

www.novaipms.org

October 2024 Newsletter

Editor: Tom Henderson



Alex Bernardo's September Best of Show Type 3 U-Boat

The September 2024 NOVA IPMS club meeting took place on 4 September. We were finally back at our normal meeting place at Fairfax High School where over 60 members were in attendance.

It was great getting back to our regular meeting place and reconnecting with folks that were out much of the summer. The meeting started off as usual with comments and announcements. Chapter President Scott Bricker announced that E-Board elections are coming up in November and that if anyone wishes to serve in any capacity to let Scott know. All positions are up for election. Scott mentioned that the current E-Board is willing to stay in place for another term.

Chapter Vice President and Master Builder Haagen Klaus delivered the main presentation about the P-38 Lightning. He gave an excellent modelers review of the P-38! Haagen is a key contributor to Detail and Scale publications. If you have seen any Detail & Scale publication authored by Haagen, and/or have seen any of his builds (to include his P-38), one can see his expertise.

We had our usual monthly contest. We appreciate everyone sharing their work. Our next meeting will be on 2 October at Fairfax High School.. Anytime you want a reminder as to our meeting schedule go the website. The answer is there 24/7. Novaipms.org.

This is another large one at 29 pages. 27 models attend the meeting. The gallery is next.



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.



Haagen delivers his excellent presentation on the P-38

Hague's Corner follows the gallery, followed by the conclusion of Fred Horkey's CAR-15 story not to mention some insight on the Vietnam War through the eyes on one who has been there. The promised report on the Roanoke show begins on page 23. The issue ends with a two page sample of what you who did not attend the 18 September Tips and Share meeting appears on page 26.

Contest Winners September 2024



*Aircraft, 1/72 and Smaller, 1st Place
Osprey by Sam Wood*



*Aircraft 1/72 and Smaller, 2nd Place
MiG-15 by Steve Dumain*



*Aircraft 1/48, 1st Place
P-47 by Bryan Nylander*



*Aircraft 1/48, 2nd Place
Corsair by Rick Kranias*



*Military Vehicles 1/35, 1st Place
Tamiya Halftrack by Alex Mason-Sharma*



*Military Vehicles 1/35, 2nd Place
Chevy Truck by Vivian Watts*

Contest Winners September 2024



***Ships, 1st Place
Iwami Bay Bridge by Dennis Forrest***



***Ships, 2nd Place
U-Boat by Alex Bernardo***



***Sci-Fi, 1st Place
The Bang by Beatrice Vetter***



***Figures, 1st Place
Saulsuyei by Jon DeSalva***



***Figures, 2nd Place
Gin Rig by Dennis Forrest***



***Special, 1st Place
P-40 by Jim Rotramel***

Contest Winners September 2024



*Special, 2nd Place
1/48 Swordfish by Dennis Forrest*

Rest of the Models



1/700 USS Arizona by Dennis Forrest



1/48 B5N2 "Kate" by Walter Schlueter



1/72 Catalina by builder unknown



1/48 Caudron C-714 by Scott Bricker

Rest of the Models



1/48 F-86 by Jon DeSalva



1/48 F-105F by Walter Schlueter



1/48 Osprey by builder unknown



1/48 P-38 by builder unknown



1/48 Eduard P-39 by builder unknown



1/48 P-51B by builder unknown

Rest of the Models



1/48 P-51B by another builder unknown



1/48 Sea Hurricane by Scott Bricker



1/72 SK-37 by Walter Schlueter



1/48 Wellington by Walter Schlueter

Best of Show U-boat by Alex Bernardo



The Real Type II



Nazi Germany designed the Type II U-boat as a coastal U-boat, modeled after the CV-707 submarine. The Dutch dummy company NV Ingenieurskantoor voor Scheepsbouw Den Haag (I.v.S) designed the Type II. Germany set up the company after World War I to maintain and develop German submarine technology and to circumvent the limitations set by the Treaty of Versailles. The Finnish Crichton-Vulcan shipyard in Turku, Finland built in 1933 by. It was too small to undertake sustained operations far away from the home support facilities. Its primary role was found to be in the training schools, preparing new German naval officers for command.

Known as the *Einbaum* ("dugout canoe"), it had some advantages over larger boats, chiefly its ability to work in shallow water, dive quickly, and increased stealth due to the low conning tower. However, it had a shallower maximum depth, short range, cramped living conditions, and carried fewer torpedoes.

