

[www.novaipms.org](http://www.novaipms.org)



## *December 2024 Newsletter*

*Editor: Tom Henderson*



Wes Shull's 1/32 MC-202 is our November Best of Show

The November 2024 meeting of the IPMS Northern Virginia Modelers Chapter took place on 6 November at Fairfax High School. The club experienced a whopping 70 participants! The chapter welcomed five new members: 1) Jon "Ice" Eisberg who likes to build WWII Allied subjects; 2) Lucas Hager (1:35 and 1:48 tanks); 3) Geoffrey Stulman ( 1:24 Cars & 1:35 armor); 4) Evan Frulla (tanks and armor); and Jesse Marcelo (armor). This is very encouraging and healthy for the chapter with the infusion of new model enthusiasts for all ages. Some say the hobby is going to die, but it doesn't appear by what we see with club members and the industry innovations we are enjoying that it will happen anytime soon....if at all.

The beginning of the business part of the meeting included voting in new club board members. The chapter membership re-elected the current board members of Scott Bricker as President, Haagen Klaus as Vice President, and Dale Hutchinson as Secretary/Historian for another term. The board appointed Jon Etherton for another two-year stint as treasurer. Jon has been serving dutifully as our financial officer for several years. He expressed that this will likely be his last two-year stint in leading the club finances. So, we will be looking for a replacement between now and then. After the elections, Jon gave a club financial report, of which the club is in a healthy state. The club program consisted of sharing one's build experience for models in the contest followed by the contest itself.

The next meeting will take place on 4 December. It is our annual Holiday Party. Same format as in the past. For newer members, the party is a family event and a semi potluck format. The club will provide drinks, sandwiches, and paper/plastic ware. Everyone is asked to contribute a food item to share.

The contest is limited to the Build the Same Subject models. If anyone wishes to bring a non BTSS model to display that would be great. Just understand it will not be judged.

We have a special holiday raffle. To participate, bring a wrapped kit to the party and place it on the raffle table. Be sure to see Mike Poreda who will give you a raffle ticket. When raffle time arrives, Mike will call the tickets out of a jar until all have been called. When your number is called, go to the table and select a wrapped kit but do not open it until all the numbers have been called. Once all tickets have been called, upon Mike's command all packages will be opened in unison. After that, there will time for everyone to mingle and conduct an informal exchange among each other if you were underwhelmed by your selection. Final raffle comment: I know it should not need to be said but it does. Please bring a kit that is something you would be happy to present to a friend.

Usual informal table of contents The photo gallery is next. Dick Hague's Corner follows the gallery, followed by the conclusion of Fred Horky's history of Fairchild aircraft on page 15. Last, but not least is a photo summary of the November Tips and Share meeting on page 20. Check out Mike Fleckenstein's 1/72 Special Hobby Whirlwind (added to my Christmas list), his superb WWII liberation vignette, and John Clifford's in-progress USS Olympia. It is the Revell kit! Finally, Tim Barb sent in a couple of pictures from Scale Model World in the UK. I am thankful he did so. It's appearance at the end of the articles section is nice because it is a primer to a SMW summary in the next issue. I intended to print it here, but I was too close to missing the deadline for this issue. As Chris Pine said to Gal Gadot near the end of the Wonder Woman movie, "I wish I had more time." I know, he said "we" not "I", but I had to put it in context.

In closing, from our IPMS NoVA family to yours here is wishing you wonderful holiday season!

