

SAM!

STATELINE AREA MODELERS

APRIL 2018



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*SAM meets at 7:00 p.m.
on the third Friday of
each month at the
Durand Methodist
Church,
102 East Main Street,
Durand, Illinois.
Enter at the east door.
Come visit us!*



Art Giovannoni's 1/144 Minicraft C-130



Neil Butler's 1/24 Tamiya LaFerrari



Neil Butler built the 1/24 Tamiya LaFerrari.

Tamiya writes on their website that Ferrari announced the LaFerrari flagship on March, 2013, featuring a carbon composite body and an aerodynamics system that automatically deploys the rear

spoiler. The 800 hp. 6262 cc V12 engine is harnessed to an electric motor creating 963 hp. 499 of the cars are being produced.

But there may be only 495 cars left, as of a 03/14/16 article with 4wheelsnews titled "Top 4 LaFerrari accidents around the world. The one to the right is the first "customer" LaFerrari crash which happened November 2013 in Monaco. The \$1.4 million car hit the VW Golf. A well-equipped Golf R is \$38,400.



According to wreckedexotics.com, *"It's possible that the Golf tried to make a left turn in front of the LaFerrari and misjudged its speed. After all, the LaFerrari can accelerate from*



0-60 in less than 3 seconds.”

The owner may have taken the car to the Carrusserie de la Frontiere, the Monaco body shop near the French border that specializes in exotic and very special cars.

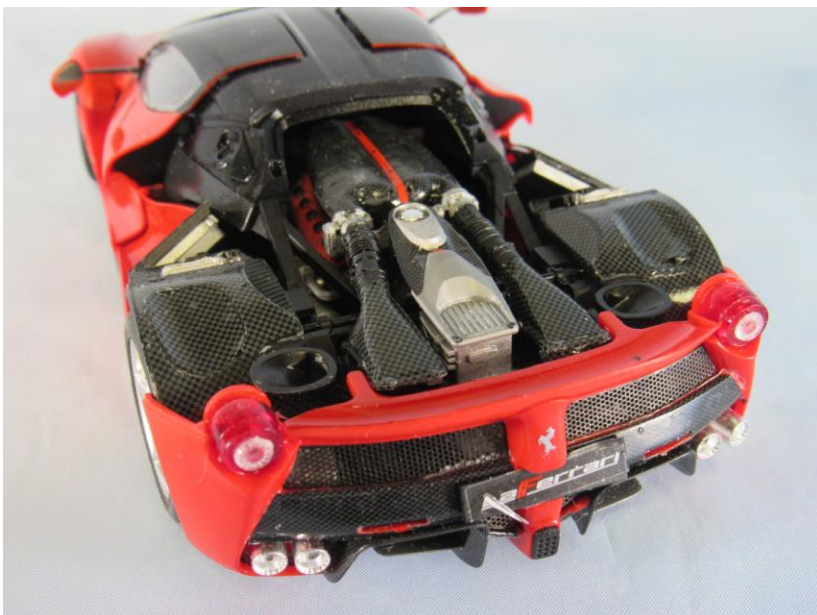
They display their work on their site which includes this Lamborghini Miura SV (*right*), and a Ferrari GTO (*below*).



And this Lamborghini Diablo Violette (*above*) and Ferrari F12 (*left*).

The LaFerrari would be in good hands.

Neil's model is below left and below is the engine of a LaFerrari on Ebay (\$575,000 as of 03/27/18, no returns accepted). A 6.3 L V12 and at 949 hp, it has 12 mpg city, 16 mpg highway.