The boat had a single hull, with no watertight compartments. There were three torpedo tubes, all forward, with space for two spare torpedoes inside the pressure hull. Although the boats technically had a deck gun, it was a 20mm weapon best used for defense against aircraft.

These boats were a first step towards re-armament, intended to provide Germany with experience in submarine construction and operation. They also laid the foundation for larger boats to build upon. Only one Type II survives; the prototype CV-707, renamed *Vesikko* by the Finnish Navy which later purchased it.

Sources:

https://en.wikipedia.org/wiki/Type_II_submarine

<https://dubm.de/type-ii/?lang=en>

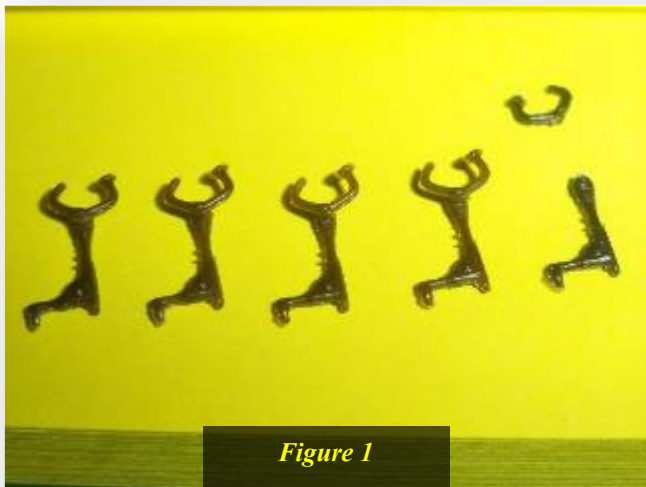
Hague's Corner

Post-it Note becomes a Pose-it Note

by Dick Hague

The five sets of control yokes in Figure 1 going into five Tu-2 Russian WWII bombers wouldn't show up too well on the green cutting matt so I grabbed a pack of Post-It-Notes to give a better contrasting background for the picture. One set still needs the wheel attached to the shaft that comes up from the floor. The four that are finished have a shadow making it look like there is more than one wheel.

Tip alerts: If you need to cut multiple identical strips of tape use a pair of dividers like this to mark where to draw the blade across. Just rotate the divider along the tape and push the points into each stopping point to mark the cut place (Figure 2).



If you are working with small "carpet monster" parts, put them in a kit box on your lap! A long and painful search for one of the instrument panels in Figure 3 (next page) that went flying somewhere reminded me to do this! After using it I dropped another one at least two more times but this time it landed in the box!

Where there is no positive locating projection or depression like these panels need, cut a piece of the sprue it was attached to and cement it to the back to hold it in the position you determined it should be.

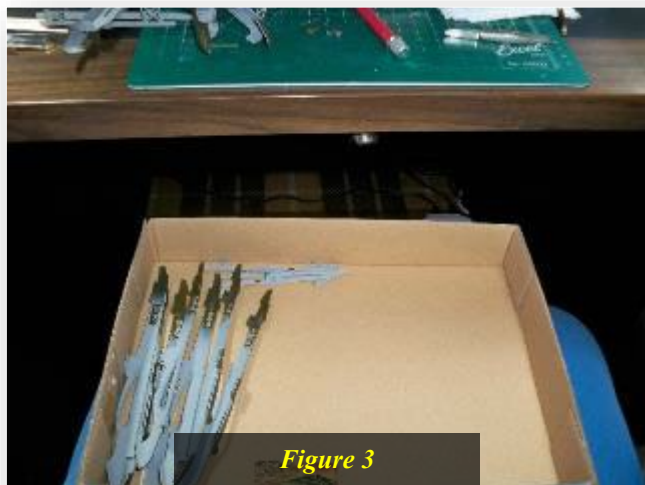


Figure 3



Figure 4

The instrument panels in figure 4 attach to only one side of the Tu-2 fuselage, the right side this case, although part of it does extend into the other side. The cut short piece of sprue is only cemented to the right side of the panel so it in turn can be cemented to that side once you are satisfied it is where you think it should be. If that little piece of sprue causes a problem because you can see it, put some putty or epoxy on either side of the round part to make it look like the inside of the fuselage. There will be a clear bombardier window almost below it so if it is very noticeable I will do that and report on how it looks and maybe even include a picture!