# Contest Winners November 2024



*Aircraft 1/48-32, 1<sup>st</sup> Place  
Machi MC-202 by Wes Shull*



*Aircraft 1/48-32, 2<sup>nd</sup> Place  
Spitfire VII by Bryan Nylander*



*Aircraft 1/72, 1<sup>st</sup> Place  
BAE Hawk by Alex Bernardo*



*Aircraft 1/72, 2<sup>nd</sup> Place  
Typhoon by Charles Locke*



*Military Vehicles 1/35, 1<sup>st</sup> Place  
KV-2 by Jake Goodman*



*Military Vehicles 1/35, 2<sup>nd</sup> Place  
Ostwind by Charles Locke*



# Contest Winners November 2024



***Ships, 1<sup>st</sup> Place***  
***Yorktown by Jake Goodman***



***Civilian Vehicles, 1<sup>st</sup> Place***  
***Mercury Atlas by Vivian Watts***



***Sci-Fi, 1<sup>st</sup> Place***  
***Knight of the Rock by Alex Mason***



***Sci-Fi, 2<sup>nd</sup> Place***  
***Scarabit Kill Team by Jon Desalt***



***Figures, 1<sup>st</sup> Place***  
***Talos by Alex Mason***



***Miscellaneous, 1<sup>st</sup> Place***  
***Hellboy Bottle Topper***

# Contest Winners November 2024



*Special, 1<sup>st</sup> Place  
F-15E by Jim Rotramel*



*Special, 2<sup>nd</sup> Place  
Challenger II by Isobel Nylander*



*OOB, 2<sup>nd</sup> Place  
BF-109 by Khumar*

## Rest of the Models



*Yamato*



*Early MiG-21*



# Rest of the Models



*RF-101*



*HMS Hood*



*Sd.Kfz.-234*



*Su-15*



*Vampire*



*Venom*

## Rest of the Models



*A-7 Corsair II*



# Best of Show 1/32 Mc-202 by Wes Shull





## The Real C.202



The Macchi C.202 Folgore (Italian "thunderbolt") is an Italian fighter aircraft developed and manufactured by Macchi Aeronautica. It was operated mainly by the Regia Aeronautica (RA; Royal (Italian) Air Force) in and around the Second World War. According to aviation author David Mondey, the Folgore has been considered to be one of the best wartime fighters to serve in large numbers with the Regia Aeronautica.

The C.202 was designed by a team headed by the company's chief of design, Italian aeronautics engineer Mario Castoldi. As per company tradition, Macchi aircraft designed by Mario Castoldi received the "C" letter in their model designation, hence the Folgore is commonly referred to as the C.202 or MC.202. The C.202 was a development of the earlier C.200 Saetta, powered by an Italian-built version of the German Daimler-Benz DB 601Aa engine and featuring a redesigned fuselage for greater streamlining.

During July 1941, the Folgore went into service with the Regia Aeronautica. In combat, it very quickly proved itself to be an effective and deadly dogfighter against its contemporaries.[5][6] During its service life, the C.202 was deployed on all fronts in which Italy was involved.[7] During late 1941, it commenced offensive operations over Malta and in North Africa, where Italian and German forces were engaged in heavy combat against British and later American operations. The C.202 continued to be used in North Africa as late as mid-1943, by which point the type was withdrawn to support defensive efforts in Sicily and the Italian mainland following their invasion by Allied forces. It also saw limited use on the Eastern Front. Following the 1943 Armistice with Italy, the type was mostly used as a trainer aircraft. Croatia also operated it.

The Macchi C.202 was flown by almost all of the most successful Italian aces. During mid-1942, in North Africa, the Folgore achieved a ratio kill/loss better than that of the Messerschmitt Bf 109.[8][9] The Australian ace Clive Caldwell, who fought a wide variety of German, Italian and Japanese fighters during 1941–45, later stated that the C.202 was "one of the best and most undervalued of fighters".[10] The type also had well-known design flaws: in particular, like the C.200, the C.202 was prone to suddenly entering dangerous spins.[11] Its radios were also unreliable, routinely forcing pilots to communicate by wagging their wings. The C.202 was lightly armed relative to its contemporaries, with just a pair of machine guns that had a tendency for jamming. To improve its performance, it was developed into its successor: the Macchi C.205 Veltro.

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## Hague's Corner

### When it Looks Right it is Really Wrong

*by Dick Hague*

Back in the early fifties when I first started plastic modeling, I built an Aurora kit of the Lockheed F-90. That original has been gone from my collection for years but when I found a near identical kit issued by Hawk I jumped at getting it as I really liked its looks all those years ago. I'm sure I wasn't the only kid captivated by its slick looks and looked forward to the day when squadrons of them would be in service protecting the US from its enemies.

