

www.novaipms.org

September 2024 Newsletter

Editor: Tom Henderson



The August 2024 NOVA IPMS Club meeting was conducted at the Sully District Community Center in Chantilly, on 7 August. This will be the last time we meet here this year, as our regular meeting place at Fairfax High School will be available through June of 2025. The Sully venue certainly did not detract from having a very good meeting. Over 40 members were in attendance and the air conditioning was fully working.

We did have the pleasure of meeting one new person and that was Andrew “Andy” Willet. He and his family are from Australia and are serving their country at the Pentagon. They found a home in Old Town Alexandria and are looking forward to getting engaged in the area. Andy likes to build mostly aircraft and builds all scales (1:72 - 1:32). So, we welcome Andy to the club!!!

We had our usual monthly contest with the evening wrapping up with the main event which was everyone explaining their contest builds. What was special about it was that there was a lot more interaction from many club members than usual. It was very conversational to include sharing of a lot of tips. Perhaps it was the Sully venue which afforded a more conducive circular seating arrangement. The board will kick this around to see how we can capture future such engaging meetings.

That sums up our month. This is a big issue. After the usual gallery of models that attended the meeting, we have a new episode of Hague’s Corner. Next is part one of a two part story by Fred Horky of his service in the Vietnam war which includes the CAR-15 he was issued. Next month will be the conclusion which ends with a build of the LS 1:1 scale model of the rifle. Last up is the promised report on the National Convention. I completed a write-up of the Roanoke Valley Modelers (RVIPMS) Shootout but with this issue being at 29 pages I need to hold it off until



Left: Chapter President flanked by Leighton Greenstreet on the left and Vince Mankowski on the right. This was Leighton's final meeting with us. His US assignment is complete so he is going back home to the UK. Leighton was a very active member of the club while he was here. He will be missed but those who attend Scale Model World or join the quarterly meeting with our UK sister chapter IPMS Staffordshire Moorlands will still be able to say hello. Right: Meeting in progress as described on the previous page.

next month. In short it was a fun show run by an experienced bunch of guys and gals who know how it is done. RVIPMS guys: Sorry I could not run the issue this month. Thank you once again for your hospitality. Next meeting is 4 September back at Fairfax High School.

"Editor's Note: The CAR-15 author accidentally sent his article which starts on page 13 to two different chapters at the same time. He asked me to send the following mea-culpa:

If this is the first time you have seen this article and you like it, fine. If this is the first time you've seen it and you think it's too long, that's fine too because the author agrees.

If it's the second time you've seen it, you've discovered the first case in recorded history of an author plagiarizing himself. (It just appeared in the IPMS/Orange County newsletter!).

So, OK, Ok, the piece first appeared in a newsletter on the west coast. And now it's on the east coast. The way my brain is addled, I can't even guarantee that it won't appear again, somewhere in the middle.

It was a bookkeeping error of which editor was sent what. Two of them got the same article. BUT I STILL WRITE AND SUBMIT MORE ARTICLES TO IPMS CHAPTERS THAN ANY OF YOU GUYS! SO THERE!

If that excuse doesn't work, try this one: "My keyboard is possessed by the devil. It can't even write short apologies."

And if THAT is not good enough, this one: I claim immunity as a genuine nonagenarian certified the federal government. (birthday 8/19/1933),

Still not accepted? How about "...nurse Ratched brainwashed me"

Anyway, those are my excuses, and I'm going to stick to all of them....Fred Horky IPMS/USA 6390

Contest Winners July 2024



*Aircraft, 1/72 and Smaller, 1st Place
F-89J by Jim Fitzgibbon*



*Aircraft 1/72 and Smaller, 2nd Place
Vampire by Khu Rom*



*Aircraft 1/48, 1st Place
1/32 A-1 by Wes Shull*



*Aircraft 1/48, 2nd Place
Bf-109E by Darren Riggs*



*Military Vehicles 1/35, 1st Place
DUBI-ID.9 by Rafy Levy*



*Military Vehicles 1/35, 2nd Place
Panzer IV by Isobel Nylander*

Contest Winners July 2024



***Ships, 1st Place
French Brig by Mike Monsivaiz***



***Civilian Vehicles, 1st Place
Ferrari by Ed Mautner***



***Civilian Vehicles, 2nd Place
32 Streetcar by Michael Johnson***



***Sci-fi, 1st Place
SDCS Nightingale by Beatrice Vetter***



***Figures, 1st Place
Hark & Noodles by Jon DeSalva***



***Figures, 2nd Place
Flame Thrower by Mason Wallace***

Contest Winners July 2024



*Miscellaneous, 1st Place
Toon Sherman by Mason Wallace*



*OOB, 1st Place
F-89J by Jim Fitzgibbon*



*OOB, 2nd Place
French Brig by Mike Monsivaiz*



*Special, 1st Place
Saturn V by Mike Ratel
It is a paper model.*

Rest of the Models



1/24 Model T by Ed Mautner (on ICM booth)



1/48 Airfix P-51 in progress



1/48 P-47 by Bryan Nylander in progress



1/48 Sabre in progress



Road Agent car by Steve Dumain



1/48 Yak-39 by Steve Dumain

Best of Show

1/43 1955 Ferrari 121 LM by Ed Mautner



The Real Ferrari 120 LM



“The Ferrari 121 LM, also known as the Ferrari 735 LM, was developed with a single goal in mind – defeating the all-conquering Mercedes-Benz at the 24 Hours of Le Mans in 1955.