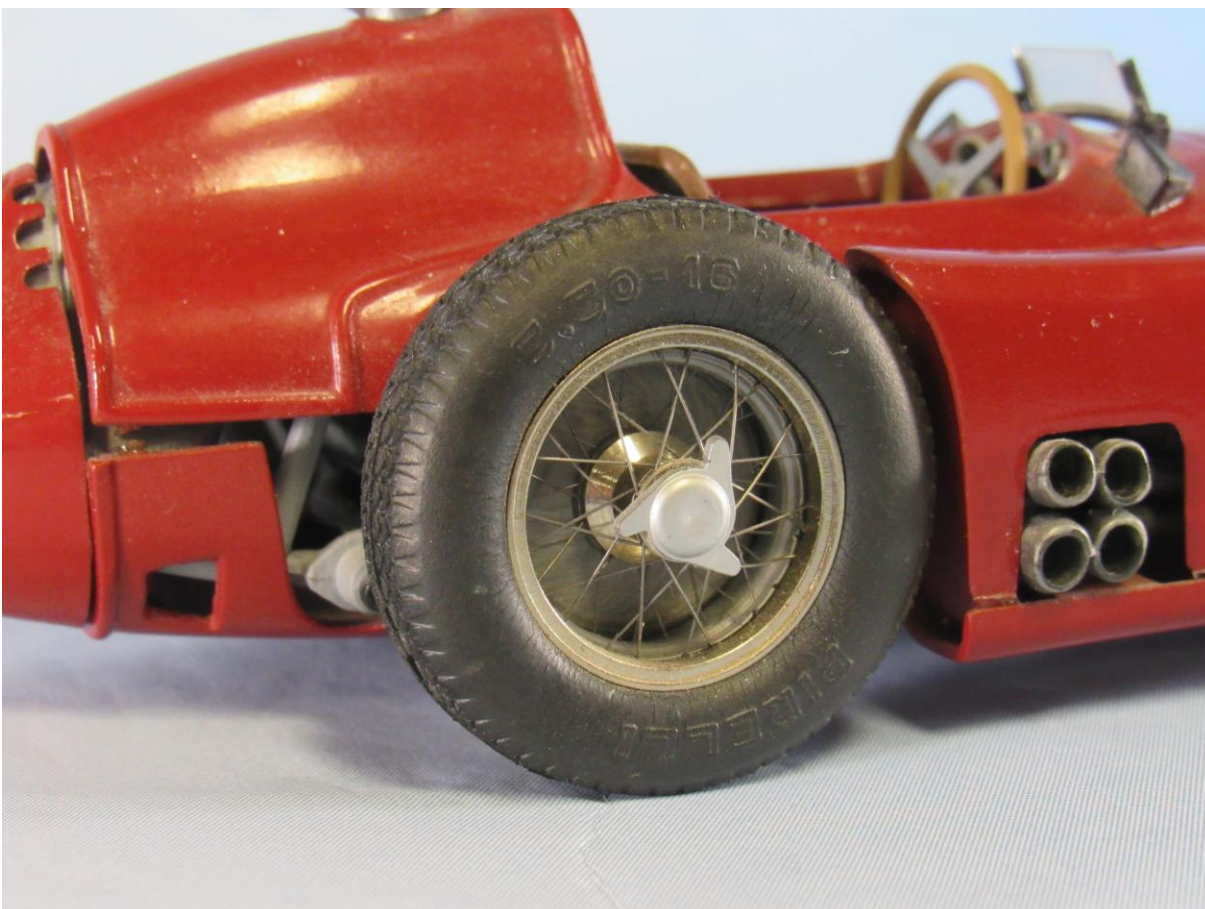


**Bob Tatman's 1/20
Revival Company 1956
Ferrari D50.**



Revival is an Italian company started in 1975 for kits of circuit cars dating from 1906. Generally the main body is pre-painted

cast alloy with the chassis and engine cast alloy. Wire wheels are held by a Revival patent, rubber tires with the manufacturer's name and removable engine cover. They are approximately 200 pieces that build with metal inserts and screws as well as glue for plastics and have details made of turned aluminum, brass and steel.



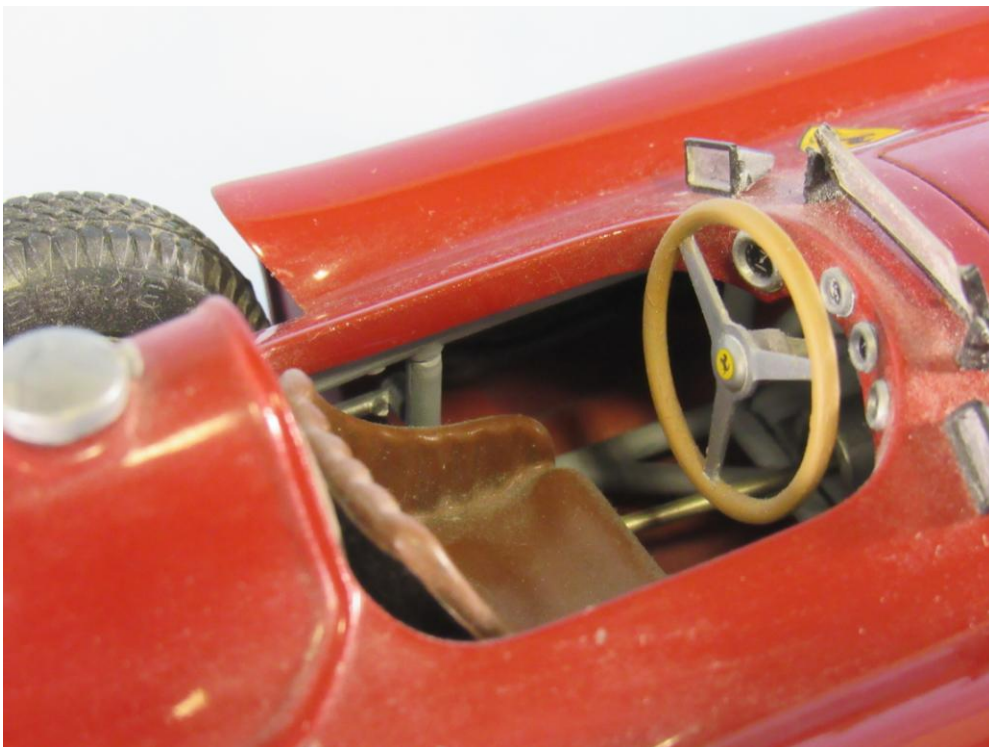
Bob used both screws and epoxy. The spoke wheels are so delicate they would easily bend during assembly and Bob gave them gentle weathering.

Bob said that one side of the pontoons held oil and the other side held fuel. He said the engine is offset so that

the driver does not straddle the spinning driveshaft (good design) which is offset in the compartment. The offset was 12 degrees and also allowed the car to be built as low as possible (*in the pictures below left*).



Bob said that 1956 was the year that Juan Manuel Fangio won the *Championship of Drivers* in the Lancia-Ferrari D50.



Bob said the car was so skinny it would slide on corners. With fuel tanks traditionally at the rear of cars, the D50 was designed with the side pannier tanks to help stabilize the weight otherwise thrown off by the side to side sloshing of fuel.

At the *Monaco Grand Prix* a D50 went through the guard rail into the harbor. The driver, Alberto Ascari, incredibly survived the accident

only to be tragically killed in another accident only four days later. He had gone to Monza to watch a friend test the new Ferrari 750. Although wearing a formal business suit, Ascari couldn't give in to the temptation of not driving the car himself. Still in his suit and wearing his friend's helmet he took off, but the car lost control at the *Curva del Vialone* and flipped over twice. Ascari was thrown from the car onto the track where he died a few moments later at the age of only 36. He died at the same age, on the same day of the month, and in the same

profession as his father Antonio, who lost his life in the 1925 *French Grand Prix*. The curve was turned into a chicane and renamed *Variante Ascari* (*Car Throttle*, retrieved electronically 03/27/18).



Scratch Built Buggy



Steve Scheley brought in a buggy that was scratch built by his sister. The wheels are lead-lined and everything is functional—the steps fold up and the door handles open the doors. The buggy even has pleated seats! No glue was used in the assembly—it is all press fit.



Note the rolled curtains over the windows and the intricate painting.



Up in the Air Department



Neil Butler's 1/72 CMC Leopard-2 from Amodel.



Neil said the Leopard-2 was a four place business jet with only two made.



Art Giovannoni's 1/144 A-4 Skyhawks from the Platz kits.

Art said that decals detail the inside of the wheel wells and the probes are made of steel. Art told us they are very nice kits and fun to build.



Originally called the A4D before the 1962 designation standardization in line with the Air Force, the Skyhawk was developed as a jet powered replacement for the propeller driven AD (or A-1) Skyraider. The new aircraft had to be small and light enough to land on World War II-era Essex-class aircraft carriers which were still a significant presence in the U.S. Navy in the 1950s.