A few months ago I was in a train shop in Manassas and I ran across a very unique item! Just a couple of years after WWII a line of buildings and other accessories to enhance a model train layout appeared on the market under the brand name of Plasticville. Don't ask me how many boxes of those Plasticville items now reside in a box under my bed! At the shop in a pile of second hand Plasticville vehicles I found this jewel, a little Lockheed F-90 model (Figures 1 and 2)!



*Figure 1*



*Figure 2*



In the bottom view of Figure 3 you can see the nose landing gear is missing but that can be fixed easily from my spare model parts stash. The point I'm trying to make here is that the popular culture of the day saw this as the coming future of fighter planes. Although there was a popular toy of this airplane, only two real ones were ever built. A very beat up single survivor now resides at the Museum of the United States Air Force after being rescued from being a desert target in an A-bomb test.



Figure 3

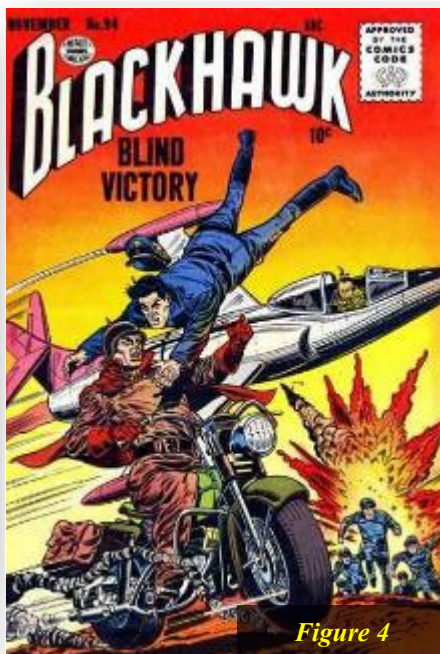


Figure 4

A very popular comic book series, the Black Hawks, selected the F-90 as the first jet fighter to equip their squadron of international pilots dedicated to fighting evil throughout the World. I think they remained F-90 equipped until that comic strip faded away (Figure 4). So yes, something everyone thought beautiful turned out to be a total failure in spite of what it promised by its looks. And I just proved that I can still be affected by looks!

My modeling desk has been clogged for months with a series of Russian Yak fighters which haven't been the best fitting kits but are about the only kits of these wanted subjects on the market. The North Korean Yak 9 being held by a stick in its nose had a clear coat sprayed over the North Korean insignias and other markings. It is drying in that position (Figure 5). The Bulgarian Yak 9 in Figure 6 has had some (tip alert) plastic toothpick antenna added to the tail post and just behind the cockpit canopy as there were none in the kit. Both will get sanded down until they match the height of the diagram in the instructions.



Figure 5



Figure 7



Figure 8

But then a trio of new shiny objects showed up in the form of three Special Hobby 1/72 boxings of the WWII Japanese twin engine small transport Tachikawa Ki-54, code named "Hickory" by the US (Figures 7-9). One could be finished as a captured plane in North Korean service which could be added to my Korean War collection. Another came with some very unique American markings which could be added to a small sub section I now have of US marked captured aircraft.



Figure 9

Why did US name the Ki-54 "Hickory"? Was it made of that kind of wood? No. Americans didn't know all those Japanese manufacturer's names like Hasegawa Fujimi Nakajima Mitsubishi Kawanishi Gitjiguma, etc. The US devised a code method of knowing what to call Japanese planes to be able to tell soldiers how to report what they saw. Any type of obvious transport or trainer plane was given the name of a tree. Planes described as looking like the Hickory let everybody know what plane was being talked about. Bombers received women's names, fighters received men's names. The same thing was done after WWII with Russian planes. Think of "Bear"!



Figure 10

A third Ki-54 came with extra parts to produce a WWII Japanese gunnery trainer version but these kits all contain another mystery, an undisclosed possible future version! Figure 10 shows the gunnery trainer version's fuselage with cutouts in the fuselage top which you have to make in the molded in recessed area that marks them. Notice above that wheel is another molded in recessed area that marks another hole that could be cut for a future version kit. Notice those areas in the wing center. That area is completely covered by the cabin floor. Along with those two possible 'cut areas' that wheel with the spokes isn't included for use in any of the other kits released!