Finally, some progress on the Yak jets clogging the work desk for what seems like months now! All of these parts, except the three 'U' shaped and two small square pieces next to them in the red cap on the left are now on and the planes can stand on their gear (Figure 5)! The parts are for a Czech Air Force Yak-23 fighter on the right, and a Polish Air Force Yak-23 and a two seat Yak-23U trainer to the left (Figure 6). There is still a lot of touchup painting needed and those nose struts need some fine work with a brush to paint them. In trying to figure out how to hold them to do that delicate painting I concluded that the best way was with it cemented to the model!



Figure 5



Figure 6

I thought I could cement the Tu-2's engine nacelles together prior to attaching them to the wings (Figure 7). However, the crazy way these kits go together means only one of the halves can be attached to the wing which has to have more pieces next to the fuselage to hold things in alignment. Only then can the other piece be put next to it or it will not go around the landing gear strut attachments molded as part of the wing spars! Don't try to visualize that, I'll include pictures when it is done!

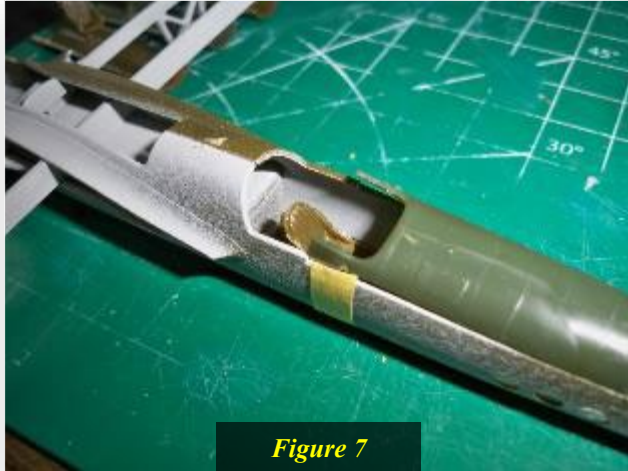


Figure 7



Figure 8

Tip alert: With ten more engine nacelle parts not shown, and all twenty look, but aren't, alike, anybody building this Frankenkit should make part # ID's to go on them before removing from the molding sprues (Figure 9). This should be done even if you are only building one kit as there still are four of these things and the left and right pieces look almost the same. It will be too late to easily correct that once something is glued and you find then that something doesn't align properly!

Me and My CAR-`5 (Part 2)

by Fred Horky

About the name; "CAR-15"

Note that the term is used describe both the selective-fire automatic carbine of this article; but also, can describe the entire, astonishingly large FAMILY of Colt Automatic Rifle (including licensed and knock-off copies manufactured all around the world) weapons based on the same core design. It can be confusing! In addition, Colt has their own commercial names for the weapon.

In the illustration below, a CAR-15 at top is shown above its well-known world-wide contemporary, the Kalashnikov AK-47, and a standard M16 rifle. The family relationships between the two Colts at top and bottom are obvious.

But while it can be select-fired on automatic, the CAR-15 is NOT a submachine gun by dictionary definition, which has long described submachine guns as "a magazine-fed automatic carbine designed to fire handgun cartridges". Good examples of the old definition would be the famous "Thompson", firing that same .45 ACP round as the long-standard M1911 semi-automatic pistol; or the equally famous WWII German MP 40, chambered for the 9mm Parabellum pistol round.



(Americans usually mistakenly call the latter “the Schmeisser”, but German weapons designer Hugo Schmeisser did NOT design the MP40!).

Working with the Army, my “TALO” (Tactical Airlift Liaison Officer”) job certainly allowed me to view combat airlift (and the war in general!) through the other end of the telescope. To inspect forward airfields for safety concerns, I travelled around in very breezy Hueys (UH-1 helicopters), usually with doors not just open, but often TOTALLY REMOVED from the airplane.

As mentioned, these flights were usually piloted by two literally teenager warrant officers whose combined age appeared to be about equal to mine as a USAF major. Among memories that bubble up was finding myself a passenger in the bedlam of a very breezy, doorless Huey heading hell-bent for Cambodia; with me desperately giving the pilot (he must have been Gilligan’s brother) an ad hoc, hand-signal, non-verbal in-flight navigation lesson, while holding their map to their console with one hand to keep it from flying out the door while I stabbed at it with the other to show where we had started, where we were, and where we were SUPPOSED to be going.

Naturally on arriving for duty with the Army I had test fired my CAR-15, the first and only time I’ve fired ANY weapon on automatic. Since I was what the real combat infantrymen in ‘Nam always disparagingly called an REMF (a “Rear-Echelon-Mother-____.0____”), I never found occasion to fire it again, and thus never shot anybody. I must admit to having been tempted, however.