Douglas chief engineer Ed Heinemann, whose design credentials included the SBD



Dauntless dive bomber and the Skyraider, was ruthless in achieving the Navy's parameters. Accepted into Navy and Marine Corps service in 1956, the Skyhawk was so small that it did not require folding wings for parking on aircraft carriers.

The first two production variants were so rudimentary they did not have any radar. The cockpit sidewalls were so tight that the shoulders of pilots' flight suits rapidly wore away from the constant rubbing. Pilots occasionally taped felt strips to their helmets to avoid scratching the canopy glass. (Excerpt from 10/25/15 *The National Interest*, "The Mighty A-4 Skyhawk Was The U.S. Navy's Best Little Bomber" by S.K. Au Yeong).



Frank
Gattolin's
1/72 Testors
Supermarine
Swift

Frank found
the landing
gear too thick
and so did an
in-flight build.



On 11/06/11 The UK paper *The Daily Mail* ran a story of what was thought to be the last Supermarine Swift for sale on ebay for

250,000 pounds (about \$352,000). The owner, Derrick Sheppard, said his father bought the plane from the RAF in the late 60s and its been parked outside his surplus yard ever since.

I had to find out what happened to it. The 12/08/12 Jet Art Aviation Ltd. site had the answer in a blog by the new owner (his name and the author does not appear anywhere on the blog site!). Jet Art Aviation writes:

Fast forward to 2012 and after making numerous unsuccessful appearances on Ebay and in the press the Swift is finally sold. The new owner steps forward to save the aircraft and commission Jet Art Aviation to dismantle and extract it to carry out the restoration which although clearly a significant undertaking isn't quite the hopeless 13th Labour of Hercules that some would expect. Her outward appearance 'informed' the general consensus that WK275 was living on borrowed time and that corrosion and exposure to the elements had pushed her beyond restoration 'bingo' point, but the world's only surviving Swift F Mk4 is in fact made of stronger stuff!



Buffeting, buffeting...

It has to be said that getting her from where she was (mounted on brick pillars at Sheppard's in Hereford) to where she is now (stripped apart in a top secret North Yorkshire location) has not been an easy process. The biggest logistical task was to cut the aircraft free from its mountings and disassemble it ready for transportation.

There's no denying that 40 years outside without any care & attention has left its mark on the aircraft and the amount of time and effort that will be required just to get her cleaned up is terrifying!

We have begun making inroads into the restoration with a bare metal paint strip to the fuselage with an exploratory clean up of the nose cone which now looks stunning but the time taken clearly indicates this is not going to be a 'swift' job. Ugh, sorry.



Airbrakes open, throttling back...

Inside, the airframe has fared surprisingly well. The canopy was sealed to prevent water ingress so when we actually managed to get inside we discovered a time capsule of 1950s technology. All the instruments and controls are there and even the Martin Baker Mk 2 ejection seat is intact – make no mistake not only is this aeroplane going to look stunning when we are finished but it will also be as authentic as possible.



Even better, the Swift came complete with its Rolls Royce 114 Avon engine. Hopefully you can gain an insight into the level of care and attention going into this restoration when you realise we spent days taking the engine and jetpipe out just so we could

access, treat and preserve the engine bay and internal rear fuselage.

Art Giavonnoni's 1/144 Minicraft C-130A Hercules



The last C-130A #56-0158 to leave Vietnam is on display at Little Rock Air Force Base in Alabama (*below*).



Originally part of the 314th Troop Carrier Wing out of Stewart Air Force Base, this C-130 was given to the South Vietnamese Air Force in 1972 as part of the military assistance program.

#56-0158 was the last flying C-130 in the burning wreckage of over 100 planes at Tan Son Nhut on April 29, 1975 as the North Vietnamese advanced, with South



Vietnamese Air Force Instructor Major Phuong as the pilot. 452 panicked people had crowded on board the plane designed to hold 100, 32 of them were in the cockpit alone. The loadmaster told Major Phuong that he was not able to close the ramp because of all the people standing on it. Phoung slowly taxied forward and then hit the brakes, letting the crowd move forward into the plane and the ramp was closed. At a conservative estimate of 100 lbs a person, the C-130 took off at least 10,000 lbs overweight.



Lost on what should have been a one hour and 20 minute flight to Thailand, the plane finally made Utapao after a three hour flight. Ground personnel were shocked at what "fell out" of the plane when the ramp was open--it was packed so tight. A longer flight would have resulted in casualties, but all 452 were alive. The plane was reassigned to the U.S. Air Force and served another 14 years with two National Guard units until 6/28/89 when it made its last flight to Little Rock Air Force Base and placed on display. This was not the most incredible part of the story.

The co-pilot of the 1975 flight was Lieutenant Thuan Nguyen. Thuan had previously evacuated his wife, two year old daughter and seven month old son, but volunteered to return to Tan Son Nhut to help evacuate more even as it was being overrun by the North Vietnamese. When the C-130 landed at Utapao the plane's South Vietnamese insignia was removed and Thuan was then a man without a country.

Thuan had received his flight training at Randolph Air Force Base, getting his wings in the T-41. He then went to Keesler Air Force Base learning to fly the T-28 and then to Lockbourne Air Force Base where he certified on the C-123, which he then flew in the support of the Army of the Republic of Vietnam operations and finally promoted to co-pilot of the C-130 that he flew out of South Vietnam in 1975.



Cadet Trang Van Thanh receiving flying wings on graduation day in US.

After landing in Utapao he brought his family to Houston serving as a laborer with a construction company,



then became a contractor and finally started his own company. Thuan and his wife became naturalized citizens and took the names Tom and Angie Nguyen. He retired in 2015 and moved to Pagosa Springs, Colorado. The story is then taken up by The American Legion Mullins-Nickerson Post 108 of Pagosa Springs:

Tom and Angie met Roy Vega, adjutant of the local American Legion post, who invited Tom to be a guest speaker at the post's regular meeting on Sept. 14. Air Force veteran and

Past Post Commander Hal Lowe came to the meeting and, upon being introduced to Tom, struck up a lively conversation as both being former C-130 pilots. Then, incredibly, it came to light that not only had both veteran combat pilots flown the same type of aircraft, but Lowe had in fact flown Tail Number 518 before the ship had been turned over to the Republic of Vietnam Air Force, the exact same ship that Tom Nguyen helped pilot on the last flight out of Saigon as it fell, and which is now on permanent display at Little Rock Air Force Base (Above, left to right: American Legion Post Commander Ed Robinson, Ton Nguyen, United States Air Force Veteran Hal Lowe).