## Hague's Corner (continued)

An unpleasant surprise in these kits was the incomplete fit of the underwing engine nacelles to the wing. Figure 11 shows this gap and the included part used to fill this hole. Normally that nacelle is molded to simply follow the curve of the wing for a smooth fit. Not this kit. Once you have the nacelle properly fitting onto the wing take it back off and glue one of the two parts like this onto that nacelle. Let it dry hard. There will be a lot of trimming and cutting to make that nacelle fit again. Only do one side at a time. Doing both will make it almost impossible to see which side is now causing a poor fit. Three twin engine kits, two parts per engine nacelle is twelve fiddly parts. An entire modeling evening was spent to barely get half of them to fit! I think Hickory has caught something from the Yaks! I'm almost at the point of just filling that gap with modeling putty except that would possibly get into the landing gear well and that is full of struts and other details.

Figure 12 shows what a long session using a razor saw blade to cut aileron sides open in a wing can do to your finger! Fortunately, this was the last aileron that needed cutting for that session. This type of wound heals overnight. Figure 13 shows a modeling putty used to hold front and back parts of a prop spinner together when both parts need the same paint color. Figure 14 shows them ready to be sprayed.



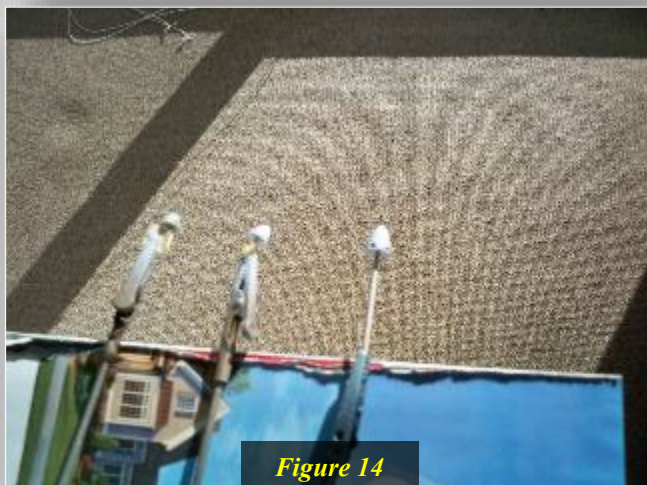
*Figure 11*



*Figure 12*



*Figure 13*



*Figure 14*

Figure 15 shows just sprayed propellers and contains some tip info. Those tweezers holding them are the type that are normally closed and are very handy for holding items for painting like these props. The area that is contacted by the tweezers doesn't need to be painted as it will be inside the prop spinner. The black prop had been previously painted yellow and now has been sprayed black. You can see the tape on the tips which when removed will reveal yellow painted tips. When dry, the yellow prop will have tape put on the tips and get sprayed black too. If you have decals to go on the props, put them on after the black dries and then spray a clear coat on them to seal the decals.

And please don't let one of these XP-61E kits show up here before I get something finished (Figure 16)! The "P" series of US fighters is one of my main sought after collection types. I even have parts for one of these converted from an old P-61A kit started thirty or so years ago, so no, not yet!



Figure 15

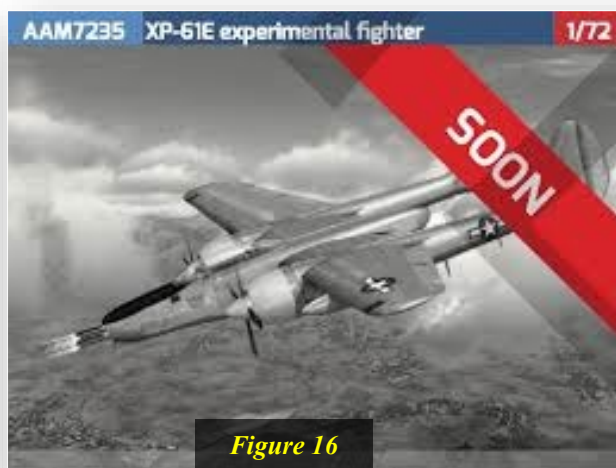


Figure 16



# About Fairchild Airplanes.... ©

...and how the Fairchild that inspired this crude watercolor was the airplane that shaped my life....

