

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



## *January 2025 Newsletter*

*Editor: Tom Henderson*



Happy Holidays from IPMS Northern Virginia

The Northern Virginia (NoVA) IPMS monthly meeting took place at Fairfax High School on 4 December 2024. The meeting was well attended by 90 participants that included family members and friends. The atmosphere was very festive and was probably one of the better organized and orchestrated Christmas parties by the club board members. There was plenty of food for everyone to enjoy and the club board wants to extend a very warm thank you for those that brought food and helped set-up and tear down.

While one of the main events was the model contest that consisted of the annual "Build-the-Same" subject, the most enthusiastic highlight was the gift exchange. Chops to Vince for conducting a smooth and fun exchange. There were a lot of participants and many smiles were seen afterwards.

At the end of the meeting, kits for next year's "Build-the-Same" were made available for sale. They are (drum roll sound in the background): Hasegawa 1/48 A-4M Skyhawk (Aircraft); Tamiya 1/48 Tiger I (Armor); Ford GT (Auto); Bandai X-wing (Sci-Fi); and Gundam (Sci-Fi).



Presidents past (Tim Barb, left) and present (Scott Bricker)





Voting underway



No one left the meeting hungry!



Gift exchange raffle before distribution



Vince Mankowski calling out tickets



Waiting for the command to unwrap



Wrapping underway



# Build the Same Subject Contest Winners December 2024



***P-51, 1<sup>st</sup> Place  
1/48 P-51D by Trystan Bennet***



***P-51, 2<sup>nd</sup> Place  
1/72 P-51B by Charles Locke***



***P-51, Peoples' Choice  
P-51 1/48 by Bryan Nylander***



***Ford Mustang, 1<sup>st</sup> Place/Peoples' Choice  
1 / 24 Bullet Mustang by Matt Lunn***



***Ford Mustang, 2<sup>nd</sup> Place  
1 / 25 Bullet Mustang by Isabel Nylander***



***Sherman, 1<sup>st</sup> Place and Peoples' Choice  
Dale Hutchinson***

# Contest Winners December 2024



***Sherman, 2<sup>nd</sup> Place  
Scott Bricker***



***Gundam, 1<sup>st</sup> Place and Peoples' Choice  
Vince Mankowski***



# Rest of the Models December 2024



*Log Hauler*



*1/48 P-51D by Dale Hutchinson*



*1/48 P-51D by Scott Bricker*



*1/48 P-51D by Trystan Bennet*



*1/35 Shermans by Dennis Forrest*



*1/35 Mk IV by Jesse Marsulo*

## Rest of the Models



*1/72 SBD by unknown*



*1/32 Spitfire by unknown*



*1/48 in-progress Tomcat*



*1/35 Renaults by Jesse Marsulo*



*Monster by unknown*



# Sherman, Best of Show and Peoples' Choice 1/48 Sherman by Dale Hutchinson



Dale's Sherman was from the 5th Regimental Combat Team (RCT) tank company in Korea.

Every war has its iconic imagery. The Great War has the endless trenches. The Second World War has many such themes – the endless waves of T-34 tanks and Panzers slugging it out at Prokhorovka, the flag of Iwo Jima or the Victory Banner flying over the Reichstag. The Vietnam War has its helicopters and Operation Desert Storm its burning oil fields. The Korean War, on the other hand, is a bit harder to define image-wise.

There is, however, one image associated with it that many people are familiar with – a Sherman tank with a giant tiger mouth and eyes (and sometimes claws) painted on its front hull. The idea behind this was some rudimentary psychological warfare. The lunar year 1950-1951 (the lunar calendar doesn't correspond to the one we use) was a year of the Tiger according to the traditional zodiac.

It was therefore assumed that painting tiger faces on tanks would terrify the Chinese forces intervening in Korea from the late 1950. After all, an average Chinese soldier was at the time thought to be superstitious and poorly educated, which is why such a tactic was deemed worth trying. An unknown but relatively high amount of tanks was painted that way in 1950. Various types were used – the early M46s, the Shermans, even some Chaffee tanks.

Whether it had any real effects is a mystery to this day. The American tankers enjoyed adorning their steel steeds this way but that's probably about it. There was little standardization to the paintjobs but they were all bright and well-visible.