References: Julie Kohl, "The Last Herk Out of Vietnam" from the 06/16/17 Only In Arkansas.

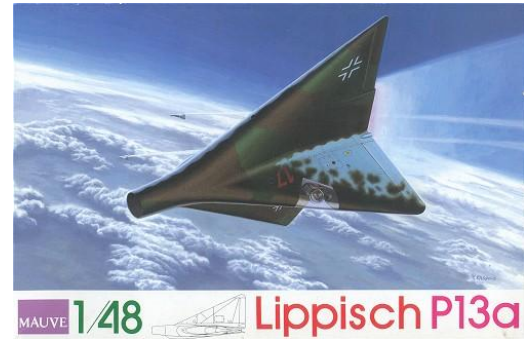
"A Tail Number and A Tale of Two Airmen" from the 10/16/16 The American Legion.

THTR, "The Last Flying Combat Mission in Saigon" from the Untold Stories, VNAF, MA MN.





Neil Butler's Mauve 1/42 Lippisch P-13a

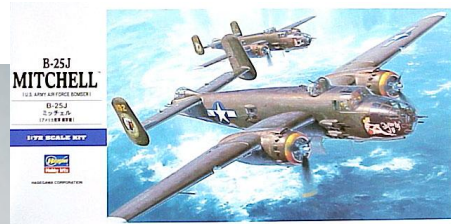


In spring 1943, Lippisch took charge of the Luftfahrt-Forschungsanstalt Wien (Aeronautical Research Establishment Vienna, or LFW)

and began working on several projects, one of which was the project 13, or P13a the idea for a semi-tailless supersonic fighter aircraft. At the time Allied bombing operations were increasing in scope and intensity. Germany needed new fighter aircraft with performance superior to Allied aircraft. The new designs also had to be quick to build using inexpensive materials that were easily obtained and not rely on increasingly depleted resource of conventional aviation fuel. To boost high-speed performance, Lippisch envisioned powering the P 13 a with a ram-jet engine that consisted of just a few moving parts and operated by burning a mixture of coal dust and heavy oil or gasoline.



A wire mesh was originally envisioned, filled with coal behind the inlet and lighted with a gas burner. The coal would be small granules for an even burn with the mesh revolving around a vertical axis. The plane would be towed to the target and released, the air passing through the ramjet mixed with clean air from another inlet and funneled through the rear for the thrust. The burner and drum were built and tested in Vienna before the war's end.



Art Giovannoni completed some final detail work for his 1/72 Hasegawa B-25.



The above photo captures the last moments of B-25J "Jaunty Jo" after

it was hit by Japanese flak and subsequently crashed near the Byoritsu Oil Refinery, Formosa, May 26, 1945.



Ernie Petit's Radio Controlled Dauntless



He was Dauntless
dive bomber
gunner in WWII

by DON MOORE

More than 60 years ago, former Sgt. Robert Martin of Englewood, Fla. was a back seat gunner in a Douglas Dauntless SBD single-engine dive bomber flying against Japanese fortifications on Bougainville in the New Georgia Islands in the Pacific during World War II. He was a member of Marine Dive Bomber Squadron 234.

Lt. Ralph E. Dixon of Wichita, Kan., piloted the SBD Martin flew in during most of the war. Martin summed Dixon up by saying, "He was a good pilot."

“At the beginning, we were flying from Munda Island, attacking Bougainville. We mostly went after the Japanese big 5- and 8-inch guns with our dive bombers. We’d fly down the gun barrels to drop our bombs,” the 81-year-old Englewood, Fla. aviator said.



The SBD was the primary dive bomber used by the Navy and Marine Corps in the Second World War. It was lightly armed with one .50-caliber machine gun in each wing and twin .30-caliber machine guns operated by the rear seat gunner. Its main punch came from a 1,000-pound bomb hanging under the dive bomber's fuselage and one 100-pound bomb on each wing.

“When you were diving on a target from 10,000 feet, you didn’t have time to be scared,” he explained. “You were apprehensive to begin with, but it was all over so quickly.”

Because their SBDs were poorly armed and slow, the dive bombers flew with fighter protection high above them.

“Pappy Boyington’s ‘Black Sheep Squadron’ protected us in their Corsairs oftentimes,” Martin said. “He was flying cover for us when he was shot down (and captured) on Jan. 3, 1944.”

Japanese fighter planes weren’t a big problem.

“We ran into very few of them because Boyington and his squadron kept them away from us,” he said. “Once in a while, an enemy fighter would break through, but they quickly learned not to

attack us from the tail because of our twin machine guns.”

Rabaul was Martin’s biggest battle. He flew against Japan’s biggest air and naval base on New Britain Island in the Solomons.

“The Japanese had seven air bases near Rabaul that we bombed a number of times. Our worst missions were the ones flown against Japanese shipping in Simpson Harbor,” the former SBD gunner said.

“We called it running the gauntlet because when you came in to drop your bombs, there were enemy guns on both sides of the harbor shooting at you. You’d try and get your dive bomber down just above the water so the enemy guns wouldn’t bear on you.

“We’d take a lot of flak and small arms fire on those runs. You’d look out one side of your plane and everything would look all right. You’d look out the same side of the plane a moment later and there were be shrapnel holes all through your plane,” Martin said.

One time, on their return to base, they came in for a landing and didn’t realize one of their wheels hadn’t



dropped into position for landing. They found out the hard way when their dive bomber ground-looped and tore up the underside of the plane.

"No one was hurt in this crash. We were mainly concerned about the plane catching fire with us in it," he said.

They were lucky.

In November 1944, he had flown 38 combat missions during 17 months on the front lines. The Marine Corps gave him a few weeks stateside with his family.

"My older brother, John, had just gotten home from Europe after spending almost a year in a German POW camp," Robert said. "He had jumped behind enemy lines on D-Day with the 502 Parachute Infantry Regiment when he was captured a few hours later."

The two brothers were able to celebrate Christmas 1944 with the family. Immediately afterward, Robert reported back to his unit to begin training to fly in a SB2C "Helldiver."

