

www.novaipms.org

June 2024 Newsletter

Editor: Tom Henderson

Hello everybody! This issue is a bit (well, OK a lot) less graphic than usual. Work requirements prevented me from attending the May meeting so there are no meeting pics to share this month. I later learned Contest Coordinator Mike Monsivaiz was also not able to attend so there was no contest. The program for the month was modelers taking turns talking about the models they brought to the meeting. Yes, these sessions are usually in lieu of a “real” program with a speaker but none the less they are always great sessions. For each model, the gang learned about its quality, traps to watch for and how the modeler overcame them, finishing, and weathering techniques. Everyone was encouraged to bring their models back next month. Luckily, Secretary/Historian Dale “Hutch” Hutchinson did make the meeting, so we do have a record of what happened. His set of meeting notes has the May meeting story.

“The 1 May NOVA Club meeting started off well and boasted 45 in attendance. Jon Etherton presented the Club’s financial report based on the results from April’s Model Classic (MC) 2024. The club made a profit which was very encouraging. After Jon’s financial report, a conversation ensued general MC24 comments and potential other venues for future shows. Vince Mankowski suggested the club consider potentially leading an effort for a regional which hasn’t happened since 2003.

Club Secretary, Dale “Hutch” Hutchinson mentioned that he was pulling together Lessons Learned from MC24 and welcomed input from club members. Hutch has already received some very helpful observations and feedback. Members have until the end of May to share their thoughts.

Unfortunately, contest lead Mike Monsivaiz was unable to attend so there was not a May contest. Also, there was no main presentation. That said, the meeting was still very productive. Many fine builds were brought in for the contest. Instead of a program and contest, builders were encouraged to explain their model as to reasons behind the build and things they wanted to share. There was much engagement by members.”

I’m back. This would have been the end of the June issue except for three people and one event. Two of the people are Dick Hague and Fred Horky. The event is of course Model Classic 2024. Thanks to Scott Bricker I DO have a pile of Model Pics. Hague’s Corner is up next. Ever hear of a gentleman named Myrle Stinnett? Probably not but you will meet him and learn the story of his escape after his B-17 went down in The Netherlands. It is quite a read courtesy of Fred Horky. This issue will close with a photo gallery of Model Classic, most of which are courtesy of Scott Bricker.

Our June meeting is the **second Thursday, 13 Jun so mark you calendars in bold for this one**. It will be the last meeting date assigned by Fairfax High School for the 2023-2024 school year. As is normal with Fairfax County Public Schools, I will not be able to request meeting dates for July 2024-Jun 2025 until the first of July. Be patient for future meeting dates until the school notifies us of our dates. Tips and Share will happen on Wednesday 19 June. See you in June.

Hague's Corner

Yak...animal, mineral, or airplane?

by Dick Hague

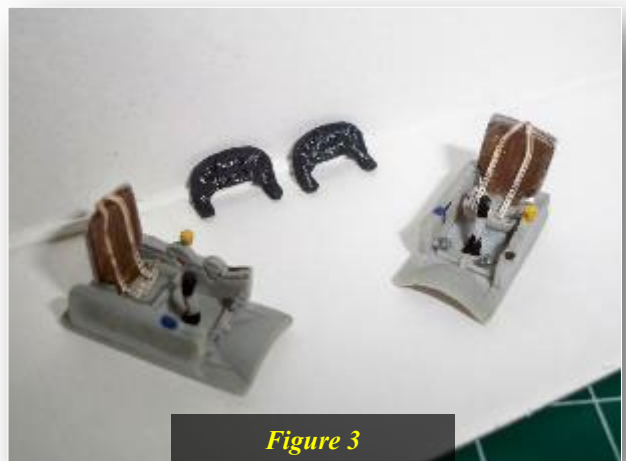
It could be an animal but in this case it is a family of Russian aircraft. Yak was the first part of the designation of aircraft built by the Yakovlev design bureau which produced a range of aircraft for half a century or more. Founded by designer Alexander Yakovlev, they produced primarily fighters for the Russian Air Force as well as satellite nations. If I can complete a couple of models in the near future, I will have a story to tell and illustrate with these models of something quite unique in aviation!

While some American companies made design studies towards the end of WWII about incorporating the new technology of jet engines into existing designs, Yakovlev did it! They based their design on the mass-produced WWII fighter the Yak 3 (Figure 1). Yakovlev tried fitting some captured German jet engines into the Yak 3 which was then redesignated the Yak 15. This in turn spawned a generation of fighters and trainers that saw wide Soviet service. The Yak 15 in Figure 2 is not mine but something I found online. There are links to the Yak 15 on YouTube.