Unlike so many of the most memorable Ferraris from this period, the 121 LM was powered not by a V12 but by an Aurelio Lampredi-designed straight-six, the Tipo 121. It was a racing engine with a dry sump, double overhead cams, and an individual cylinder displacement of 735cc.

Fast Facts – The Ferrari 121 LM

The Ferrari 121 LM was the Italian answer to the Mercedes-Benz 300SL (and SLR) and the Jaguar D-Type, its two greatest rivals and cars that it would battle with on circuits and road races across Europe.

Both the 300SL and the D-Type were powered by straight-six engines with double overhead cams, crossflow heads, and race proven reliability. Enzo Ferrari tasked engineer Aurelio Lampredi to design a Ferrari straight-six to take the fight to the Germans and the Brits.

Lampredi had earlier developed both a large V12 for Ferrari, and a smaller inline-four. He would use the Inline-four design, specifically from the Ferrari 500 Mondial, as his starting point for the new six. Essentially extending the block and adding two cylinders, which turned the 2.0 liter inline-four into a 3.0 liter straight-six – the Tipo 114.

Unfortunately for Ferrari the still-new Tipo 121 straight-six would suffer from some teething issues that prevented victory at Le Mans. The car did still manage to set the fastest lap, whipping through the Mulsanne Straight speed trap at an astonishing 181 mph (291 km/h).”

Source: Silodrome.com

<https://silodrome.com/ferrari-121-lm-car/>

Hague's Corner

Just the Tips

by Dick Hague

Pretend all the following is in red like I used to make the tips in my 'updates'. This update is to pass on recent things I ran into while modeling.

1. (Figures 1 and 2) Lego blocks make handy tools for maintaining alignments while glue cures. And your hobby knife can sometimes be used as a weight to hold things down while alignment is going on!
2. (Figure 3) Many kits come with prop blades that have to be attached to a central hub. A prop jig tool is ideal for this. It has provision for three and four blade props. Turn it over and the blade angles are reversed. The center screws up and down to correctly position the hub at which point a touch of glue can be applied and then leave it alone to cure however long your cement is required to cure.

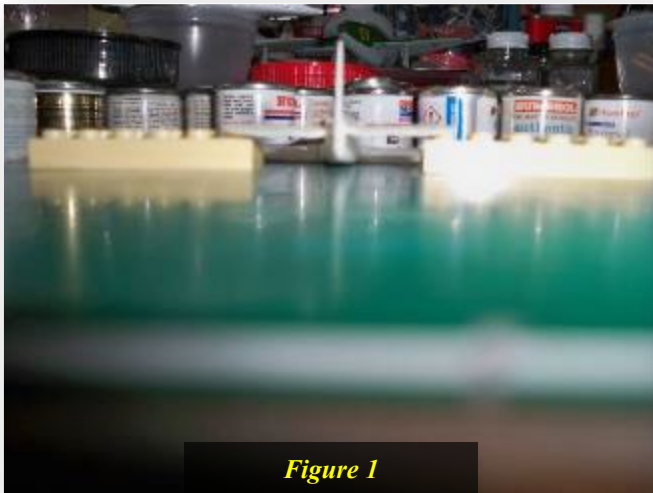


Figure 1

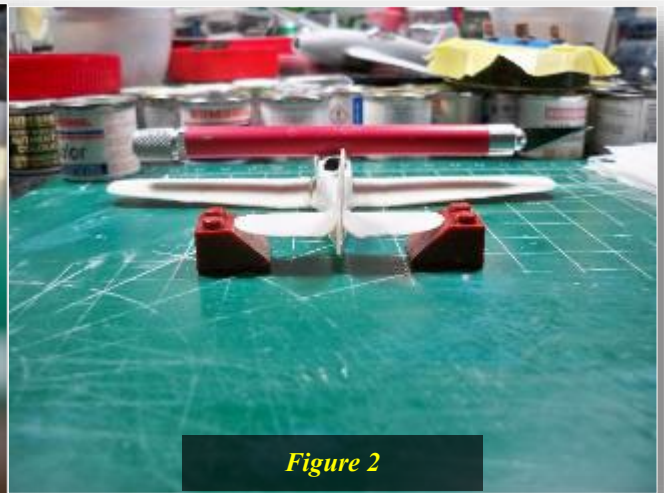


Figure 2

3. (Figures 4 and 5 next page) Remember my warning to keep super glue remover within reach of whatever you may become glued to? Here thin and uncured super glue has run out of the nose of this model after a little too much was added to cement in those lead balls. That model has now become part of my hand....or vice versa. Fortunately, there was some remover withing reach of the other hand! Usually, the first indication that glue is on your hand is a sudden rush of heat as it now quickly cures! Looking at the other



