



IPMS Prison City Modelers

**Leavenworth, Kansas
June 2014**

Additionally, the Fort Crook IPMS chapter up in Omaha had their annual contest this past weekend. Club newcomers Joseph Hrenchir and his dad made it up for the show, and his dad earned a first place award while Joseph took a first, a second, and Best Junior! Great job!!

SCUTTLEBUTT FROM THE PRESIDENT:



I hope everyone is doing well so far this summer! There has been a great flurry of contest activity this month. Two weekends ago, the KC Slammers held their contest in Overland Park. It was a great show--I didn't count, but there were probably over 300 models entered. Our club had several entrants in the "Military Wheeled Vehicle"

category, with members Ed Burgess taking first and Tim Moran taking third! I helped them judge their entrants on Saturday night (theirs is a two-day show.) I'll have a full report at the club meeting this week.

Thanks to Ed Burgess, who is giving us a look at his workbench this month. I'd like to make this a regular part of our newsletter--take a picture of your work bench and describe why you have it that way! You'd be surprised how many little tips you can pick up just by seeing how others work.

Our own contest is just over 3 months away. Keep the 20th of September clear on your calendar--we will need all the help we can get to make the contest a success!

See you at this week's meeting!!

Shane Curtis

LAST MEETING RECAP: *Hello, we are starting some changes to the newsletter format. First is a recap of the goings-on of the last meeting, and second feature is photos of one of our member's workbenches to see how other's model.*

May 21 meeting: Due to a scheduling mix-up by the library, we had our meeting in their conference room on the second floor. Not a large room, it nevertheless allowed for good discussions and seeing the various models brought for the club contest. Five wheeled vehicles entered our contest: Larry Todd's crane for his USS Oriskany; Mark Gerges' M151 Jeep in 1980s USAREUR; Timothy Moran's M561 Gamma Goat; Alex Gerges' unfortunately unfinished Italian Puma armored car, and Ed Burgess' Japanese Self Defense force truck. The members present voted, and the winning vehicle was Timothy's Gamma Goat—congratulations!

Brent Sauer then shared a series of after-market sets he's collected over the years, allowing us to see for ourselves the quality and detail. I may have missed a set or two, but here goes:

Perfect Scale Modellbau: US Fuel cans, ammo cans in .30 cal and .50 cal

AEF Designs: IDF Jerry Cans, early pattern, HMMWV detail set

MR Modelbau: Kunststoffkoffer (modern boxes), SINCGARS, Hummer conversion M998A2/M1025A2

Alliance Modelworks: modern razor wire

HobbyFan: HMMWV Recon II conversion kit; HMMWV Special Forces conversion

MiniArm: DSK-m 12.7mm machine gun; NSVT 12.7 mm machine gun

Demo for June meeting: the demo for the June meeting will be by Doug Hall and is on using paper clips to reinforce weak plastic joints.

SHOW REPORT: We have had some great success at local contests since the May meeting.

Joseph Hrenchir and his father attended the OMACON at the Strategic Air and Space Museum in Omaha on the weekend of 14 June. His father's 1/48 C-130 H won first place in its category, and Joseph's 1/48 F-105 D T-Stick II won first in the juniors aircraft category, and his 1/48 Spitfire Mk. XII Won second in the juniors aircraft category, and he was also awarded the award for juniors best in show. Outstanding job!

Shane Curtis, Ed Burgess, and Timothy Moran (well Timothy's model at least) attended the KC Slammer's Heartland Nationals contest on 7-8 June. Shane spent the night helping the Slammers to judge, a great experience that he'll share with the club at the next meeting. Ed Burgess received an honorary mention for his resin tractor, and a first place in military for his Russian GAZ-AA truck. Timothy Moran received a third place for his Gamma Goat. As you can see from the photos, the KC Slammers like small, understated trophies for their contest! Both were solicited for a photo of their model for *Model Car Magazine*. See photos on the last page of the newsletter.

WORK IN PROGRESS: *If you have a project that you are working on and would like to share it with the group, please send me a short description and a couple of photos of the work in progress.*

From Ed Burgess: Working on the mine roller has been an eye opening experience. One thing it taught me (probably should have learned this sooner) is that a good saw is a valuable tool. Also, one saw does not meet all requirements.