Near the end of my tour, over the phone a USAF personnel sergeant, safe miles away in his nice secure bunker-like office in Saigon, was giving me the “...don’t you know there’s a war on, major?” hard time over him cutting my orders for me to return in time to make it to Georgia Tech. Maybe he was miffed because while he’d arrived BEFORE me, I’d still leave before he did.

CAR-15 (continued)

To solve the impasse, I wound up hitchhiking to Saigon to get to see him face to face. This had to be by air, because with the infamous “Tet” still going hot and heavy, getting there by Jeep wasn’t worth the chance of any orders home being traded for a shipping document to return in one of those Federal Stock System “Casket, Steel, Human Remains” thingies, seen stacked up, empty and waiting, at Tan Son Nhut airfield. So, to see my personnel sergeant friend I hitchhiked to Saigon in the back seat of a USAF O-1 Bird Dog on my FAC friend’s full, two-hour-plus combat sortie. It would have been a fifteen minute flight in a straight line.

Carrying my CAR-15 when I arrived at the personnel office; “face to face” my problem melted away.

Needing a ride back by any means I could find, my return to Cu Chi was via an Army U-1 “Otter”. At the very last minute I learned that one of those big DeHavilland of Canada DHC-3’s was flying to Cu Chi by way of Tay Ninh ... but had already started taxiing out! Still clutching the CAR-15 I tore out the door and out across the ramp where I flagged down that rather large airplane just as it trundled past, getting them to stop by quite literally sticking out my thumb, hobo fashion. Really!



What is really unusual about THAT flight happened after takeoff I stood just behind the two Army pilots the aircraft commander, noticing the USAF senior pilot’s wings stitched to this complete stranger’s fatigue shirt, asked if I wanted to try flying his airplane. Of course, I did! A few minutes of me driving seemed to satisfy him, so on approaching Tay Ninh, he asked if I wanted to try landing it, which of course I did as well. (It was, after all, HIS airplane!) In conversation I had mentioned that the last thing I’d flown, months before, had been a big, swept wing, 300,000 lb. gross weight, four-engine, tricycle landing gear, jet transport, the C-141; back at the USAF’s depot flight test. But I hadn’t mentioned my almost four hundred hours in the C-47, of course also a “taildragger” like his Otter. So, I think my landing may have disappointed him, perhaps expecting that he would have to save me from myself, thus making a good bar story that night. But when we parted, he did give me an “extract” of the DD Form 781 which, after I gave it to flight records at my next base back to the ‘states, well over a half-century later still records in my official USAF “Form 5” almost two hours of (totally unauthorized) Army U-1G” Otter” combat time with one landing!

“So..”, you ask, “... does this verbosity about the CAR-15 and aircrew weapons in Vietnam have a modeling Connection?”

Well, as a matter of fact, it doesthe following build article on the 1:1 scale LS kit of the weapon!



My purchase of the LS CAR-15/” Colt M-177”/Colt Commando” kit was made decades ago, soon after it first appeared in about the early 1980’s. Hazy memory says the original price back in then was somewhere south of fifty dollars significant then, but not outrageous. But today you’re unlikely to find this kit available ANYWHERE, at ANY price: should you find it expect to pay a large fraction of what a REAL Colt Commando would cost! The kit was but one of an EXTENSIVE line of the LS company’s historic weapon full scale plastic kits; but finding ANY of them today would be problematic.