Figure 3 shows a pair of cockpits that are to be fitted into Yak 15 models. These are from the somewhat crude Amodel brand of kits. While that company continues to produce kits during the horrible Russian invasion, their kits were somewhat crude before the Russians arrived! They still can be built into nice replicas. Another Ukrainian company called KV produces paint masks for many Amodel kits.

The only aftermarket products available are some painted Eduard Russian seat belts and harnesses that have been added to the cockpit modules. I'm showing this now as once inside the fuselage not much can be seen. The black



Hague's Corner (continued)

painted instrument panels have had a little bit of white Prismacolor pencil dots and scratches added mainly just to look 'like something is there' once inside the fuselage. While the base is painted gray, some black, blue, yellow, aluminum, and brown add some life to this without expensive aftermarket additions. Tip alert! The seat back must be narrowed for the fuselage to close around it. Sanding the edges down almost to the brown seat back material will do it but some more may have to be removed for the canopy to fully settle onto the fuselage over it. This assembly is pretty small. My original intention was to photograph it with a dime alongside to show scale!

Figure 4 shows an interior for a two-seat trainer, the Yak 18. Like the Yak 15 just shown, I added Eduard Russian belts. Using extra thin super glue, I added one piece of the belts and harnesses at a time followed by using a Glue Looper to flow a tiny amount of glue to seal the parts on. Later, when all the parts are on, the entire assembly got a spraying of Tamiya Clear Flat. This evens out the colors as well as an extra step to seal on the metal belts. Wait until this is done before painting those colors which weren't under the belts and harnesses. Sometimes enamels can get affected by the spray but the paints under the belts are protected by the previous super glue use.



Figure 4



Figure 5

Between the pair of Yak 18 seats and the fuselage is a piece of white round strut material. Following a tip in a model magazine about lack of detail in the Yak 18 fuselage, I cut some strips from this material and glued them onto the fuselage sides before inserting the cockpit floor and seats. Instrument panels were already in place.

Figure 5 shows the two halves of the Yak 18 being held together after gluing. Later I cut some round material into short pieces and glued to the top of the fuselage just in front of the pilots as magnetic compasses. Later that entire area was painted flat black.

Yes! Something did get finished! Remember back to the 1980's and the war in the Falkland Islands between Great Britain and Argentina? This war lasted about ten weeks in 1982 and of sixty-six Argentinian aircraft lost in that short conflict, twenty-four were the IA-58 'Pucara.' It is pictured wearing the blue and white insignia of Argentina. I built this Pucara (Figures 6-10 next page) from a Special Hobby kit. It was not a fun build although it is an attractive aircraft. There are several color options in the kit but I liked this one the best. I guess I should have dusted the shelf I just put it on. Now if I can just finish the Argentinian A-4 'Skyhawk' (Figure 11) to give it some company!