Figure 3

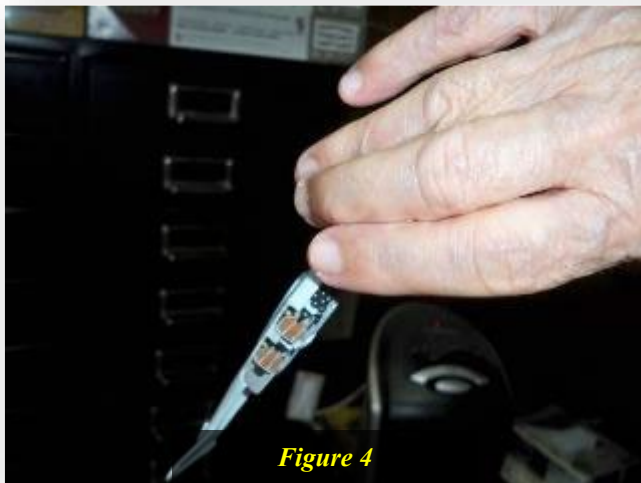


Figure 4

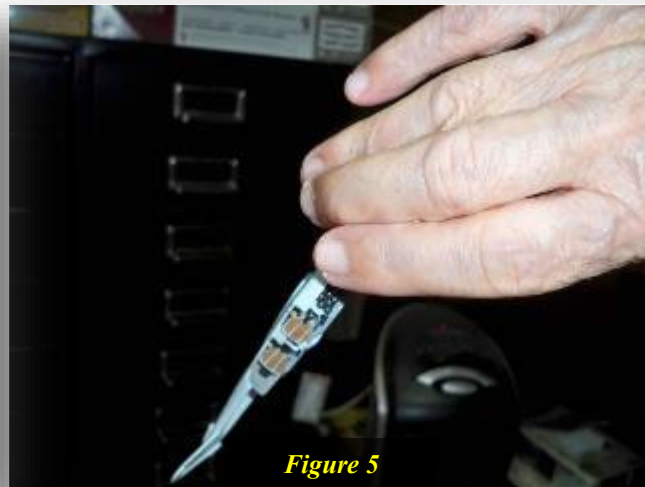


Figure 5

side of the hand shows several fingers now stuck! Actually, first priority now is getting the model off of you without damaging it, depending on where it has gotten stuck on you of course!

Once the model is off by gentle application of remover unstuck the fingers. Don't wait over thirty seconds with the remover on your skin. Using a tissue quickly wipe the area that it is on. Then apply more remover, wait thirty seconds and wipe again. You have to remove the glue in layers as only some of it is dissolved in each application. If you have sensitive skin don't use the remover. Natural skin oil will eventually free you, but some lotion may speed this up.

4. (Figure 6) Use a razor saw to cut through molded on lines for control surfaces. Check first to see that the lines are in the exact same space on the top and bottom. Many aren't! In that case hold the blade at a shallower angle and only use it to slightly deepen the lines without going all the way through. Finish off with fine sandpaper to clean up the cut.
5. (Figure 7 next page) And speaking of sandpaper. I have found the illustrated grade of sandpaper excellent for all plastic except clear parts. A pack like this will last years. Cut off pieces that you can roll, fold, shape to whatever item you need to sand and surprisingly this grit doesn't scar the plastic but does aggressively remove what you want to remove. It doesn't say here but the paper's abrasive is Aluminum Oxide. That's a key word(s) when you get it!

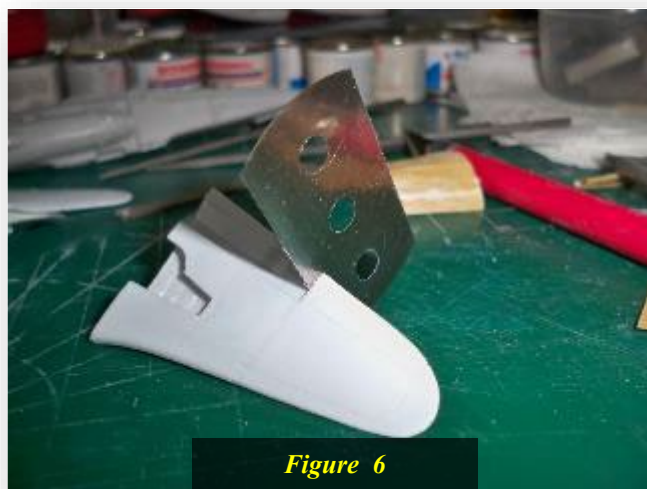


Figure 6

6. (Figures 8 and 9) Want a quick way to paint wheel wells inside a wing? Take the lower wing with the cutouts on it and trace it on a piece of cardboard that comes in aftermarket masks and etch packing. Also trace the well cutouts. Using your hobby knife cut out the well openings. Tape the newly made cardboard mask to the upper wing, hold it with an alligator clip glued to a bamboo cooking spear and spray. Protect the gear strut holes with a small circle of tape. Remove dried paint on gluing surfaces by gently scraping with knife blade. Tight masking may prevent paint from going all the way to the gluing surface edge so it is easier to scrape it off later. These are Hasegawa 1/72 Yak 3 wings.....FYI