I've been using these two saws. Perfectly good tools. The work very well in the miter box, but the saw kerf is a little too broad for really fine work. Plus they are long enough to cause some problems in confined areas.

So, I looked around at various hobby saws. I was intending to get one of those razor saws, the ones that have replaceable serrated blades that look like razor blades. They are rather expensive and the handles are either expensive or clearly awkward. I went to Hobby Haven and asked what they had. After some conversation, and three clerks, I settled, with some misgivings, on a fret of photo etched saw blades that can be inserted in an eXacto handle. You see the picture. Six blades, all different shapes.



Like most of us, I have an eXacto handle. At least three of them, maybe

more (like coat hangars, they breed in the dark). So that part was easy. The blade I decided to use first is the longest, with teeth on one side only. A little too flexible, maybe, but a much finer cut. And very sharp. Zips right through resin and sheet styrene. And fingers, if you aren't careful.

So far I'm happy. This one takes off the pour stubs with élan. Close cut, less likely to mar the part than the big saws. The other blades would have come in handy on some of the finer parts. This looks to be a good tool for some kinds of work. You probably don't need it if you are just assembling OOTB but for resin and scratch building it's going to be a big help.



The fret is made by RB Productions and has been around since 2009

From Timothy Moran: This P-40B is a Trumpeter kit, and is Timothy's first Trumpeter kit and his is impressed with the fit.

WORKBENCHES: We've been talking over the past few meetings about our work spaces, and so I thought we'd start running some photos of various member's modeling tables. The first one is





Ed Burgess's. Here's what Ed has to say about the space: "I built the table thirty years ago while living in the DC area. The paint booth came from MicroMark a few years ago. Gray project boxes from Lowe's, I think. The three Ott lights came from JoAnn Fabrics, fortunately at 50% off.

The work space is in a spare bedroom. You can't quite see the compressor but it is under the paint booth. Good west light, but at certain hours I have to close the blinds to avoid glare. There's also a dedicated closet for the unbuilt models, half-built models, tools, odds and ends, and things that look like they might be useful some day.



REQUEST FOR HELP: *Reminder from member Tim Fincham:* Anyone with old built models, unbuilt model kits, acrylic paint, or tools they would like to donate to the School of New Beginnings in Lansing it would be most appreciated. The kids have had a lot, lot of fun. Also, if you would like to volunteer, Tim will send you the forms to fill out and take to the school board office.

Ed's understated 1st place trophy:



Timothy's 3rd place:



About the Gamma Goat: from

<http://armedforcesmuseum.com/vietnam-era-gama-goat/>

The Gama Goat is a semi-amphibious vehicle with off-road capabilities. When the need for a better military vehicle surfaced during the Vietnam era, a research project was funded (Project Agile) to develop a better tactical vehicle. While several companies bid for the contract, A-7 Corsair II aircraft developer Ling-Temco-Vought was awarded the contract. Construction for the Gama Goat was handled by Consolidated Diesel Electric

Company at their Charlotte, NC facility after their New York facility moved to Waterbury, CT.

In all, over 15,000 Gama Goats were produced. Their price tag – roughly \$8,000 each – was considered rather steep for this era, but the vehicle provided exceptional off-road ability. The Gama Goat did not, however, perform well on pavement or in amphibious operations. Its tendency to flounder in the water meant operators had to be specially trained to operate the Gama Goat. These limitations meant the Gama Goat was not a general purpose vehicle the US Army had desired, so they halted production when the original contract expired.

Other disadvantages to the Gama Goat were the intense engine noise (which ultimately lead to warning all operators to wear hearing protection. The noise would also signal the enemy to its presence in the area. The complex drive-train was also difficult to maintain. The vehicle was slow and therefore had to be sent out ahead of time in order to arrive at the desired destination at the same time as the other units.

The Gama Goat is roughly 19 ft long and 7 ft wide. It weighs approximately 7,300 lbs and is capable of carrying up to 2,900 lbs. Top speed for this vehicle is 55 mph on a paved surface. The Gama Goat is capable of traversing just about any type of terrain and its large bed can be covered or left open. Some of these vehicles were modified to carry stretchers to transport the wounded.