GUN
L & S CO. 1:1 SCALE

1 DOUBLE BARRELLER	KIT NO. P 301	13 RUGER P308	KIT NO. P1014	18 RUGER SLIDER BLACKHAWK 7.5 INCH	KIT NO. P1206
2 COLT 25 POCKET MODEL	KIT NO. P 302	14 RUGER P308 8 INCH	KIT NO. P1015	19 COLT 357 PYTHON 4 INCH	KIT NO. P1207
3 WALTHER MODEL 9	KIT NO. P 303	15 WALTHER P308	KIT NO. P1016	2 COLT 357 PYTHON 6 INCH	KIT NO. P1208
4 COLT 45 GOVERNMENT	KIT NO. P1001	16 WALTHER P308 KURTZ	KIT NO. P1017	3 COLT 357 PYTHON 8 INCH CUSTOM	KIT NO. P1209
5 COLT 45 COMMANDER	KIT NO. P1002	17 COLT DETECTIVE SPECIAL	KIT NO. P1018	4 44 AUTO MAG (SILVER TYPE)	KIT NO. P1210
6 COLT SINGLE ACTION ARMY	KIT NO. P1003	18 COLT BOBBA	KIT NO. P1019	5 44 AUTO MAG (BLACK TYPE)	KIT NO. P1211
7 COLT REACE MAKER FRONTIER	KIT NO. P1004	19 3 & W M29 CHEFS SPECIAL	KIT NO. P1201	6 WAUSER MILITARY WITH HOLSTER STOCK	KIT NO. P1212
8 COLT BUNTLINE SPECIAL	KIT NO. P1005	20 3 & W M29 4 INCH	KIT NO. P1202	7 COLT MIRA	KIT NO. P5001
9 COLT CAVALRY	KIT NO. P1006	21 3 & W M29 12 INCH	KIT NO. P1203	8 COLT M177 COMMANDO	KIT NO. P5002
10 REMINGTON NEW ARMY	KIT NO. P1007	22 3 & W M29 8 INCH	KIT NO. P1204		
11 REMINGTON NEW NAVY	KIT NO. P1008	23 RUGER SUPER BLACKHAWK 10 INCH	KIT NO. P 305		
12 JAPANESE MASBU TYPE 14	KIT NO. P1009				

MANUFACTURED BY L & S CO. LTD.
8-8, Nakano-machi, Hongo, Shibuya City, Japan

CAR-15 (continued)

The only LS gun kit seen offered recently on-line was a less desirable (to me, at least) historic antique pistol kit, with the take-it-or-leave-it price tag of about three hundred dollars. An internet search didn't even find anyone knowing the location of the LS gun kit tools (molds), or very much about what happened to the company beyond its bankruptcy. Several other companies reportedly in-turn had the tools for the extensive LS lineup of kits, but they also went "Tango Uniform"; no one seems to even know if the tools still exist!

About the CAR-15 kit: it is molded of much harder ABS plastic, which demands different adhesives than used on the styrene with which most of us are familiar. I found my Colt Commando kit to be the most perfect example of plastic model kits I've ever seen, by anybody, bar none. And that's a lot of kits! Absolutely NO flash, absolutely NO warping, anywhere. The plastic pins used to assemble moving parts had what a machinist in metal would call "interference fit" ...i.e., NO slop whatsoever. A couple of times when inserting small plastic hinge pins, I found myself thinking "...this pin is never going to fit in this hole" when, all of a sudden, it just glided in, perfectly.



The instructions mentioned painting, but to me the color of the plastic exactly matches what I remember my REAL gun looking like, so I didn't bother. (Actually, after more sudden moves than I care to remember, my air brushes haven't shown up yet. When last January my adventures with the medical profession started, I went out the door feet first on an EMT gurney and since then I HAVE NEVER SEEN THE HOUSE OR NEARLY ALL OF ITS LIFETIME COLLECTION OF "STUFF" SINCE. (I do NOT recommend that system to "downsize".)

So, despite my ninety-year-old fumble fingers, I managed to get it together. On much of it, during dry fit the parts just popped together sort of like a "Snap-Tite" kit, and I couldn't force them apart, so the thing is not even all glued together! On completion, my expert wood worker son-in-law did a super job in translating my sketch for the mounting plaque into the beautiful oak you see in the pictures, complete with the CNC (computer controlled) carved phrases of the oak descriptive plaque. The "cherry on top" of my display is the five rounds of plastic 5.56 mm ammo (of the thirty provided) seen mounted at lower left.

CAR-15 (continued)

Son-in-law Ron is a retired senior NCO Army Ranger with a lot of experience from several deployments to the Big Sand Box; during the build when we swapped war stories from different wars, he gave me insights about this weapon and the “CAR-15 FAMILY of weapons” that I hadn’t heard or read.



Today you WILL find my example displayed prominently on the wall of my assisted living “Man Cave”. Above it, several “hero” poses from a career: at center “me’n my C-123”, taken at the Kham Duc Special Forces camp in 1963; at right with my C-123 crew. (Kham Duc later saw much violent history, and Joe Jackson’s heroic Medal of Honor C-123 action.)