Sources: <https://armoredwarfare.com/en/news/general/historical-camouflages-korean-war>  
<https://mikesresearch.com/2019/02/24/operation-ripper-korea-1951/>

## First Place, P-51 Category 1/48 P-51D by Tristan Bennett



“Little Freddie” belonged to the 302<sup>nd</sup> Fighter Squadron, 332<sup>nd</sup> Fighter Group, the famous Tuskegee Airmen. Its pilot was Captain Freddie Hutchins (16 September 1920-10 June 1991). He assigned the same nickname to each of his planes. By the end of World War II, Hutchins was flying his fourth “Little Freddie.” Hutchins hailed from Donaldsonville, Georgia, He graduated from flight training on April 29, 1943 at Tuskegee Army Airfield in Alabama. In December, he deployed to Italy with the 302<sup>nd</sup>, which flew its first combat mission on Feb. 5, 1944.



## First Place, Ford Mustang Category Bullet Mustang by Matt Lunn



*Bullitt* is a 1968 American crime action thriller film directed by Peter Yates from a screenplay by Alan R. Trustman and Harry Kleiner. The movie is based on the 1963 crime novel *Mute Witness* by Robert L. Fish. It stars Steve McQueen, Robert Vaughn, Jacqueline Bisset, Don Gordon, Robert Duvall, Simon Oakland, and Norman Fell. In the film, detective Frank Bullitt (McQueen) investigates the murder of a witness he was assigned to protect.

A star vehicle for McQueen, *Bullitt* began development once Yates was hired upon completion of the screenplay, which differs significantly from Fish's novel. Principal photography took place throughout 1967, with filming primarily taking place on location in San Francisco. The film was produced by McQueen's Solar Productions, with Robert Relyea as executive producer alongside Philip D'Antoni. Lalo Schifrin wrote the film's jazz-inspired score. *Bullitt* is notable for its extensive use of practical locations and stunt work.

## *Ford Mustang (continued)*

*Bullitt* was released in the United States on October 17, 1968, by Warner Bros.-Seven Arts. It was a critical success, with praise for its screenplay, editing, and action sequences: its car chase sequence is regarded as one of the most influential in film history. The film received numerous awards and nominations, including being nominated for two Academy Awards, winning for Best Film Editing. It grossed \$42.3 million worldwide, becoming one of the highest-grossing films of 1968.

<https://en.wikipedia/wiki/Bullitt>

The Mustang was sold after filming to an individual who used it for years as a daily driver. The link below gives you the story of how it re-surfaced in 2018 after 4 decades of Bullet Mustang aficionados not knowing what happened to it. Thus, its rather dilapidated appearance in the photo of it on display at the LeMay Car Museum in Tacoma, WA (previous page, left side).

<https://www.caranddriver.com/features/a19457341/original-steve-mcqueen-bullitt-mustang-rediscovered/>

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## First Place, Gundam Category

### 1/100 Master Grade MS-07B-3 GOUF Custom Battle Suite by Bandai Model and Backstory By Vince Mankowski

The year is 2187, and the USAF is fielding 3<sup>rd</sup> generation mobile battle suits in the 140<sup>th</sup> Wing, Colorado Air National Guard. Finished in a radar avoiding Have Glass X paint over T-37452 transparent aluminum, the 3<sup>rd</sup> generation battle suits are the strongest and lightest flying combat craft ever fielded, capable of low earth orbit flight as well as nap-of-the-earth operations. On board oxygen generators provide the fuel/air mixture for the General Electric F970-GE-111 fusion engines mounted in a “back pack” configuration.





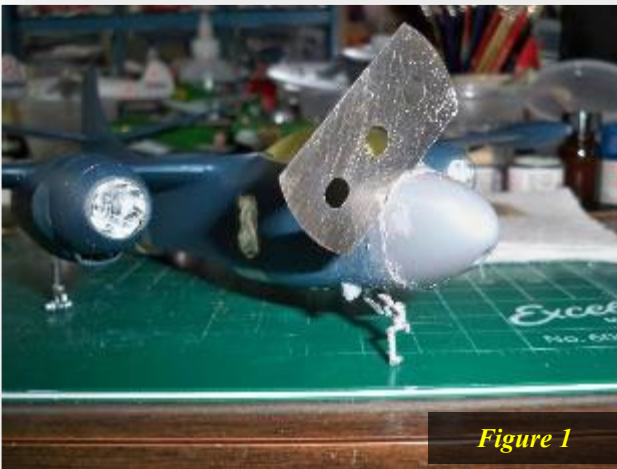
# Hague's Corner

## Always Something Else

*by Dick Hague*

Working in 'fits and spirts' I got the AJ 'Savage' painted and ready to put the decals on, but only after a couple of setbacks. After checking my references more than once I still managed to glue the Savage's nose cone upside down, only realizing it once the glue had hardened and having to saw it off!