## *Part 2* *by Fred Horky*

*Ed: See the November 2024 issue for Part 1 in which Fred features several Fairchild aircraft from the 1920s to almost today, including his USAF experiences flying one. You can find it in the November 2024 issue on the NoVA website ([www.novaipms.org](http://www.novaipms.org)).*

Now, about the last production airplane bearing the Fairchild name....

I never ever flew or had anything at all to do with at all with the A-10, aka “Wart Hog”. The fast-mover Big Bang Air Force’s jet generals had never really wanted it, but likely had to buy it to keep the Army from getting their own fixed-wing close air support. But if you talk to any grunt that ever-had Fairchild’s last “hog” work his perimeter, you’ll get a different viewpoint of the airplane.



One example might be my son-in-law, a now-retired Army senior-sergeant infantryman with multiple tours in the about all of the Middle East’s “big sand box” wars. And like about all combat-tour infantrymen of the era, Ron thinks that the A-10 was about the best thing since sliced bread....

## Fairchild (continued)

There is one more airplane, and then I'll quit: the almost-stillborn Fairchild T-46.



Announced as a program winner as the long-awaited NGT (next-generation-trainer) in 1982, six hundred and fifty were to have been built by 1991. But the program fell victim to delays, increased costs, and finally congressionally mandated DOD spending cuts in 1985, when the program was cancelled entirely.

Only three T-46's had been built: one remains on display at Edwards AFB, another under restoration at the National Museum of the United States Air Force, and the third bakes in the sun at the aircraft "boneyard" at Tucson.

A "proof of concept" piloted scale model, two thirds full size, was built and flown by the Rutan brothers; the most critical requirement being spin recovery characteristics. It survives in the Cradle of Aviation Museum in the former Mitchel AFB on Long Island, NY; a little over fifteen miles from the former home of Fairchild-Republic at Farmingdale.

After the T-46, Fairchild had no more designs in the hopper, and when that happened, Fairchild went Tango Uniform as a builder of airplanes. It was a big blow to the towns supporting production facilities in Hagerstown Maryland and on Long Island, New York.

It was not the first such collapse in the aircraft industry, and sadly probably will not be the last.

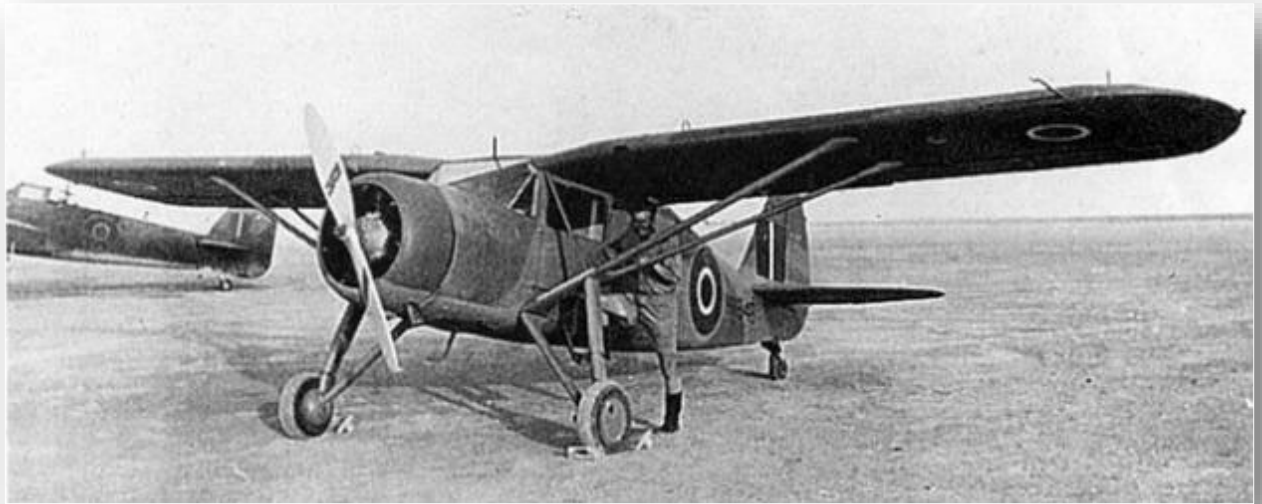
Today the Fairchild name and famed Republic aviation company to which it had merged (along with the latter's fabled history of "thunder-craft") have both all but disappeared.