Robert was on his way back to war when Lt. Col. Paul Tibbets dropped the first atomic bomb on Hiroshima which helped end World War II a week later, after a second A-bomb was dropped on Nagasaki.

Robert and his late wife, Dolores, moved to Englewood in 1988 from up north. She died two years later, but Robert continues to live on Faust Drive.

His commendations

Sgt. Robert Martin of Englewood received the Distinguished Flying Cross, the next award for valor below the Medal of Honor, during World War II. His accompanying commendation reads:

"Robert C. Martin, United States Marine Corps: For service set forth in the following citation, for extraordinary achievement while participating in an aerial fight with Marine Bomb Squadron 234 and 236 from 2 June to 20 Aug. 1944. In a successful completion of these missions, Sgt. Martin contributed materially to the success of the United States' efforts. With courage, superb airmanship and an unyielding devotion to duty in the face of hazardous conditions, Sgt. Martin reflects great credit upon himself and the highest tradition of the Marine Corps and the United States Naval Services.

"For the President

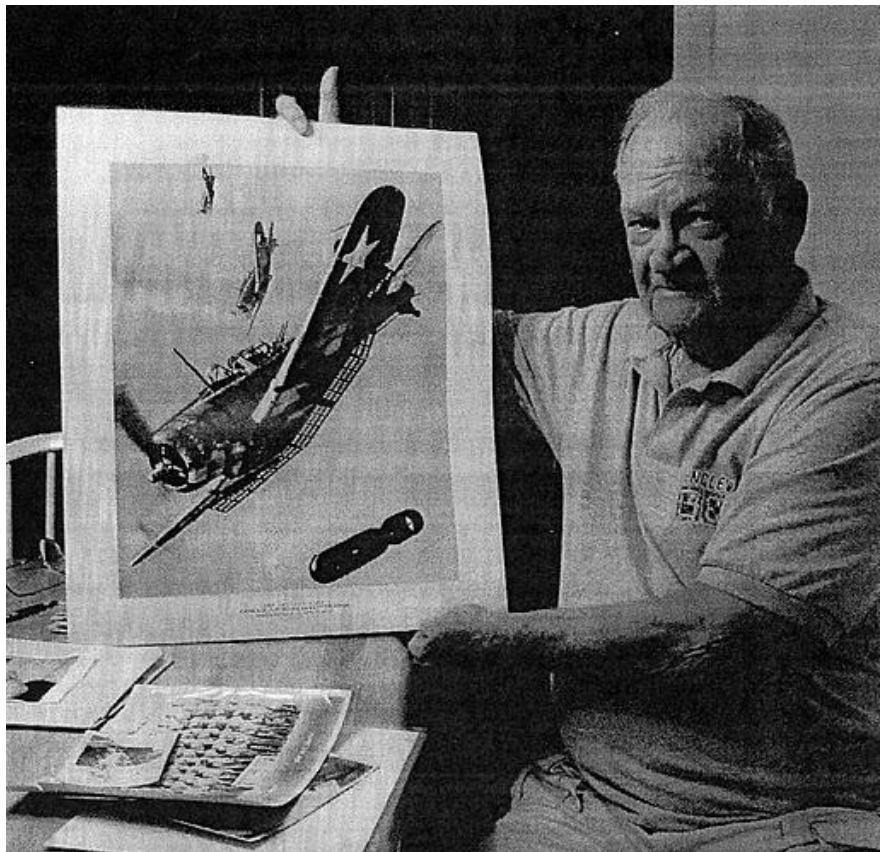
"Secretary of the Navy

"John H. Dalton"

His other commendations include: The Purple Heart, five Air Medals for missions flown, the Asiatic-Pacific Medal with two battle stars for the two major campaigns he participated in, and the World War II Victory Medal.

Retrieved electronically 04/10/18 from <https://donmooreswartales.com/2012/01/16/robert-martin/>. This story first appeared in print in the Charlotte Sun

newspaper, Port Charlotte, Fla. on Sunday, Aug 26, 2007 and is republished in this newsletter with the permission of the author.



Department of Education: SAM goes to school.