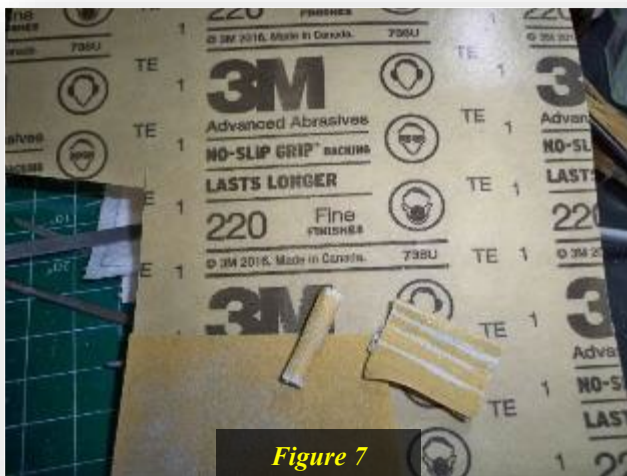


Figure 7

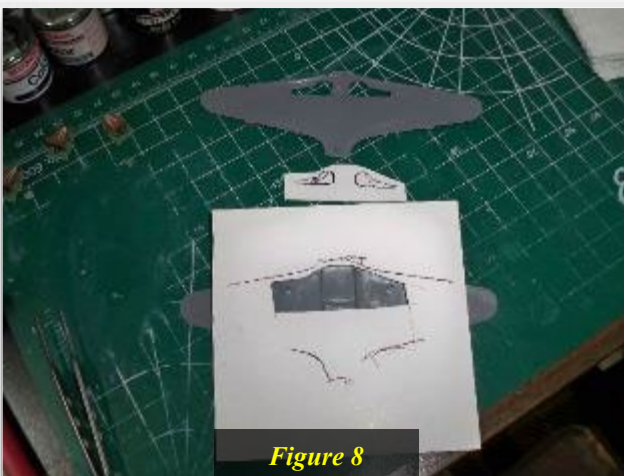


Figure 8



Figure 9



Figure 10

7. (Figures 10,11,12 and 13) On wings that don't have much of a stub to hold them in alignment while glue cures, once positioned correctly let it lay on one side overnight to cure. Then the next day align the other wing after applying glue to both surfaces and jig it up however you can while glue dries. If you immediately need that workspace on your desk position the model on the other side between a stack of books, magazines, or kits while it cures. Picture available of that move on request. Check your work when fully cured. Close as hand grenades and horseshoes which is good here!



Figure 11

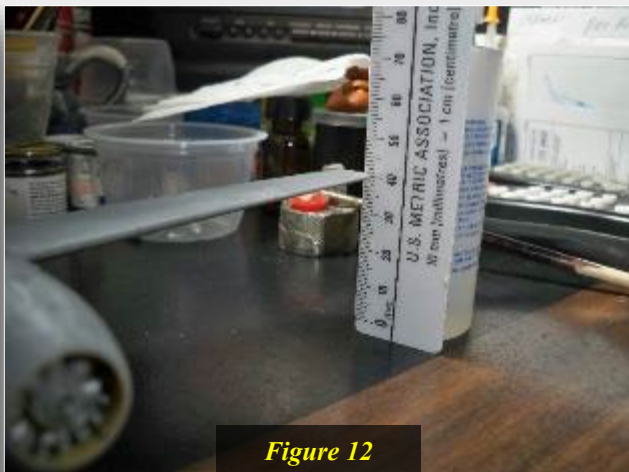


Figure 12

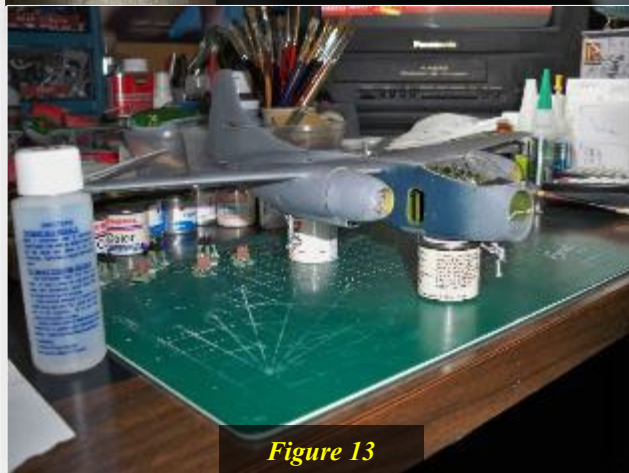


Figure 13



Figure 14

8. (Figures 14 and 15) Many kits have parts for other versions of the specific model you are building. Usually, they are indicated on the instruction sheet by shading like this. To save much confusion later while you are building, remove them before you start! This makes the needed parts much easier to find later! Put them in your spare parts storage. They could come in handy later on an entirely different type of model! Now to go and try to finish something.