There is an intake on the bottom of the nose in Figure 1. That should be on top. The damage caused by cutting it off had to be repaired so I used some Perfect Plastic Putty for a good repair (Figures 2 and 3).



## Hague's Corner (continued)

To stay busy while the putty was magazine, I spray painted the bottom of what is to be a Burmese Spitfire magazine,azine,a very light blue (Figure 4). Then I painted the wheel hubs of some Russian Yaks green (Figure 5). While I had some paint on the slick paged magazine, I pulled out a couple more Yak nose gears and painted their wheel hubs too! Nothing wrong with doing that if you already have the paint out and the brush dirty!



Figure 4

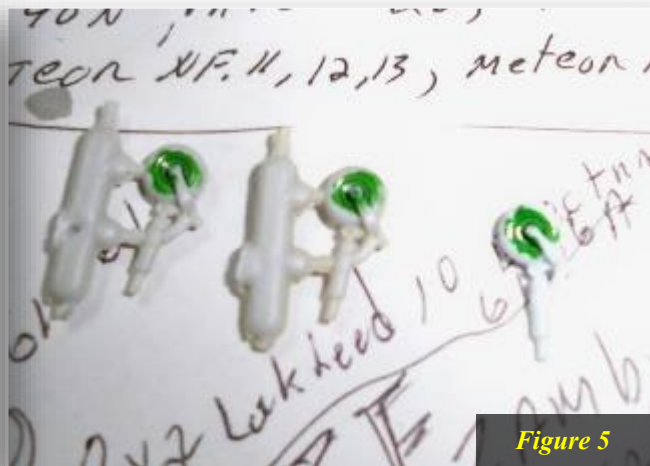


Figure 5

I finally sprayed Navy blue all over the Savage in Figure 6. The day after that the paint was good and fighters, so I sprayed the top and bottoms with a clear gloss to make it ready for the decals.

While the gloss coat was drying, I did some online research on fuselage details of the rare Yugoslavian IK-3 fighter. I have two of those models that I want to add to the collection (Figure 7). It seems no one knows where the red and green wingtip lights were on these IK-3 fighter,s yet most pictures and the models show the white tail light on the rudder. Since all IK-3's were destroyed, along with most drawings, I could take an educated guess and then get battered to death about why I put them where I did!

And why hasn't anyone issued kits in 1/72 scale of the Lavochkin LA-9 and LA-11 which could add some North Korean fighters to my Korean War collection? Especially now that I have some neat decals with North Korean markings to go on both of those fighters.



Figure 6

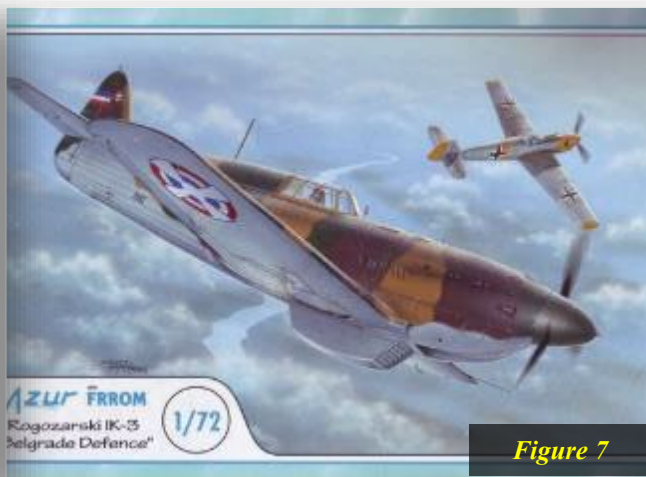


Figure 7





## The Wannabe Astronaut's Comeuppance © or, "learn to respect your elders!" by Fred Horky



This isn't the culprit, of course, but a generic astronaut picture found on the internet  
(BTW, **grabbing the pitot tube** as seen her is a **definite no-no** on **ANY** airplane....)

Many, many years ago (1968) I was a mid-career USAF pilot sent back to college for graduate studies. I had been officially "excused" from any proficiency flying requirements, not even required to fly to collect flight pay. But the pressure of studies at Georgia Tech was overbearing, and as a partial escape from the pressure cooker that was/is "Mother Tech", I had managed to talk my way into flying with the Base Operations flight unit at nearby Dobbins Air Reserve Base.