## *Fairchild (continued)*

There have been many other Fairchilds: one notable example being the Model 24, a four-place light plane. It has always been a favorite of mine, although I've never even been close to one, much less had the chance to fly it!



A contemporary of the famed “Staggerwing Beechcraft”, the F24 first flew in 1932. Various sub types were powered by either the Warner<sup>(3)</sup> R-500 seven-cylinder radial, or six-cylinder inverted in-line Ranger L-440. Production continued into WWII, when 675 UC-61A and UC-61B Warner powered airplanes were built, with almost all going to the RAF and Commonwealth countries as Lend-Lease.

“B” through “J” models were all privately-owned airplanes that had been “impressed”, while the 306 UC-61K’s were Ranger powered, as below; the engine installation very similar to the PT-19 and PT-26. Below, a surviving “warbird” in Australia.

<http://www.goodall.com.au/australian-aviation/fairchild-24/fairchild-24.htm>



This epistle began with the WWII “war surplus” PT-23 of my brother and his partner. While many thousands more of the M62 monoplane military primary trainers (PT-19, PT-23, and PT-26) were built than the sum total of more than ten years of F24 production, more of the latter survive today, mainly because of the trainer’s plywood-skinned wings. It is simply easier to get to the inside of a fabric covered wooden structure for inspection and repair, than a permanently closed, cantilever wooden structure!

Water was definitely the enemy of the wooden wing of the PT-19 and its sisters: back in the days when they were “war surplus” purchased at virtual scrap prices, their pauperish owners (like my brother) simply couldn’t afford the hangar fees to keep them inside AND pay thirty cents a gallon for 80 octane AvGas!



**But the F24 ...especially the Ranger powered versions .... was and is a definitely CLASSY looking airplane!**



- (1) About the Ranger engine:** The Ranger L-440 was a family of inverted, inline six-cylinder engines built in the 1930s and 1940s by the Ranger Aircraft Engine Division of Fairchild. Four versions of the L-440 were produced, putting out between 145 and 200 hp. The engine most famously powered the Fairchild PT-19 primary trainer. In all, more than 15,000 L-440 engines were built. After World War II, surplus Ranger engines found a ready home under the hoods of dirt track race cars and dragsters in the 1950s. The engine was prized for its light weight and simplicity, but the U.S. government sold surplus Ranger engines at such low prices that it put the company out of business.
- (2) About the Continental engine:** “Counted among the most successful radial engines ever produced, the Continental R-670 is famed for powering one of the most iconic military trainers of all time, the PT-17 Stearman biplane (and the PT-23 FH). The seven-cylinder, 220 hp engine was Continental’s second try at a radial engine, and it proved a runaway success though many consider it a bit underpowered. The manufacturer built more than 40,000 R-670s before and during World War II – and not just for aviation uses. In addition to powering several airplane types of the day, the R-670 also powered light armored vehicle designs during the war, including the M3 Stuart tank.”
- (3) About the Warner engine:** the famous aircraft engines link which had the Ranger and Continental info above, didn’t include Warner radial engines. However, the first link below DOES include a lot of info on that engine, PLUS a retired South African airline pilot’s tale of flying his personal Warner-powered F24 from South Africa to Wisconsin, an adventure taking him through a dozen African countries over jungle and desert, across the Mediterranean, Europe, the NORTH Atlantic, and Greenland (9,687 miles, 126 hours flying time in 26 days!) .... all to get to Oshkosh for the big annual EAA Airventure show! Pilots will find it a long, but really entertaining read....