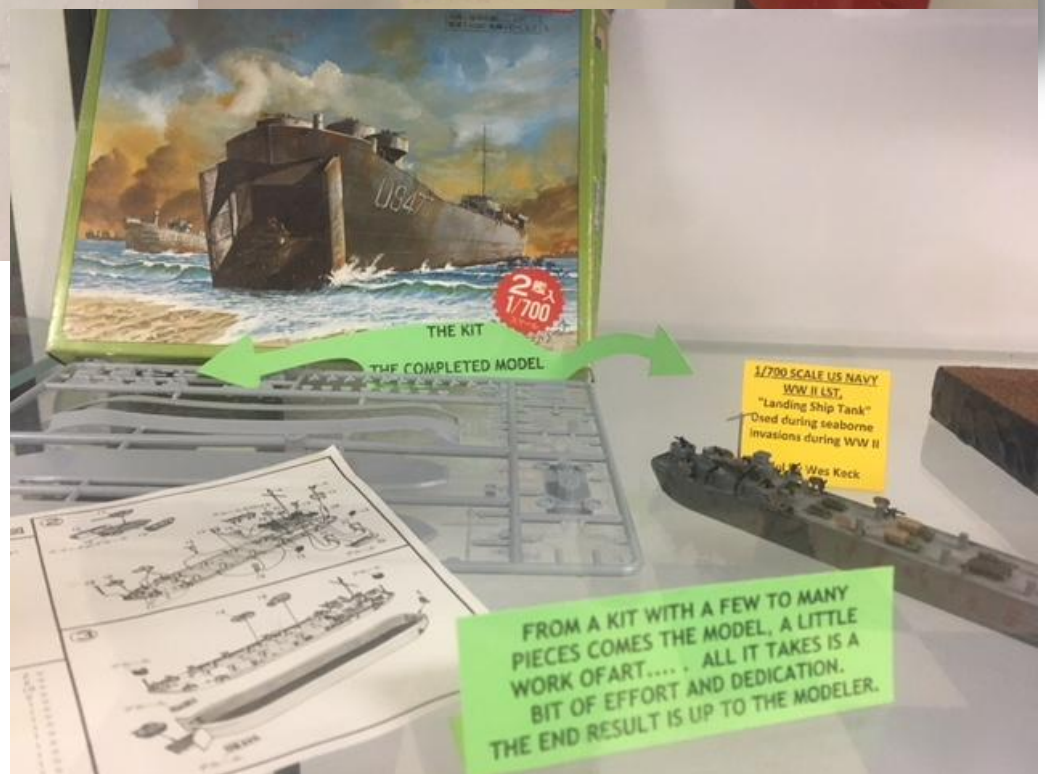


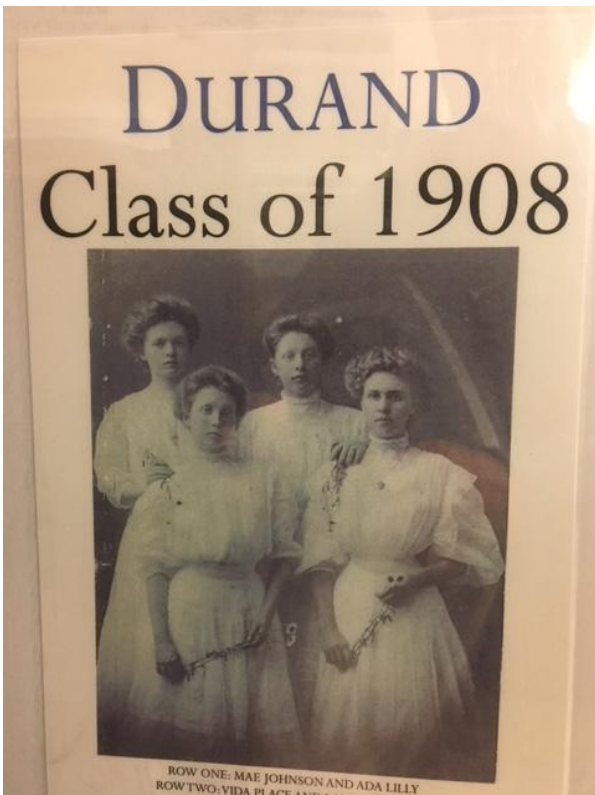
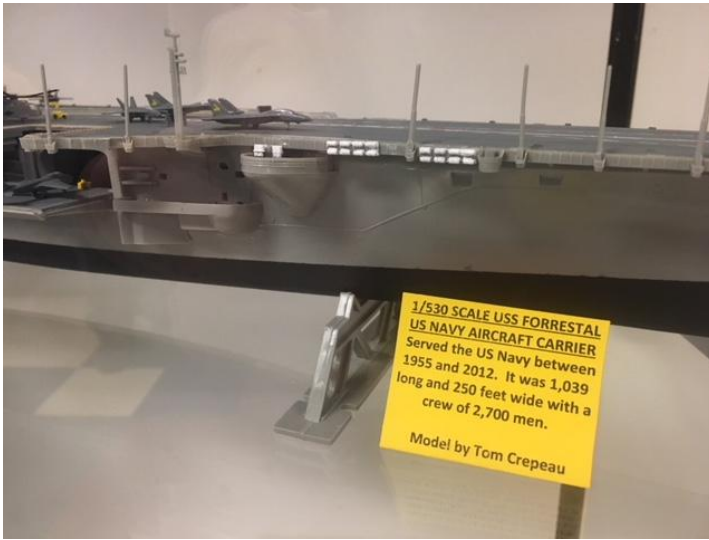
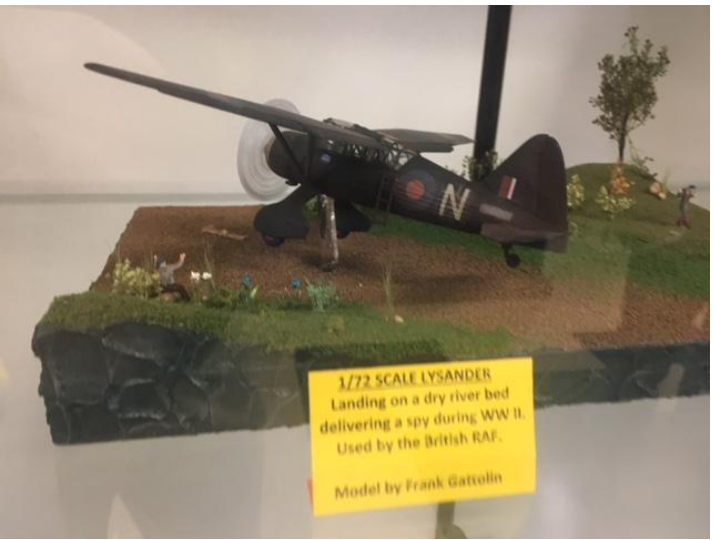
SAM
Stateline Area Modelers
 An International Plastic Modelers Society Chapter
 Durand, Illinois

Welcome to our model display! We hope you enjoy looking at the various models made by our membership as much as they enjoyed creating them.