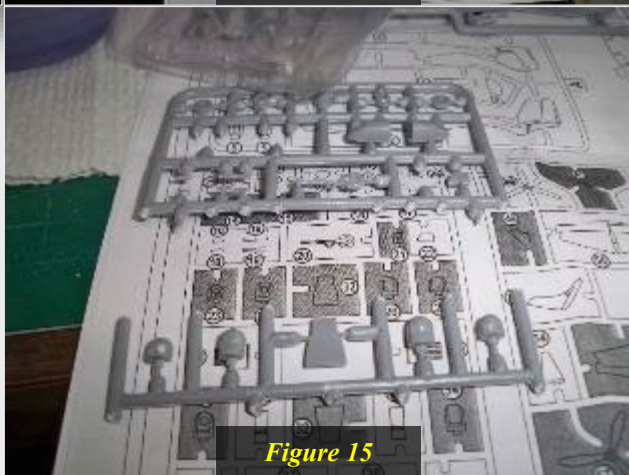


Figure 15

Me and My CAR-`5

by Fred Horky



First off, I must admit this is NOT me.

In this Internet picture, a Navy “SEAL” in full warpaint is looking macho as hell with his CAR-15 carbine. And let’s face it, the real reason that we Walter Mitty guys would want a CAR-15 or even a replica CAR-15, like the subject of this model build article ... is because the thing is just macho as hell. (To those of you in denial: why don’t you just admit it? Deep down, we’re all little boys who still want to play Cowboys and Indians; and want at least a replica of the modern weaponry. Otherwise, why would so many guys be buying the “assault weapons” so decried in the media? AK47’s, etc.? Without a real war to fight?

“But” you insist, “I’m not one of those guys!”

Yeah, maybe. But you WANT to be

My own rationalization for having my REPLICA of the CAR-15 is that I at least got my fascination honestly, not just from watching too many war movies. After all, decades ago Mother Air Force HAD issued to me, and I DID carry, a REAL example of the CAR-15 in a REAL war! It was on the occasion of my third participation in the Greater Southeast Asia War Games, aka “Vietnam”. (Check my earlier electronic scribblings about the first two.)



CAR-15 (continued)

It all started in 1963, with a six-month C-123 tour at Danang euphemistically termed a squadron "Joint Classified Training Mission" by our orders. ("Training" - with real bullets.) On returning to Pope AFB, we left our C-123's in Vietnam for new "Air Commando" squadrons being formed in place, and back at Pope converted to brand new C-130's. We were very soon going EVERYWHERE with our shiny (pre-camo) new "Herks": including a full squadron deployment to Europe which turned into a side deployment to a nasty little civil war and a major hostage rescue in Africa. Then I was soon back in the western Pacific including flying missions in Vietnam but not BASED there.

So, another cluster for the "gong" was received for C-130 combat airlift missions flown in 'nam, but since our missions simply passed through individually, no "days-in-country" credit was received. The personal weapons we had been permitted on that first (C-123) tour were no longer allowed, so when a mission took us "in-country" we were issued the then-new AR-15 rifle. (It was not yet the M16 standard: the USAF being the first U.S. service to extensively use Colt's new family of weapons.

So, during that same temporary duty tour, the cargo and "med-evac" missions flown in and out of 'nam didn't add any credit toward a Vietnam tour. In my picture below, our day had started late in the afternoon, after having crew rested at Saigon. This photo op presented itself when I'd had to stop taxiing my Herk because of a ground traffic jam at always-busy Tan Son Nhut Air Base. A quick reach into the helmet bag for the camera, swing open the side window, and "Click"!





Every time I see this picture of now-serenely quiet Bataan Peninsula and Corregidor Island, I think of General Douglas MacArthur, directed by President Roosevelt to leave the beleaguered islands, first by Navy PT boat and then USAAF B-17, and on arrival in Australia sonorously declaring, "I SHALL RETURN" ...and then think of the thousands of starving American and Filipino troops left behind; facing defeat, the Bataan Death March, and brutal POW camps from which many would not survive.

Wait up: you say you're not old enough to remember that part of WWII Pacific war history? Then you have some reading to do....

On that short 1965 C-130 tour I was able to overnight but twice in once-beautiful downtown Saigon. We could still see traces of why it had once been "The Paris of the Orient". Today, it has been "Ho Chi Minh City" for more than a half-century. I've not been back, but by all the tourist reports the city has regained its premier status under new management. My stops back then had been for crew rest requirements, with other crews taking our airplane further, "Pony Express" style, except with the rider and not the horse stopping for rest. That had made the M16 rifles issued to us as crew weapons something of a problem. Extremely busy Tan Son Nhut air base had neither quarters for us NOR gun room space for our M16's, so we had to take them with us into the extremely crowded city, scrambling for lodging and a place to eat. It made for a very odd war zone sleeping and dining experience...