## *Wannabe Astronaut (continued)*

It had taken approval from TWO USAF Major Commands to pull it off. First, Headquarters, Air Force Reserve (which owned Dobbins and its airplanes) and secondly, Air University, which owned me. The airplanes to be flown were two ancient “Gooney Birds”, the unofficial but long-time and universal military nickname for the C-47, an airplane better known to the civilian world as the Douglas DC-3. (The official military nickname of “Skytrain” was virtually never used.)

I had flown the Gooney Bird on earlier assignments, including in Europe and my first Berlin Corridor checkout. But flying the old girl at Tech was my last: USAF C-47's were all retired shortly afterwards ...but certainly not by the rest of the world's aviation community!

But about the day in question: I'd flown a local flight on a Friday after classes, and so it was nearly dark by the time I was getting into my Corvette ....the white '64 Sting Ray that I drove for sixty years ...to go home. Meanwhile, a T-38 supersonic jet trainer had arrived from Houston. Its unique, slick-looking NASA markings identified it as an airplane flown by the astronaut corps in Houston for proficiency training. The pilot was a NASA astronaut who had flown to Atlanta on a weekend cross-country.

His “White Rocket” (the USAF nickname for the T-38) having been secured for the weekend, we struck up a conversation as he waited for a lady friend du jour to pick him up at base operations. It was soon obvious that he was very impressed by his ASTRONAUT status.

The name escapes me, but I do recall that this Johnny Jet-Job was one of the then-latest class of most recently-selected new astronaut candidates ....a “newbie” (or “wannabe”) astronaut who was not even close to making his first actual space flight.

But that didn't prevent him from being very self-confident about his station in life, most especially in what Tom Wolfe described as the Aviation Pecking Order of Hero Pilots in his classic book, “The Right Stuff”!

More to the point, I particularly recall his disparaging remarks about the venerable ...in fact ancient even then, well over a half century ago ...”Douglas Racer” ....that I had just parked.

In our conversation “JJ” quickly revealed that, beyond a few hours flown in the simplest of prop driven trainers in his primary flight training, ALL his flight hours had been in JETS.

That's when I told him that, no matter what he thought his own position was in the Aviation Pecking Order as described by Wolfe; in reality his flying resume was severely deficient, and would remain so until he had been checked out in the Grand Old Lady ... powered by its Big Round Engines.

You can imagine his response. I obviously hadn't changed HIS opinion.

But he didn't change MY opinion, either.

Having flown Ye Olde Gooney Bird has convinced me that a pilot can NOT really claim to have truly completed his full aviation resume, until he's been checked out in a Gooney Bird, with BRE's having those huge fan thingies (propellers) fastened onto their front ends.



## Wannabe Astronaut (continued)

The C-47 was (still is, for that matter) an airplane that had to be flown until it was parked and tied down. Not to mention its curious, early 1930's technology.

For example, when it was designed, retractable landing gear had still been something of a newfangled idea, so Donald Douglas' engineers had used a belt and suspenders approach. First, a baseball bat-sized lever was fastened directly to the hydraulic valve that powered the "up" and "down" of the landing gear, not via remote solenoids and other modern gadgetry seen on more modern airplanes.

It took a second, smaller lever, hidden under a little trap door in the floor between the pilots, to separately operate by cable the positive landing gear LOCKS on each main landing gear.

And woe to the dumb copilot who got to those two handles out of sequence! (Been there, done that: oh, the embarrassment!)



The airplane's design was thirty-five years old when I last flew it, all those years ago in 1970. In fact, the American Airlines DC-3 in the above picture was a true contemporary of Hitler's Hindenburg seen behind it. Both the DC-3 and the big dirigible operated commercially in the same era ...at least, until the latter blew up.

So, while its systems may have been modern when the airplane was designed, the C-47 was hopelessly archaic even when I flew it. Another example: the system which sprays isopropyl alcohol onto the windshield to melt ice! The same system is used to deice the propellers: to guard against using too much alcohol (and thereby chance running out) the prescribed technique was to judge the sound of the ice hitting the side of the fuselage as it was slung off the props: if it sounded slushy, you were using too much alcohol.