Figure 6



Figure 7



Figure 8

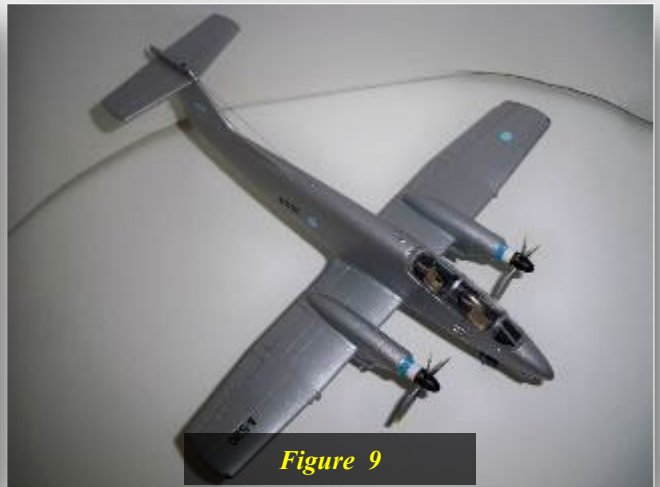


Figure 9



Figure 10

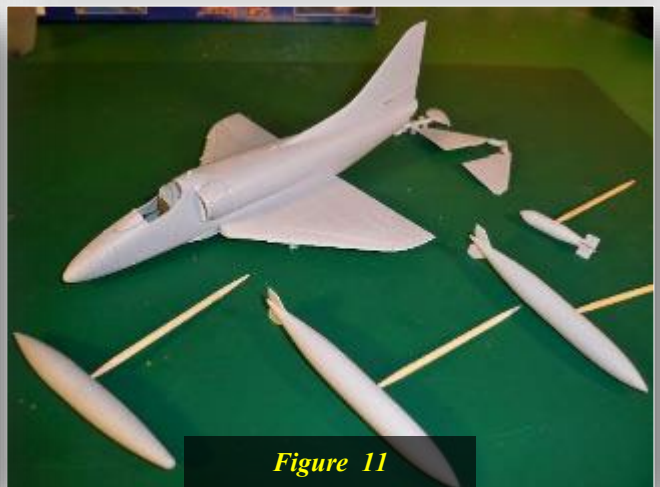


Figure 11

Myrle Stinnett

Shutdown and Escape

by Fred Horky



About my mentor and hero, Myrle Stinnett

The following is sort of a personal Holy Grail search. As you'll tell, I've been working on it for some time, as I've learned more about a friend of nearly seven decades. A WWII veteran, he passed away a few years ago. Recently a new resource promised more information about the five months that he had been missing in action during "The Big War".

Most of us have a personone individuala teacher, a family friend, a family memberit could be anyonewho early in our lives more than anyone else, pointed us down the eventual paths that our lives would take, and to whatever success we would have.

For me, that person was Myrle Stinnett. About ten years older than myself, I met him not long after WWII ended. I was a high school kid, and he was a war veteran and pilot, so we were hardly contemporaries. But Myrle became my lifelong mentor, confidant, cheer leader, first flight instructor, friend, and first boss; all rolled into one. And all that began over seventy years ago.

Soon after WWII, Myrle opened a little airport near our home town in Illinois, where he gave me my very first job. That was during high school summer vacations and every weekend during the school year. I was his airport "line boy", a job title which basically translates to "flunky": pumping gas, washing airplanes, "propping" the J-3 Cubs and Aeronca's that didn't have starters, sweeping the hangar, mowing the grass runway, helping the mechanic, etc. The salary for an eight AM to dark, seven day week in summer was so small you wouldn't believe it if I told you ...but with the important sweetener of ONE hour of flight instruction per week that came with it!

(I've always thought that I the better of the deal: if he hadn't paid me, I'd have been there for free! The flying bug had bitten me hard: that flunky job is how I got into aviation. Spending all that time at the airport likely made me deficient in the social graces but was worth it. Also worth mentioning is that Myrle was also the man who on August 26th, 1950, left THIS barely-seventeen year old alone in HIS Cessna 140 (N76382); trusting me to navigate it through the Illinois skies and return it undamaged to terra firma, entirely alone and without assistance.

assistance. Any pilot among my readership will recall every detail of his own first solo in stop action ...it's something you don't forget ...and will likely corroborate my statement.)

Myrle had been one of the fourteen MILLION members of America's Greatest Generation who had gone off to war. As a 2nd Lt, he had been a B-17 aircraft commander in 8th Air Force. Most of us only know from being told, just how tough the "Big War" was. Myrle was one of the many who learned the hard way the real probabilities of his completing the magic twenty-five missions and going home. On Saturday, April 8th, 1944; Myrle was shot down: it was his 15th mission, bombing a Luftwaffe air base at Achmer, Germany. As I'll narrate, over the years I gradually learned more of the story in fits and starts, one tidbit at a time. But very recently I found a MAJOR new resource.

Myrle's shoot-down happened in typical fashion, with his four engines getting shot out or failing; one by one. That meant falling out of the relative safety of the bomber formation, to become an "easy meat" cripple. Finally, down to one engine, little altitude, and fewer ideas; he bailed his crew out. His overworked last engine gave up from overboost, by which time Myrle and his copilot were too low to bail out themselves: he had to "deadstick" the bomber into an open farm field. Knowing they were surrounded by thousands of unfriendly Germans, they immediately set the airplane on fire, scrambled out, and started running.

----- Side Note -----

On that Saturday: April 8th, 1944; Myrle's B-17 was but one very small cog in a very large 8th Air Force mission that very likely involved more combat aircraft and MANY more crewmembers than possessed by the entire USAF today. This data for that date is from the 8th AF historical society website. <http://www.8thafhs.org/combat1944a.htm>

SATURDAY, 8 APRIL 1944

STRATEGIC OPERATIONS (Eighth Air Force): Mission 291: 3 separate forces, a total of 664 bombers divided into 13 combat wings, escorted by 780 fighters, are dispatched against airfields in NW Germany and aircraft factories in the Brunswick area; 34 bombers and 23 fighters are lost.