<http://warnerenginecompany.com/AboutWarnerEngines.html>

[https://en.wikipedia.org/wiki/Warner\\_Scarab](https://en.wikipedia.org/wiki/Warner_Scarab)

<http://warnerenginecompany.com/>

# Tips and Share 20 November 2024

## NOVA MODELERS TIPS AND SHARE



*November 20, 2024*



The November Tips and Share meeting consisted of the usual conversations full of modeling tips for nearly 30 minutes before Jon started the slide show consisting of photos submitted by builders. Mike Fleckenstein and John Clifford talked about their builds and answered questions.

Mike Fleckenstein talked about two projects: The 1/72 Special Hobby Westland Whirlwind and a WWII Vignette. Mike described the Whirlwind as an excellent kit.



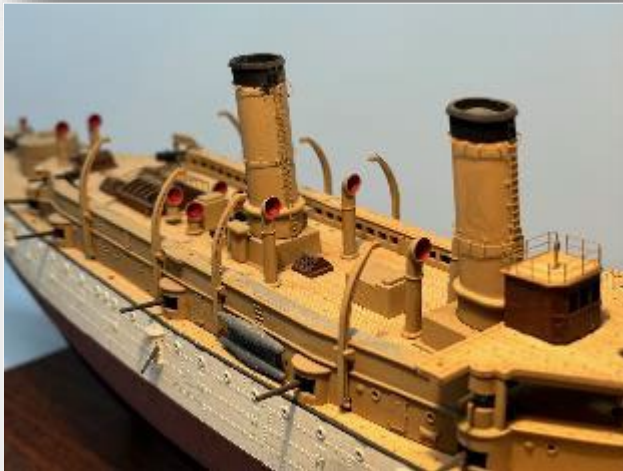
The next page is one of his outstanding 1/72 vignettes depicting a British tank (Cromwell I think) crossing a bridge in a recently liberated Dutch town. A resident of the town is with the soldiers on top of the tank waving a flag. Mike found a breakthrough simple but highly realistic method to represent the water under the bridge. Wish I could have recorded it. You will have to ask him how he did it. Pics on the next page





*Tips and Share (continued)*

John Clifford of USS Langley fame is next with his work in progress on a USS Olympia Kit. Yes, work in progress.





## Tips & Share (continued)

Tim Barb was the final presenter of the evening. He recently returned from the UK where along with other touring activities he attended Scale Model World. Tim sent a couple of pictures of photos he snapped in the contest....pardon me – competition area. The quality is tremendous. I snapped photos but they will have to wait until the January issue. I am close to missing the submission deadline so must wrap this issue up as soon as I can. Many thanks to Tim for this mouth-watering primer.





## December Meeting Program and Contest Special

**Program:** Holiday Party - Bring a food item to share, and a wrapped kit if you want to participate in the gift exchange raffle.

**Contest Special:** Build the Same Subject. These will be the only kits to enter competition. Non-BTSS subjects more than welcome but will not be judged.

Visit the club website at [www.novaiipms.org](http://www.novaiipms.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*  
[tomhenderson51@verizon.net](mailto:tomhenderson51@verizon.net)

**Raffle Coordinators:**

Randy Corish, Mike Howe

**Program Coordinator:**

Vacant, volunteer needed

**Make and Take Coordinator**

Tim Barb

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# Upcoming Events

4 December 2024

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

7 December 2024

Washington Armor Club Meeting  
George Mason Regional Library  
7001 Little River Turnpike  
Annandale, VA  
10:00 AM to 1:00 PM

17 December 2024

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

18 December 2024

IPMS Northern Virginia Tips and Share Zoom Meeting

25 December 2024 (not a typo 3<sup>rd</sup> Wed this month)  
National Capital Model Soldier Society (NCMSS)  
Monthly meeting

Thomas Edison High School Room E-112  
5801 Franconia Rd.  
Alexandria, VA 22310  
22 February 2025