# Scale Model World 2024



2024 Group Photo

I have done a few of these SMW reports in past years so I will try to keep the repetition short but still describe it for those who have joined IPMS NoVA since last year. For those who have never attended SMW, if you ever have the funding to make the trip I can't recommend it highly enough. If you believe the IPMS USA National Convention is large, which it is but think about three aircraft hanger size halls full of vendors ("traders" in the UK) and club/SIG displays. It is always refreshing to experience the SMW focus on sharing the hobby with fellow modelers as opposed to the heavy focus on the contest at the US National Convention. The club/SIG displays are always well manned with members who are more than ready to talk about their club and the many outstanding models on their display tables. The IPMS USA Convention has a great year when upwards of 3,000 models are entered into the contest. At SMW, there is a side location for the competition which would be more like a well attended regional convention. However, when you add the models on display at the club/SIG stands you will see more than 10,000 models across all genres. Traders include several manufacturers, some of who we are familiar with at the US National Convention. The US National Convention is 5 days. SMW is two! Saturday and Sunday during Remembrance Day weekend which is Veteran's Day for us.



## Scale Model World (continued)

On Sunday at precisely 11:00, a formal ceremony takes place at SMW as it does across the nation. Following a short statement and a trumpet call, the entire show area, with around 2,000 people spread across the three halls, observe a 2 minute period of complete silence in honor of the nation's fallen. Why the timing? WWI ended on the 11<sup>th</sup> month, 11<sup>th</sup> day, at the 11<sup>th</sup> hour in 1918. It is a moving very quiet 2 minutes, trust me.

As for photos, I did not take that many this year because by now I have a large collection of club displays, contest entries, an overall show pics I did not take many this year except for our sister club, IPMS Staffordshire Moorlands who by the way are the most gracious hosts on the planet. Thank you, Staffordshire Moorlands for taking such good care of us once again. Talk about awesome.













# Senior National Champion Scratch-built 1/48 Vickers Vimy by Aris Polyzos







I took these two photos back in 2018. Club/SIG displays in the center, traders along the walls and at the end of each row. Picture on top looks down (from a walkway between two of the halls) on the back of the hall. The picture on top is to the left of the one just above. After two pictures I still have not captured the activity at the front of the hall. Imagine a third photo that goes further to the left to get the front of the hall. Now multiply that by three. The competition area is in a different part of the building.

# Tips and Share 20 December 2024



## NOVA MODELERS TIPS AND SHARE



*December 18, 2024*

Attendance at the December Tips and Share meeting was rather light with the holidays right around the corner. Those who did join the meeting got to see an extensive conversion by Alex Tratensek of an Academy B-24J into a unique RAF Special Duties Flight variant and flown by Polish crews. It looks like a B-24D but it is a J. The British installed a D model nose to improve its effectiveness when on night missions over occupied Europe. The deicer system was removed since the missions were low level. Additionally, the US Emerson tail turret was replaced with a Bolton-Paul torrent with 4 .303 guns. Alex used the Academy kit. The nose is a Falcon vac form. Alex kept the weathering to a minimum because the ground crews took very good care of their Liberators.





# January Meeting Program and Contest Special

**Program:** TBD.

**Contest Special:** Best of 2024. Bring the model you consider to be your best of the year.

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

Join IPMS/USA: [www.ipmsusa.org](http://www.ipmsusa.org)

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| 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   |   |
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# Upcoming Events

4 January 2025

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

8 January 2025 (second Wednesday)

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

21 January 2025

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

15 January 2025

IPMS Northern Virginia Tips and Share Zoom Meeting

18 January 2025

IPMS NoVA Club Build Meeting  
West Springfield Governmental Center  
6140 Rolling Rd, Springfield, VA 22152

22 January 2025

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

**IPMS RICHMOND**  
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: [robwalla2comcast.net](mailto:robwalla2comcast.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.  
MyrtleBeach.org

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

Contestants:  
\$14.00  
Collected insurance 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 Trophy \$40  
Best of Show Trophy \$50

**SUPER Raffle!**

On Site Food Concession!

For Organizer: Phil Covener, 182 Oak Hollow Rd, Myrtle Beach, SC 29529, 252-236-8256, philcovener@comcast.net  
For Exhibitor: Bob Walla, 600 E. Laburnum Ave., Richmond, VA 23222, 804-283-8182, bobwalla@ipms.org

Scan for show website  
[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

Jon Etherton  
6902 Bright Ave.  
McLean, VA 22101  
(703) 445-4190

[tomhenderson51@verizon.net](mailto:tomhenderson51@verizon.net)

[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)