1. 59 of 59 B-17s hit Oldenburg Airfield; 32 B-17s are damaged; casualties are 5 WIA.
2. 255 B-17s are dispatched to Achmer, Quakenbruck and Rheine Airfields; 83 hit Quakenbruck, 60 hit Achmer, 41 hit Rheine, 22 hit Twente Enschede, 21 hit Hesepe, 19 hit Handorf and 3 hit targets of opportunity; 4 B-17s are lost and 128 damaged; casualties are 1 KIA, 3 WIA and 40 MIA.
3. 350 B-24s are dispatched to aviation industry targets in Brunswick; 190 hit the primary, 59 hit Rosslingen, 48 hit Langenhagen Airfield and 6 hit targets of opportunity; they claim 58-9-32 Luftwaffe aircraft; 30 B-24s are lost, 2 damaged beyond repair and 87 damaged; casualties are 8 KIA, 23 WIA and 300 MIA.

Escort is provided by 136 P-38s, 438 Eighth and Ninth Air Force P-47s and 206 Eighth and Ninth Air Force P-51s; the fighters claim 88-3-46 Luftwaffe aircraft in the air and 49-6-38 on the

Myrle Stinnett (continued)

Myrle's bailed-out crew had all been captured as soon as they hit the ground in Germany. What Myrle had NOT known was that in those last few desperate moments he and his copilot had crossed the border from Nazi Germany about three miles into Occupied Holland. After distancing themselves from their now-fiercely-burning airplane the remaining .50 caliber ammo already "cooking off" they hid in a haystack in a Dutch barn, just as the German troops arrived to search for them using pitchforks exactly as sometimes seen in Grade B war movies but not finding them. Hours later after it became dark after the Germans returned to barracks, Dutch resistance fighters (who had seen them hide) collected them.

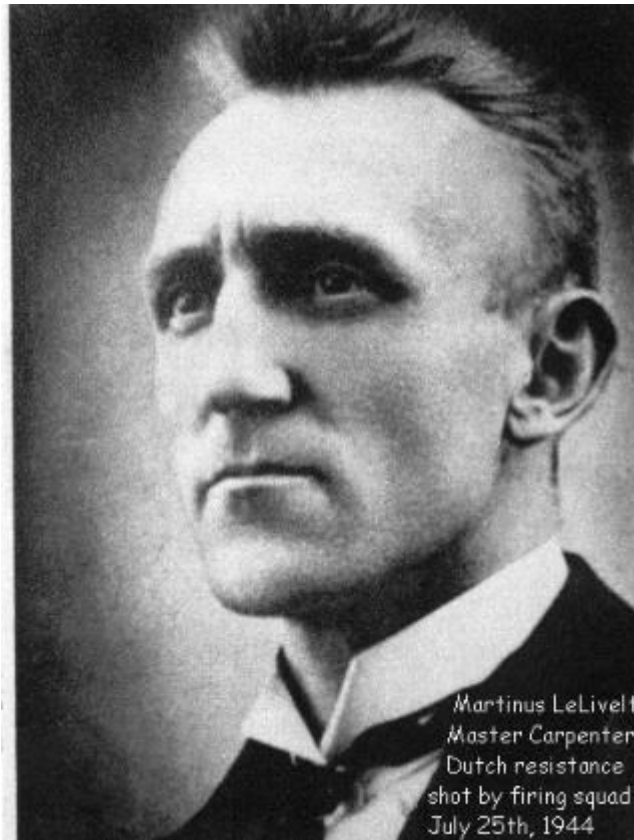


Their first "safe house" is pictured above, which still stands in Holland. It was the home of Martinus Antonius LeLivelt, a Dutch master carpenter and secret resistance leader who had built false walls into his home as secret hiding places. For yearsin 1944 the war was in its fifth year LeLivelt had already helped many RAF and USAAF aircrew evade capture. But the Germans were no fools, and LeLivelt was under suspicion. His house was soon raided; I recall Myrle's hair-raising description of many tense moments standing INSIDE a hollow wall, hearing the footsteps of German jackboots pacing up and down just inches away on the other side of the wall, and listening as the family including children were all very roughly interrogated separately.

But the Germans didn't find them, and soon after they left, Myrle and his copilot were hustled to another safe house, to continue an odyssey of too many adventures to even attempt to list here. Their "E&E" (escape and evasion) through Dutch, Belgian, and French resistance cells took FIVE MONTHS. The D-Day invasion had occurred while they were in enemy territory, so they eventually reached Allied control by waiting for the retreating German lines to pass them: one last danger to avoid was being shot by the "friendly fire" of some American or Brit soldier. (I've never understood that term: "Friendly Fire". What the hell is "friendly" about getting shot at?)