IPMS Richmond Old Dominion Open  
Richmond Raceway Complex  
The Old Dominion Building  
600 E. Laburnum Ave.  
Richmond, VA 23222

BeachCon 2025

General Robert H. Reed Rec Center  
800 Gabreski Lane  
Myrtle Beach, SC

12 April 2025

IPMS Northern Virginia Model Classic 2025  
Fairfax High School  
3501 Lion Run  
Fairfax VA 22030



## 2025 Old Dominion Open Scale Model Show & Contest

### Saturday, February 22

**80 Model Contest Categories**  
**Extensive Vendor Marketplace**  
**Huge Modeler's Drawing**  
**On-site Food Vendor**

1st, 2nd & 3rd place awards for each category, plus these special awards:  
Judges' Best in Show • Best Junior  
Best Aircraft • Best Automotive • Best Diorama • Best Figure  
Best Gundam • Best Maritime • Best Military Vehicle  
Best Real Space & Sci-Fi

Doors open at 8:50 a.m.  
Model Registration:  
8:30 a.m. - 12:00 p.m.  
Judging Starts at 12:30 p.m.



Richmond Raceway Complex  
The Old Dominion Building  
600 E. Laburnum Ave.  
Richmond, VA 23222

Model Entry (cash only): \$20 for up to 20 models  
General Admission (cash only): ages 13 & older: \$10.00 / ages 12 & under: free

General inquiries, please contact Bob Walls: [robwalla2@comcast.net](mailto:robwalla2@comcast.net)  
[IPMSRVA.org](http://IPMSRVA.org)



## GRAND STRAND SCALE MODELERS

Presents

### Show Theme

# The Pacific War

Saturday, March 29, 2025 9am - 4pm  
General Robert H. Reed Recreation Center  
800 Gabreski Lane, Myrtle Beach, S.C.  
*Myrtle Beach, SC*

General Admission:  
\$5.00 Single Adult (18 and older)  
\$8.00 Family

Contestants  
\$14.00  
*Un-collected member of models*

Juniors (17 & under) and Active Duty Military (with ID)  
**FREE**

Vendor Tables  
6' Table - \$38.00  
8' Table - \$48.00

Award Sponsorships  
Category Medallions \$30  
Best of Class Trophies \$49  
Best of Show Trophy \$59

## SUPER Raffle!

Scan for show website

On Site Food Concession!

PH Organizer: 182 Oak Hollow Rd. Myrtle Beach, SC 29529  
EVA@WWW.GRANDSTRANDSCALEMODELERS.ORG 252-236-8256

For Information Contact: 252-236-8256

8:25-8:55 AM: 800-236-8256  
9:00 AM-11:00 AM: 252-236-8256  
11:00 AM-1:00 PM: 252-236-8256

For more information please visit:  
[www.grandstrandmodels.org](http://www.grandstrandmodels.org)



# Northern Virginia Modelers Model Classic 2025



50th Anniversary  
of  
The War in Southeast Asia  
1955 - 1975



Saturday, April 12, 2025  
9:00 AM - 4:00 PM  
Fairfax High School  
3501 Lion Run, Fairfax, VA 22030

**General Admission**  
\$10.00 Single Adult  
(18 and older)  
\$15.00 Family

**Award Sponsorships**  
Category: \$30.00  
Class: \$50.00

**Contestants**  
\$15.00  
Unlimited number of models

**Juniors**  
(17 & under)  
and  
Active Duty Military  
(with ID)  
FREE!

**Super Raffle!**



**Theme Award  
Best Vietnam Subject**

**Vendor Tables**  
\$30.00 per table

**Make & Take**  
FREE for the Kids!  
(17 & under)

**On Site  
Food Concession**

Tom Henderson  
15491 Wheatfield Rd.  
Woodbridge, VA 22193  
(703) 680-9354

For  
Information  
Contact

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(703) 445-4190

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[jon.etherton@outlook.com](mailto:jon.etherton@outlook.com)

Show Sponsorship & Food Concession

Fairfax High School

PTSA All Night Grad Committee

[www.novaiptms.org](http://www.novaiptms.org)

