- R. Drag open
- S. Competition Truck, all box & open
- T. Competition II Open Wheel, Indy, Sprint, Road Course, Lemans, Formula I, & Can-Am, box & open
- U. Motorcycles, box & open
- V. Tuners
- W. Slammers
- X. Diecast (modifications must be listed)
- Y. Big Scale (over 1/24 scale)
- Z. Small Scale (under 1/25 scale)
- A1. Automotive misc.

### Juniors

- Y-1 Junior small fry-6 yrs. & younger
- Y-2 Automotive/ Military / Figures 7 to 11 yrs.
- Y-3 Automotive/ Military / Figures 12 -16 yrs.
- Y-4 Junior Misc.

### Armor

- AA. Armor fighting vehicles 1/35 scale (Allied)
- AB. Armor fighting vehicles 1/35 scale (Axis)
- AC. Armor 1/40 and smaller
- AD. Soft skin
- AE. Artillery
- AF. Armor misc.

### Aircraft

- AG. Fighter & recon 1/32
- AH. Fighter & recon 1/48
- AI. Fighter & recon 1/72
- AJ. Bomber & cargo all scales
- AK. Rotary Wing all scales
- AL. Civilian aircraft all scales
- AM. Aircraft misc.

### Ships

- AN. Sailing vessels
- AO. Powered vessels
- AP. Submarines

### Figures

- AQ. Fantasy & space all scales
- AR. Animals, all scales
- AS. Military / historical 55mm & smaller
- AT. Military/ historical 56 mm & larger
- AU. Miscellaneous (including Humor / Hypothetical)

### Space

- AV. Real spacecraft

### Sci-fi & Fantasy

- AW. Sci-fi & fantasy vehicles
- AX. Lady's class
- AY. Team Built

### Dioramas 36x36in. Max. Size limit

- D-1 Automotive
- D-2 Aircraft
- D-3 Armor/Military
- D-4 Sci-fi

### Theme Award:

**Automotive : Road Racers (3 awards)**

**Military: Naval Aviation WWII (3 awards)**

### Best in Show:

**Tom McDonnell Memorial Award**



From the rescheduled Region 12 show up in Inman SC, Tom Wingate took 1<sup>st</sup> place in 1/32 scale Jets, Best Aircraft and Best South Carolina Subject with his 1/32 scale F-100D, This was flown by our very own Major James P Hamilton, Decals by Club Member Jodie Peeler.. Great Job :)

Thats All Folks

Remember Meeting Wednesday October 17<sup>th</sup>.

See You There.

John.....