Myrle Stinnett (continued)

None of what they experienced had any resemblance to the antics seen on the “Hogan’s Heroes” TV farce: there were no blustering Colonel Klinks or incompetent Sergeant Schultzes, and the “game” was very much for keeps. Myrle later learned that soon after they left the LeLivel home had again been raided; this time their savior and his teenage son were taken away, never to be seen alive again. Thanks to the today’s computers, my research was even found his birthday and date of execution.



Martinus Antonius LeLivel
January 17th, 1896 – July 25th, 1944

Now, fast forward through a successful and full career in aviation, for both Myrle and me. He had a successful career as an airport manager, I was soon off to college and then following my own USAF flying career. I saw him only infrequently on visits home as the Air Force took me around the country and the world. He is seen the picture below on one such visit in the spring of 1973, when with my family (Linda and I; two small kids, two small poodles) I'd flown the pictured Little Rock AFB Aero Club Cessna 182 home for a weekend.

{Continued next page}

Myrle Stinnett (continued)

Myrle is at right, talking with my Dad who had come to the airport to pick us up. It's one of the very few pictures that I have of Myrle.



Trivia tidbit: “November-Three-One-Two-Give-Quebec “...We flew it so much on trips to visit grandparents that the radio call sign is still burned into my memory! It is still on the FAA registry; based at a Seattle-area airport!

Myrle passed away a few years ago at the age of 89. As mentioned, I'd known him for the best part of seven decades. In all that time I heard him talk about his shoot-down and evasion only ONCE. That happened in about 1950 on a bad-weather, no flying winter Sunday afternoon at the airport, as he and a group of other WWII vets were quietly talking among themselves about their part in a global war. Meanwhile I sat in a corner, quiet as a church mouse, soaking it all in.

In later years I thought of many questions I would have liked to have asked, but never had the opportunity. Like so many other veterans of “The Big War”, Myrle didn't talk about it much and I'd lost my best opportunity to ask. And now, it's too late.

So when I learned about an internet address which promised a wealth of new information on missing aircraft reports, (accireport@comcast.net). I was immediately excited about what I might learn. I was not disappointed.

The credit card charges were \$30 for the research and electronic report by return message of approximately thirty pages of PDF copies. I quickly learned those pages contained a wealth of information, starting with the missing aircraft report itself; which started with Myrle's base & unit (AAF Station 138, which Wikipedia quickly established as RAF Snetterton Heath), one of numerous air bases which were everywhere in the county of Norfolk during WWII.



The 96th Bombardment Group arrived at Snetterton Heath in June 1943, including the 338th Bombardment Squadron to which Myrle was assigned. His aircraft on the fateful mission was B-17F, S/N 42-30360. Further detail on the form even included the serial numbers of the Fortress's four Wright Cyclone engines and of all ten M2 .50 caliber machine guns and their manufacturer, either Savage or Colt. (In recent years, similar serial numbers on guns and engines found at aircraft crash excavation sites a half-century and more after the loss, have proven to be the details needed to change the investigation from an unsolved crash, to closure for the families of MIA's.)

Of course, the "Missing Crew Report" had the full crew list, starting with "2/Lt Myrle J Stinnett, O-752942" as pilot, followed by the listing of the nine other members of Myrle's crew.

Other PDF's in that package of data initially puzzled me. There were separate reports for each of Myrle's bailed out crew members, obviously written by German military officials detailing their capture and outcome. These reports were neatly typedin English! I questioned my Accident Report source; his reply was that the translated German reports had been added to the file AFTER the war, quote:

Immediately following the war in Europe, the US Army began to investigate the fate of air crew members who were not accounted for. Many were found in small cemeteries across Europe or in graves at the sites of the airplane crashes. The Germans had massive files on POWs and airplane crashes, (the Germans kept detailed records of EVERYTHING! FH) so those documents were a key resource. The records were searched and documents that contained information related to open cases were translated to English (in most cases) and inserted into the Missing Air Crew Report files.

There were also reports by Myrle and his copilot detailing their shoot-down and what they knew of the fate of their crew at the time basically, ".... they had good chutes".