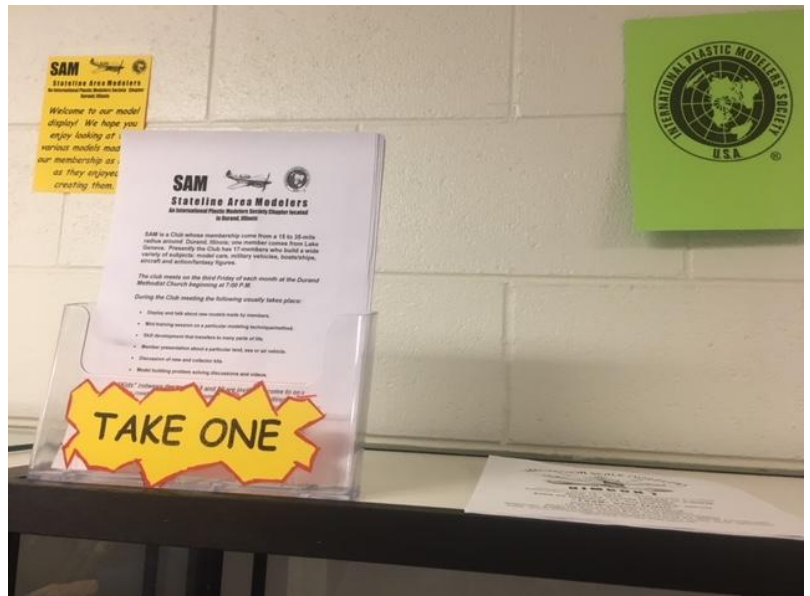
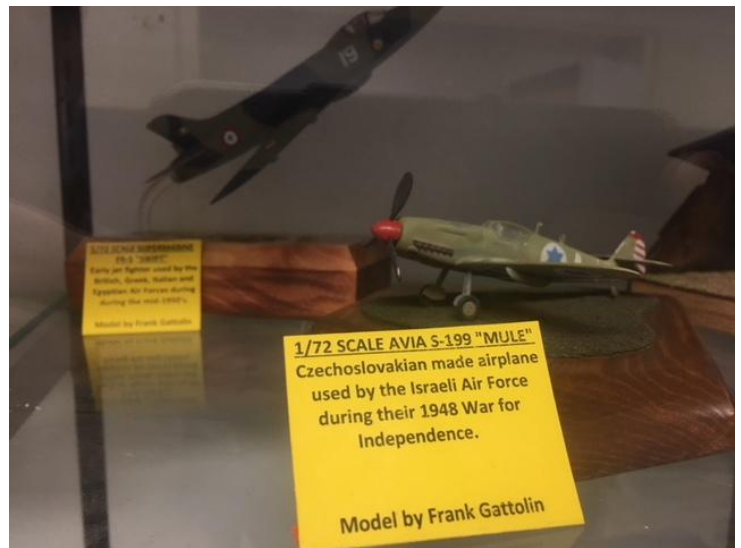
To introduce kids to the hobby, SAM set up a display at the Durand High School in display cases across from the library. Cards gave the history behind each model and flyers invited them to the club.





And the high school celebrates history. At the front hallway they keep a large display of all classes from the current graduation year stretching back to the late 1890s.





Tread Lightly
Department
Art
Giovannoni's
Tiger I Tank

I missed what kit Art used.



At the fascinating
Tank Hunter site
can be found the
above picture of a

Tiger at Vimoutier, France, southeast of Caen in the Normandie countryside, which the site has in the

"Surviving D-Day 1944 tanks.

According to the site, the tank ran



out of fuel in the middle of the road.

The crew used two demolition

charges that damaged the engine cover and buckled the turret.
Later the tank was bulldozed to the side of the road by advancing US
forces. A french scrap metal dealer purchased the tank, removed
the engine, and then left it sitting by the side of the road for the next
thirty years, its gun greeting travelers into town.



After his death it was purchased by another scrap metal company that planned to cut it apart. But by then it had become a landmark for the town and a citizen petitioned the Paris War Office, which made an emergency purchase and gave the tank to the town.



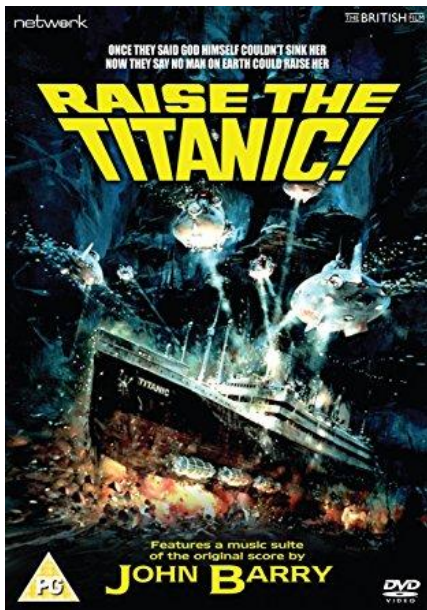
Restoration started in 1975. Even with the turret removed it took two JCB tractors to pull it from the ditch--with a third pushing it--that had been its home for thirty years. It was then placed in a gravel area near where it had been removed, the hatches welded shut, and the tank repainted to its original colors, and a parking area and greenery later added.

Thank you to Tank Hunter for permission to use the photos.



Please visit them at <http://tank-photographs.s3-website-eu-west-1.amazonaws.com/normandy-1944-tanks-ww2-index.html>.

SAM Goes to the Movies *The Late Night Double Feature Picture Show*



In the 1980 movie ***Raise the Titanic*** (50% on *Rotten Tomatoes*) a cold war spy race brings the US Navy to raise the ship to find a rare mineral needed for a new missile defense program. With a \$40 million budget that brought in only \$7 million at the box office, Lew Grade of the movie production company wryly commented that it would have been cheaper to lower the Atlantic. The Titanic is successfully brought to the surface using explosives and compressed air, and towed to the original White Star Line berth in New York City.

The site *Model Ships In the Cinema* (<http://www.modelshipsinthecinema>) is a great and exhaustive site for model ship

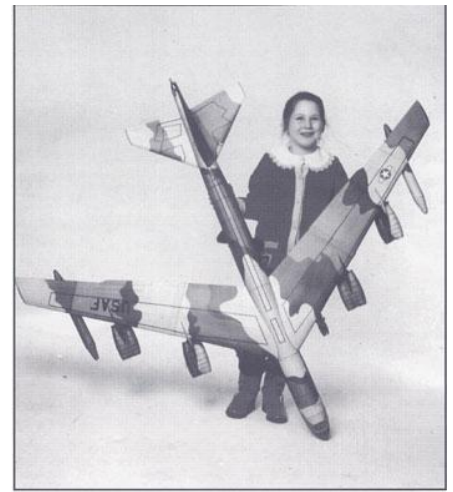
builders and movie fans with an article on the ships used in the movie. This model (right) is 1/16 scale and weighs 10 tons making a 1/48 B-52 display a tame dilemma in comparison.



(Right: A 1/48 B-52 that would be the tame display delima in comparison). *Model Ships In the Cinema* notes some accuracy issues such as the two forward ventilators. The model was originally done with an



immaculant paint job with interior lighting as seen in the picture (left, top) in scenes ultimately edited from the film. Then the model was severely distressed for the ship we see



raised from the ocean (left, below). Sadly, the model has been stored outside and left to deteriorate to the effects of weather (below).



Corvette Summer (57% on Rotten Tomatoes) is a fun 1978 film ("All in all a very funny movie with enough solid, believable story to take it beyond the realm of teenage summer fare" *TV Guide*) that stars Mark Hamell, Annie Potts, Eugene Roche and a 1973 Corvette.

Actually two 1973 Corvettes (one a backup) that were both built by Dick Korkes of *Korky's Kustom Studios*.