My only strong memory from the other Saigon "RON" was that at the insistence of my copilot, who'd had an earlier C-123 tour there, I had finally dined at the My Canh (pronounced "me-con"), a French restaurant on a barge permanently moored downtown on the Saigon River. It was well known as a favorite patronized by expatriates, including American military. My C-130 copilot had been in Saigon earlier, and often mentioned My Canh's authentic French cuisine. So, I finally got there. But what I remember most about the My Canh is not the meal, but what happened there a bit later.

Our dining experience at the My Canh was pleasant enough, but just a very few days later it was very efficiently bombed by the Viet Cong. Most of the casualties resulted from a second detonation, after victims had thought they'd escaped the floating restaurant. Over thirty people were killed, including eight Americans, and badly wounding dozens of others: while hardly breaking a dish at the restaurant.... See <https://www.historynet.com/the-attack-that-shook-the-world/>



To get to the subject of aircrew weapons; on that second Vietnam visit we C-130 crews carried the rifle soon-to-become-the-U.S.-standard M16. It wasn't very convenient, even in a cockpit as big as the Herk's! But you all know what an M16 looks like, so I won't expound any further.



Not really part of the CAR-15 story, but I couldn't resist adding this picture as "color"! The girls dodging the pedal cab crossing a busy Saigon street are wearing the traditional Ao Doi a flowing full-length dress with long-sleeves, slit to the waist, worn over long pants ... a very modest but still very flattering garment. I know all we G.I.'s were impressed! On my first (C-123) tour, just for funs I had my wife send me her measurements so I could have an Ao Doi made for her. When translated to metric, the dressmaker couldn't believe that a woman could be that tall and was sure I had made some sort of mistake



By December 1965 I'd left the Troop Carrier aircrew business for a repair depot flight test assignment and wasn't really vulnerable for another tour in Vietnam ...a lot of pilots had not yet been there at all. But in late 1967 I was selected to attend graduate school (without even having applied), but it had also been decreed from On High that no pilot could go to ANY long-term school assignment without having completed a full year in Vietnam FIRST.

CAR-15 (continued)

So, that's what happened. That short-fuse deployment left my wife holding the bag to take care of everything. But she had been an Air Force Brat (and in fact was a genuine Pearl Harbor Survivor as a child) so knew the drill from her parents' experience.

Thank you, Mother Air Force.

My new orders to 'nam were to an operations position at the Saigon airlift headquarters. But on arrival, it was determined that my earlier "in-country" experience in BOTH major airlifter types in Vietnam (C-123 and C-130) would best be utilized as a TALO (Tactical Airlift Liaison Officer) with our airlift "customer", the U.S. Army.

So, I was issued a steel pot (helmet), flak vest, .38 cal. pistol, an AN/MRC-107 Communications Central (aka, "radio jeep", picture below), AND my newest, very best friend, the Colt CAR-15 carbine that is the subject of this article. Thus equipped, I sallied forth to work and live with the airlift customer, the Army. The job was to make USAF airlift operations with the Army both more efficient and safer.

There was indeed a lot of evangelizing for me to do, especially in a "leg outfit" (Army slang for a non-airborne combat unit, which traditionally didn't have much experience with USAF fixed wing air transport), such as the 25th Infantry Division at Cu Chi, where I was assigned. So, I became a temporary ground-pounder and shared with my new Army friends their tents, mess hall, and rocket-dodging life.

And, of course, their "land-of-the-burning-outhouse" latrines. (Ask anyone who was a Vietnam-era Army private to explain.)

And, of course, their "land-of-the-burning-outhouse" latrines. (Ask anyone who was a Vietnam-era Army private to explain.)

And where, true to form, some of the more senior members of our sister branch sometimes still seemed not very knowledgeable of what these big

Air Force C-130 thingies could ...and couldn't ...do; and worse, didn't want to bother with improving what were to me the most obvious and easily correctible details of their Army operations that were unsafe when big airplanes like C-130's were around.



CAR-15 (continued)

A good example of things I tried to get changed: not visible in my picture above but (trust me on this!) located UNDER this C-130 landing at the VERY END of Katum's 2,500' dirt runway, resides a complete six-gun battery of 105 mm howitzers and perhaps a hundred cannon-cocker artillerymen. I had to talk like hell to get them to move: I sure couldn't move the runway, even if it was dirt!

Today our military services are much-more "purple-suit" Joint Operations oriented, but then it was only beginning. Much of the Army then still had an "... we don't need no stinkin' Air Force" view. That attitude prevailed, of course, until the brown stuff hit the fan. Then, they wanted every C-130 that Lockheed ever built. (In fairness, it must be admitted that then the Air Force had a lot to learn about ground operations as well. I believe things are better now...)



A place called Katum! Alternately in operation and abandoned, Katum was a real hot spot just five "clicks" (km, or three miles) south of the Cambodian border and sitting astride the enemy's Ho Chi Minh Trail. Even well over a half-century later, many interesting and sometimes tragic "war stories", both Air Force and Army, will come up with a Google one-word ("Katum") search!