My "Holy Grail" search has now shifted to hopefully finding a declassified debrief of his E&E experience. Unlike Chuck Yeager, Myrle and nearly all others were forbidden from flying combat in Europe again, because of the obvious possibility of being captured knowing far too much about E&E in Europe. (After Chuck Yeager was shot down in France and walked out via Spain,

he was able to talk his way into a special clearance to fly combat again ...by no less than General Eisenhower himself ...because the areas of France where Yeager had been with the “resistance” were by then liberated.)

Those who know me often heard me rant about my own adventures and world travels. But nothing I did remotely held a candle to just this one man, among the thousands of Americans who fought during WWII.

Tom Brokaw did not exaggerate when he christened them “The Greatest Generation”.

Fred Horky

Model Classic 2024

BLUF (Bottom Line Up Front) it was a very good show. All who attended will attest to the large number of modelers, vendors, and family who came to the show to compete, buy, sell, and admire the hundreds of models on the contest tables across all genres. 727 people attended the show. 145 contestants (a record) entered 575 models into competition. Income from the show is sufficient to fund the chapter for the coming year. The new layout for vendor tables dictated by the school to meet fire regulations was a source of concern but in the end our worries were unfounded. It was a great modeling day.

Behind the scenes, we had a few kinks at times, particularly during the early stages at registration. The E-Board is already studying where we need to improve for next year. Fairfax High School repeated an outstanding initiative from last year by assigning a coordinator to advise, assist, and coordinate with the various school staff sections. Elissa Robinson was once again a tremendous help us prepare for and execute the show. Our host for the second year was the PTSA All Night Grad Committee led by Matthew West. Matthew, the volunteer parents and students did a first-class job at keeping us fed and hydrated during the show. On top of that, the students were a life-saver when it came to setup and teardown.

Speaking of volunteers, chapter members who were present at the April meeting know my feelings about the low number of volunteers from within the club. We were still short on show day but at least not as much as feared. Chapter members who supported the show, we cannot thank you enough for your help. Without you the show would have failed. I was head concierge this year and do not have enough good words for Matt and John Lunn, Bruce Bulin, Chris Niestepski, Jeff Shuman and Hector Perez Saiz. I did not work security, but I passed heaps of praise about Sam Wood on to Hutch. She was stationed OUTSIDE our entrance putting up with the cold and wind while doing a heck of a job. Once I finally got my tail over to my next assignment at registration, Rick Kranius joined me and said words to the effect of “What do you want me to do?” I replied something to the effect of “Wing it until I find out what I am supposed to do.” Yes, I have now revealed I was the kink at early registration. Hutch being close by witnessed the drama and quickly got what we needed to us. Rick figured things out slightly faster than me and after squaring me away things started to improve. Things really got easier when John Lunn joined us.

Model Classic (continued)

From an observer's standpoint the other "departments" made things happen when they were supposed to happen. Haagen Klaus and Jim Fitzgibbon teamed up to run the contest for the first time. You would think they have been doing it for years. That is the MC2024 story from where I stood (sat). Many have probably already seen the pile of pictures Scott Bricker posted to Facebook. The gallery consists of his pictures, my pictures, and Mike Fleckenstein's Best Of pics.



Best Junior
Ian Forhit



Best Aircraft
Chad Bowser



Best Military Vehicle
Bruce Littleton



Best Civilan Vehicle
Rocky Sink



Best Ship
William Davis



Best Figure
David Hoffman

Model Classic (continued)