Kenny Dantley (Mark Hamill) is a Mac Arthur High School senior is love with cars (who wasn't?) and especially Corvettes (who wasn't?).

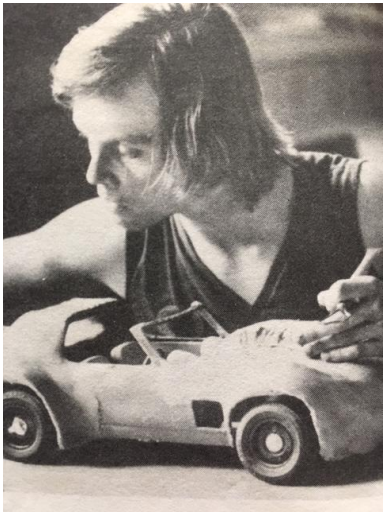
On the auto shop class field trip to an auto salvage yard for the next project car, Kenny literally has a sign from above fall on him (the Corvette insignia from the wreckage passing overhead) and narrowly saves the car from being crushed. It's rebuilt with custom styling from Kenny that includes a completely redesigned front end and hood and right hand drive.

The class pose with their finished car (*right, top*) and then shop teacher Mr. McGrath (Eugene Roche) takes them off to the Van Nuys cruise--only for the car to get stolen when Kootz (Danny Bonaduce of *The Partridge Family*) leaves it parked for "*only five minutes! I swear! I still have the*

keys! " to get soft drinks for everyone.

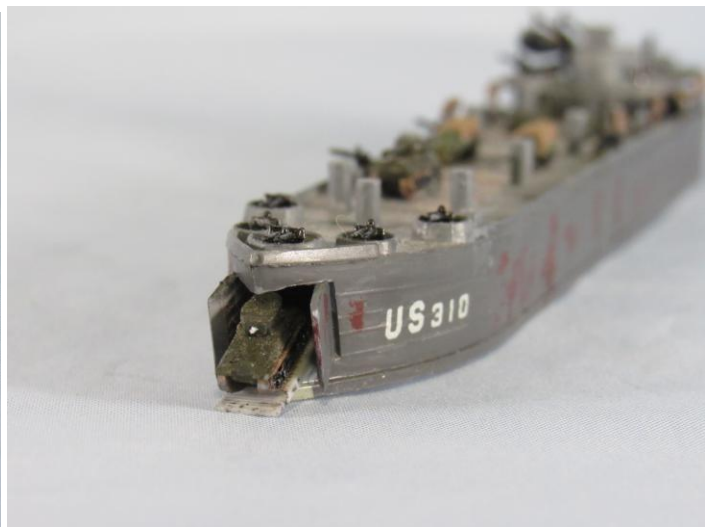
Kenny traces the stolen car to Las Vegas, encounters Vanessa (Annie Potts), a great looking 1971 Trans Am with a modified Formula hood, car thieves, con artists, salesmen, a Datsun ("It's a Datsun?!? They told me it was a *Corvette*.")) and one of the great car chases of movies.

But first Kenny creates his car with a clay model (*left*).



In the Navy Department

Wes Keck's 1/700 Skywave LST MK II



All of the LST's can be located online! Wes's ship LST-310 was launched 11/23/42 and commanded by Lt. Lawless USNR. She was part of the Sicillian occupation in July, 1943, the Salerno landings in September, 1943 and the Normandy invasion in June, 1944. She was decommissioned 05/16/45 and sold to the Boston Metals Company on 01/28/47 for conversion to merchant service. She was then sold to the Panama Navigation Corporation and named *Mercator*.

Maid in the USA Department

Alan Zais's 45mm Soda Pop Miniatures *Maid Service* figure



This figure is one of the Soda Pop Miniatures that can be used with the Takoashi University card game. She's painted with Tamiya White primer, Vallejo acrylics and oils and placed on a miniature's gaming base.





Frank Gattolin sent a picture of what looks like the 1/48 Lindberg XFY-1. Frank writes that it's a nice kit and he calls his diorama "Late for Work".

Some Upcoming Area Shows

Something unusual is the Chicago International Doll House Miniatures Show April 28-29 at the Marriott Chicago O'Hare. It's filled with hundreds of dealers with miniature figures, furnishings, animals, towels, blankets, pillows, tools, paintings, and more in very exacting detail. To learn more visit www.bishopshow.com



NIMCON 7 is 06/18/18. The Lake Regions Scale Modelers Club holds their program at the McHenry County College in Crystal Lake, Illinois. This year's theme is 1968 Vietnam. to learn more visit <http://lakesregionmodelers.com/>.



PICTURE PERFECT



Any entry into this theme must be exactly like a photograph, drawing or illustration showing the entry (either real or fictional). Diorama entries must recreate the scene pictured. Photograph, drawing, illustration must accompany the entry on the judging table.

REGISTRATION: 8am to Noon
JUDGING: 8:30am - 12pm
AWARDS: 3pm

ENTRY FEES:
1-3 Models \$10.00
4 Models \$13.00
5 Models \$16.00
6 Models \$19.00

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Check out
www.lippischmodelclub.org
for more information

VENDORS: \$25.00 per table

Special Categories:

Best Theme
Best of Show
Best of Each Category
Best Japanese Subject
Best Vietnam Subject

Fleacon 14

is 04/21/18
at Monticello
Berndes
Center at
Monticello,
Iowa. You
can learn
more about
the
Alexander
Lippisch
Model Club
show at
<http://lippischmodelclub.org/Show/Fleacon.html>.

NIMCON 7
Seventh Annual Northern Illinois Model Contest
1968 Viet Nam

SATURDAY, JUNE 16, 2018
9:00AM to 5:00PM

McHenry County College,
8900 US Highway 14, Crystal Lake, Illinois

Gold/Silver/Bronze
Open Judging
10 "BEST OF"
Category Awards
SPECIAL AWARD
for Best Viet Nam Subject

General Admission is \$5;
children 12 and under FREE;
Active Duty Military & First
Responders FREE with valid ID

Contest Registration:
\$10 for admission & 5 models;
additional models are \$1 each

Gigantic Raffle/Huge Vendor Area
Food By GWG Foods, LLC

Visit: www.lakesregionmodelers.com
for news, forms, and updates also see us on Facebook





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: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign 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: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____