Checking out my CAR-15: Soon after arrival and introduction to all my new Army friends, I made sure to find a nearby free-fire zone to see if my new toy worked (it did), and even checked it out on automatic ... the first and only time I've ever fired ANY weapon on automatic! In my job I carried the CAR-15 around a lot, "just in case", on trips to out to the boondocks in Arny Hueys, to check status of existing dirt airstrips (for example, Katum, above and below) for safety and usability.



Those trips to the boondocks were invariably as a passenger piloted by two teenager-appearing Army warrant officers whose combined age would likely about equal mine at the time.

And I must admit I never did get used to being a passenger in an “airplane” that often didn’t even have its doors installed, much less closed; or whose “wings” were held on with something called “the Jesus Nut”. (Really! See https://en.wikipedia.org/wiki/Jesus_nut)

With little time to make better arrangements before my abrupt departure for Vietnam, my wife had stayed in Georgia, and in advance of my equally short-fuse return to start graduate school, had been forced to do everything back in the ‘states herself. Using my orders I’d finally managed to mail, she arranged for the movers, started the pack up and getting the house ready for sale and all that entailed; drove to Atlanta to find and rent a place for us to live, etc. Thus, while I was paying a mortgage on one house, and then paying rent on a second, I was still living in this leaky, sandbagged tent and having rockets dropped on us about every night....



Because of the International Date Line, my arrival back in Atlanta happened on the same calendar day I’d left Vietnam. That return remains my best personal best example of “Cultural Shock”.

Ed: Part 2 will be in the next issue. Fred will complete his story with a build of the LS 1:1 scale M-177

IPMS USA National Convention 2024



Several other chapter members, current and past, attended the convention but I could only gather 7 for the group photo. There is too much going on to capture everyone. One silver lining to the low photo turnout is there aren't as many names to figure out. From left to right: Aris Pappas, Tom Chase, Brian Nicklas, yours truly, Bill Strandburg, Mike Johnson, and Dale "Hutch" Hutchinson.

My annual report on the IPMS National Convention (the ones I attended anyway) are like a broken record. Just like every other convention, this one was a great deal of fun. Just like all of the rest, the contest room was packed with thousands of models, almost a record I understand. The vendor room was packed with vendors who had hundreds of thousands of things to buy, and manufacturers showing off their latest projects aimed at our benches. Just like all of them, we had a boatload of fun along with sore feet. There were a passel of great seminars including one by our own Jim Rotramel with his El Dorado Canyon presentation. Just like every other convention, we enjoyed shaking hands and catching up with friends not seen since the previous year. Cool unique things and a couple of highlights about this one:

- ICM was there! The first time they have ever attended a national convention. My understanding is they do in fact manufacture their marvelous kits in Ukraine. ICM had a special connection with NoVA because several ICM models on display at their tables were built by our members to include previous members: Wes Shull, Randy Corish, Dale Hutchinson, Alex Bernardo, and Ed Mautner. Everybody of course did a fantastic job. Their work really added to the attractiveness of the display. BZ guys.
- Madison is a college town. That may have been a factor in the large number of unique non-chain restaurants within easy walking distance of the hotel.

National Convention (continued)

- Strictly personal reason: the Henderson family used to live there. As a young Army captain I and my bride Stephanie were stationed at a town called Sun Prairie about 10 miles outside of Madison. Our son Matthew was born at Madison hospital. I was reassigned when Matthew was still an infant. We took a ride to Sun Prairie where we both got a kick out of me seeing the place was still there, and Matthew got to see his first home.
- Madison has a big lake with a beautiful view from the second level of the conference center. Not such a beautiful view for Otis Redding who was killed when his plane crashed into the lake. A buoy marking the crash location can be seen from the conference center.
- Club displays: To me, the club displays were the best I have seen at a US National. The reason is club members were there, sitting at their club tables and talking to their fellow modelers. I am hopeful that in the future we will see more than one chapter member manning the club tables, an award for the best chapter display (unless there already is one), and integration of the club tables and vendor tables. What was not so cool is the club tables were isolated – vertically sandwiched between the contest and the vendor areas. The IPMS UK format has the club tables and the vendors integrated into one area. You would have to go to an IPMS UK show to understand and enjoy the high level of comradery that exists with awesome club displays and vendors in one area. Isolation aside, I think it was an important step forward from past club displays at a national convention.
- Oshkosh is in the neighborhood. experimental general aviation museum with a large number of general/sport aviation greets to include some warbirds. The massive Air Venture air show was kicking off while we were there so the visit was a special treat. I understand a few guys stayed after the convention to attend the air show.
- We have some winners to congratulate:

Name	Place	Category		Entry
Mike Fleckenstein	3rd	121	1/72 Single Engine Jet	AMX Ghibli
Mike Fleckenstein	2nd	824	1/72 Vignette	Middle East Technical
Jacob Lunn	3rd	80	Misc. Pre-Teen	Gundam ZAFT
Scott Samo	2nd	106	1/72 Single Engine Prop	Ki-84
Vincent Mankowski	3rd	118	1/72 Multi Engine Prop BKB	Osprey
Vincent Mankowski	3rd	126		OA-4M
Mathew Lunn	2nd	151	172 Rotary Wing	AH-1 Cobra

As you can tell we had a great time at the 2024 National Convention. A short gallery starts on the next page.