Best Diorama
Bernard Kempinski



Best Space & Sci Fi
Rob Wills



Best Aerobatic Aircraft
Chip Jean



Best Cold War Aircraft
Mike Witkowski



Best D-Day Subject
Wes Schull



Mike Neyland Best USAF Aircraft
Chris Doke



Best of Show
David Hoffman





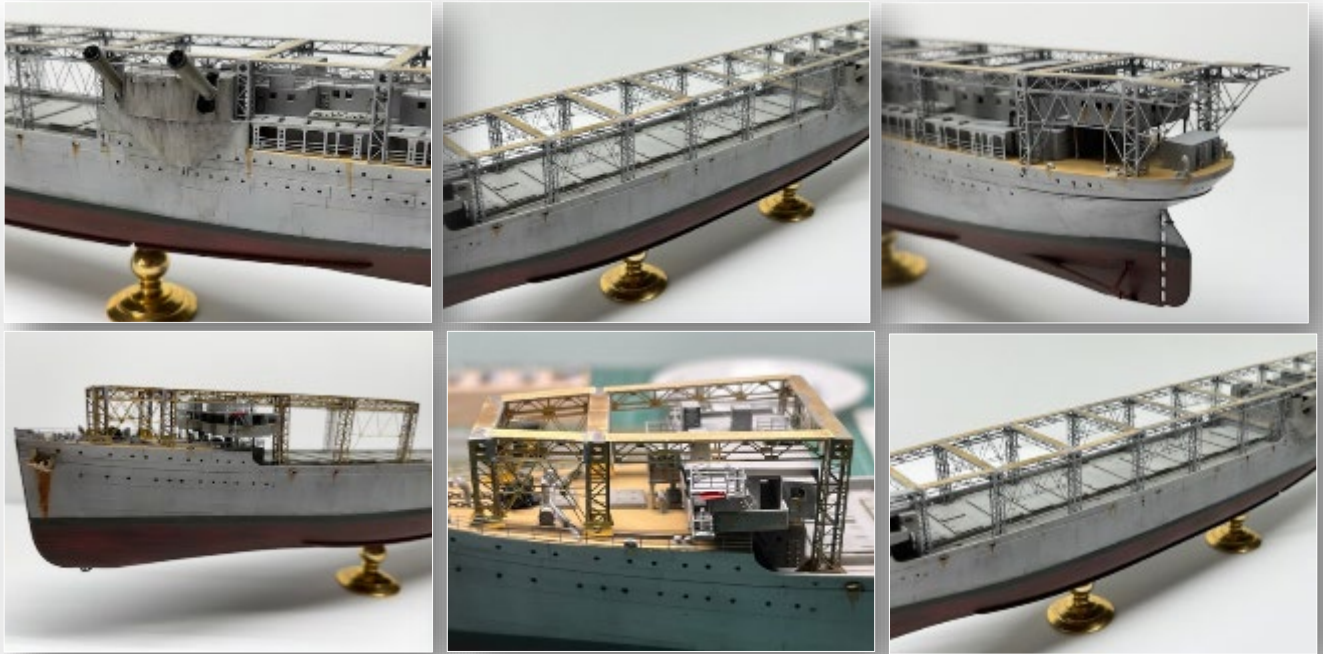
Model Classic (continued)



Tips and Share Meeting, 15 May 2024

I not only missed the May meeting due to job requirements, I also missed the Tips and Share meeting for the same reason. I cannot share any of the always fun and informative conversation that takes place during these online get-togethers. However, I can share the show and tell pics because Jon Etherton sent them to me after the meeting. There were three show and tell guys this month: John Clifford with the progress made from February on his amazing and amazingly complex USS Langley, Winston Gould with some fantastic in progress armor projects (looks like is was a good lesson on 3D or resin aftermarket projects), and last but not least Don Dickson with an in-progress build (B-58?)

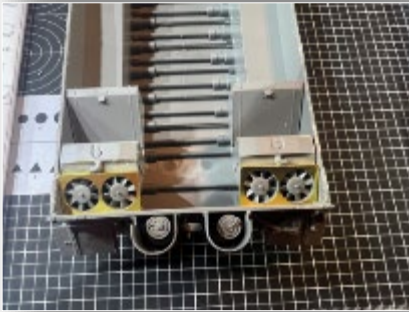
John Clifford



Winston Gould



Tips Share (continued)



Don Dickson



Group Build, 18 May 2024

I missed this get together as well!! I was not work this time. An urgent mission resulted in me being pulled off my rest day to fill a slot as navigator and right side door gunner on a U-haul box truck. The mission was to move some furniture to an undisclosed location in Maryland to another undisclosed location in Dumfries. Command pilot was my son. I successfully navigated to both undisclosed locations but failed to complete the mission in time to make it to the group build meeting. This was one rotten month for my modeling world. Sam Wood shot me the photo below showing Jon Etherton (front right), Tim Barb (front left), Beatrice (back left apologies I do not now her last name), and Chris Niestepski (back right of course). I am sure all five modelers had a great time, darn them! 😊



June Meeting Program and Contest Theme

Program: Don't know yet

Contest Special: June 6, 1944 - 80 years ago - D-Day (build something which took place during Operation Overlord)

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

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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
tomhenderson51@verizon.net

Raffle Coordinators:

Randy Corish, Mike Howe

Program Coordinator:

Vacant, volunteer needed

Make and Take Coordinator

Tim Barb

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| <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 |
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| IPMS/USA | PO Box 1411 |
| Join or Renew Online at: www.ipmsusa.org | Riverview, FL 33568-1411 |

Upcoming Events

13 June 2024
 IPMS Northern Virginia Modelers Monthly Meeting
 Fairfax High School
 3501 Lion Run, Fairfax VA 22030

1 June 2024
 Washington Armor Club Meeting
 George Mason Regional Library
 7000 Little River Turnpike
 Annandale, VA
 10:00 AM – 1:00 PM

16 June 2024
 IPMS DC Meeting
 Nancy H. Dacek North Potomac Community Rec Ctr
 13850 Travilah Rd. Rockville, MD 20850
 6:30-8:45pm

17 June 2024
 IPMS Northern Virginia Tips and Share Zoom Meeting

24 June 2024
 NCMSS Monthly Meeting
 Thomas Edison High School
 5801 Franconia Road
 Alexandria, VA 22310

17-20 July 2024
 IPMS USA National Convention
 Monona Terrace Convention Center
 Madison, Wisconsin

10 August 2024
 IPMS Roanoke Valley 2024 Virginia Shootout
 Salem Civic Center, Salem VA

7 September 2024
 National Capital Soldier Society
 63rd Annual Show
 Springfield Hilton,
 Springfield, VA

14 September 2024
 PENNCON 2024
 Eisenhower Campus Center, Messiah University
 Mechanicsburg, PA 17055

The Roanoke Valley Chapter of the International Plastic Modelers Society

Presents the
2024



Keeping History Alive...One Model At A Time.

Scale Model Contest, Show and Swap Meet.

Saturday August 10

**Salem Civic Center
 Salem VA**



Vendor Setup 6:30am

Doors Open: 9:00am - Awards Start: 4:30pm

Visit RVIPMS.COM for rules clarifications, itinerary and other info.

Contest Chairman & Vendor Contact
 Greg Ulfow
 540-650-1552
gregulfow@aol.com

Co Chairman & Club Contact
 Rocky Sisk
 540-880-2025
rockysisk@aol.com

Raffle Director & Sponsor Contact
 Tim Ward
 540-353-2177
wardt38@aol.com

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 Glad We Didn't Choose Purple



Contest fee (up to 3 entries):
 Adult \$15.00 (additional entries \$1.00 each)
 Junior (16 & under) \$5.00

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

Uniformed individuals admitted free!
 Make & Take for kids 15 and under.

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: rcrth@aol.com

Upcoming Events

Getting Here (from there!)

Dane County Regional Airport (airport code MSN) is minutes from downtown Madison and offers more than 95 daily arrivals and departures. A growing list of direct, non-stop service flights makes getting to Madison easier than ever. Rental cars are available on site.

Driving to Madison is a breeze, with dozens of major cities within a day's drive.

Once you get here, you'll need a place to stay!!! Five major hotels are within .2mi of the convention center, with another 14 within the city limits.

IPMS/USA will be blocking rooms at the following hotels across the street from the convention center:

- ◆ Hilton at Monona Terrace
- ◆ Sheraton Madison Hotel
- ◆ Holiday Inn Express & Suites Madison Central
- ◆ Home2 Suites by Hilton Madison
- ◆ Comfort Inn Madison - Downtown
- ◆ Clarion Suites at the Alliant Energy Center

In addition to these hotels, there are several other hotels around the city of Madison to fit everyone's budget.



By Modelers... For Modelers

Your 2024 IPMS National Convention Team

Show Chair: Jeff Hema — info@scalecolors.com

Vendors: Bob Clitz — Nats.vendors2024@gmail.com

Seminars: Stephen Gilbert — Nats.seminars2024@gmail.com

Tours: Jeff Bernatta — Nats.tours2024@gmail.com

Contact Coordinator: Mark Miller — Nats.contact2024@gmail.com

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Public Affairs: Alan Zais — Nats.publicaffairs2024@gmail.com

2024 National Convention Website

www.nats2024.com

IPMS National Office Contact Information:

IPMS/USA

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Riverview, FL 33568-1411

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2024 International Plastic Modelers' Society National Convention

Hosted by IPMS Mad City Modelers



July 17-20, 2024

Monona Terrace Convention Center,
Madison, Wisconsin

National Capital Model Soldier Society

63rd ANNUAL SHOW



SEPT 7, 2024
Saturday 9 AM to 5 PM
at the
SPRINGFIELD HILTON
6550 Loisdale Rd
Springfield, VA



1944
Commemorative of the
80th Anniversary
D-DAY

HIGHLIGHTS

- ◆ Trophies and Sponsored Awards
- ◆ Car/Ship/Train/Armor Club Displays
- ◆ GUNDAM Build Tables & Giveaways!
- ◆ Modeling Demonstrations
- ◆ Hobby Vendors

For Details
Visit Us @ NCMSSClub.org