Best Aircraft



Best Automotive



Best Military Vehicle



Best Miscellaneous



Most Popular





Best Ship



Best Space & Sci-Fi
George Lee Judges Grand Award

NoVA and ICM



A Small Sampling





September Meeting Program and Contest Theme

Program: Haagen Klaus - "The Lockheed P-38 Lightning: History, Variants, and Scale Modeling"

Contest Special: 85 years ago - WWII Begins - Early WWII

Visit the club website at www.novaipms.org and join the club Google group at <https://groups.google.com/forum/#!forum/northernvirginiamodelers>

Both locations will allow you to access the monthly Contest/Program Schedule as well as information about IPMS Northern Virginia Modelers.

We're also on Facebook

<https://www.facebook.com/pages/Northern-Virginia-IPMS>

IPMS NoVA Executive Board and Chapter Volunteers

IPMS Northern Virginia Modelers Chapter Officers

President: Scott Bricker	Vice President Haagen Klaus
Treasurer: Jon Etherton	Secretary/Historian: Dale Hutchinson
Chapter Contact: Tom Henderson	

IPMS Northern Virginia Modelers Chapter Volunteers

Contest Coordinator:
Mike Monsivaiz

Webmaster:
Mike Fleckenstein
IPMS USA Webpage of the Year for 2017

Newsletter Editor:
Tom Henderson
IPMS R2 2020 Newsletter of the Year
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Raffle Coordinators:
Randy Corish, Mike Howe

Program Coordinator:
Vacant, volunteer needed

Make and Take Coordinator
Tim Barb

Join IPMS/USA: www.ipmsusa.org

IPMS/USA MEMBERSHIP FORM	
IPMS No.:	Name: _____
Address: _____	First Middle Last
City: _____	State: _____ Zip: _____
Phone: _____	E-mail: _____
Signature (required by P.O.) _____	
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86	
<input type="checkbox"/> Junior (under 18 Years) \$17	<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? _____
<input type="checkbox"/> Canada & Mexico: \$35	<input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order	
Chapter Affiliation, (if any): _____	
If Recommended by an IPMS Member, Please List His / Her Name and Member Number: _____	
Name: _____	IPMS No.: _____
IPMS/USA Join or Renew Online at: www.ipmsusa.org	PO Box 1411 Riverview, FL 33568-1411

Upcoming Events

21 September 2024

Washington Armor Club Meeting
Kings Park Community Library
9000 Burke Lake Road
Burke, VA
10:00 AM – 1:00 PM

4 September 2024

IPMS Northern Virginia Modelers Monthly Meeting
Sully Government Center
4900 Stonecroft Blvd., Chantilly VA 20151
3501 Lion Run, Fairfax VA 22030

16 September 2024

IPMS DC Meeting
Nancy H. Dacek North Potomac Community Rec Ctr
13850 Travilah Rd. Rockville, MD 20850
6:30-8:45pm

18 September 2024

IPMS Northern Virginia Tips and Share Zoom Meeting

25 September 2024

NCMSS Monthly Meeting
Thomas Edison High School
5801 Franconia Road
Alexandria, VA 22310

7 September 2024

National Capital Soldier Society
63rd Annual Show
Springfield Hilton,
Springfield, VA

14 September 2024

PENNCON 2024
Eisenhower Campus Center,

CENTRAL PENNSYLVANIA IPMS PRESENTS

PENNCON 2024

MODEL SHOW AND CONTEST

SEPTEMBER 14, 2024 9:00AM TO 4:30PM
Eisenhower Campus Center, Messiah University
One College Avenue, Mechanicsburg, PA 17055

Show theme: **ORANGE** You Pick The Color! Choose Purple



Contest fee (up to 3 entries):
Adult \$15.00 (additional entries \$1.00 each)
Junior (16 & under) \$5.00
Uniformed individuals admitted free!
Make & Take for kids 15 and under.

Walk-in and Display only:
Individuals \$7.00
Families \$10.00

For more information visit: www.cenpennipms.com
Contact: Dana Sadarananda (717)395-7489 e-mail: chlld1402@gmail.com
Vendor Contact: Robbie Crossley (717) 438-4353 e-mail: rc111@aol.com

National Capital Soldier Society

63rd ANNUAL SHOW



SEPT 7, 2024
Saturday 9 AM to 5 PM
at the
SPRINGFIELD HILTON
8350 Lakeside Rd
Springfield, VA

HIGHLIGHTS

- Trophies and Sponsored Awards
- Car / Ship / Plane / Figure - Club Displays
- 63rd Annual Show - Models & Displays
- Modeling Demonstrations
- Hobby Vendors

1944
D-DAY
www.ncmssclub.org