At left, I’m seen is my C-130 crew, when our 464th Troop Carrier Wing converted to the Herk less than a year later. These are the guys that I REALLY spent a lot of time with over the next two years, all over the world. That when my favorite jingle, “... from Berlin to Bangkok to Bukavu”, was coined. (Flying to Berlin then still meant flying the famed corridors of the Berlin Airlift a hundred miles into East Germany to reach the still divided city; the Bukavu place name from our participation in a little-known *even at the time* combat operation in a really NASTY civil war in the Congo.)

Surprisingly, I found building the LS CAR-15 kit to be surprisingly difficult ... while it’s NOT of “shake and bake” simplicity, more because it had been so long since I built a model of any description! I learned that the model skills involved in manipulating tiny parts do atrophy when you don’t use them, that a person does get fumble-fingered with age, and since I’m well-into my tenth decade on the planet, I do fit in the “aged and fumble-fingered” category!

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....)

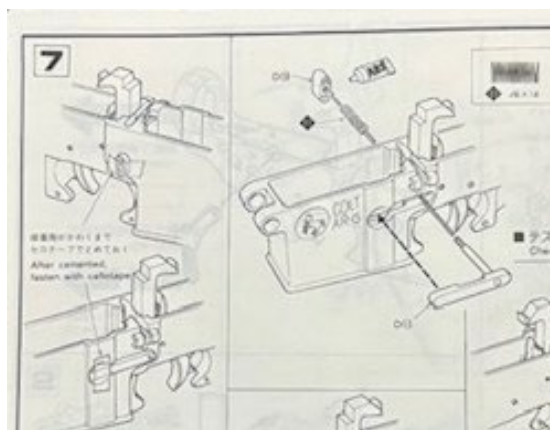
THE BUILD

This is a tale of a model build long delayed. Decades, in fact. When LS released their remarkable series of VERY accurate kits, I had immediately been drawn to and purchased the "Colt M-177 Commando", which is a Colt commercial sales name for the weapon. It must have been the early 1980's.

If you're still reading this, whatever I write here won't help you build an LS CAR-15: you're unlikely to be able to FIND an LS CAR-15 kit anywhere. LS went out of business decades ago; nobody seems to know what happened to LS production tools in the litany of OTHER company bankruptcies which followed.



But about the build: LS provided a VERY complete, sixteen-page, large size, large print, heavily and beautifully illustrated instruction booklet ...the best I've seen on any kit, bar none ... which must be followed without exception. A scrap view is shown below.



But it won't help you much without the kit ... which will be as hard to find as the proverbial "Hens Teeth"!

CAR-15 (continued)

(As an aside, a very interesting YouTube video about the 1:1 LS gun kits done by a serious LS gun fan ...he seems to have built MOST of the series ...can be found at this link: <https://www.youtube.com/watch?v=q8YbRQT4IkM>)

It must be noted that this model is NOT a “(1) Throw in a bottle of cement, (2) shake box, and (3) extract completed model” kit! It is complex to the point that it’s just like a real Colt Commando, except made of plastic, not metal. If built per the instructions, the upper and lower receiver will open for “field stripping”, the trigger group, bolt, magazine release, etc. all work like the real thing; and operating the PLASTIC charging handle thirty times will first see the spring-loaded PLASTIC dust cover over the ejection port pop open and then the magazine’s full thirty rounds of “5.56 bottlenecked cartridges” (each of three pieces of different “brass” colored PLASTIC) to cycle through and eject. Of course, each will still include the bullet ...realism can only go SO FAR: we can’t make the thing actually FIRE!



Unfortunately, I didn’t think to start taking pictures of the build soon enough: it’s already pretty advanced here.

Of special note is the work bench my son-in-law built just for me in his shop ...daughter and son-in-law perhaps had been worrying about this nonagenarian, and conspired to get me building models again after decades. The work bench seen above and below that Ron built for me is itself such a piece of fine furniture that I hesitated to open the glue bottle for fear of spilling liquid cement on it!

CAR-15 (continued)



Today my plastic CAR-15 shares a wall of my assisted-living mancave with pictures of our mutual uncle's airplanes that I flew, and the crews I flew them with, over a career.

There is even my Mace missile launch crew, taken sixty-odd years ago during those exciting "Cold War" days when with the initial cadre of the then-new missile system, I helped deploy it to Germany in 1959.



That tour in Germany remains the most exciting three years of my life; most importantly because it was at Sembach Air Base that I met the love of my life, an American girl adventurous enough to be working for the Air Force in Germany, and I was smart enough to marry her. Twice! (Long story, and the source of many more chapters of my e-Journal.) That happened during the exciting year of the Berlin Wall Crisis, when Premier Khrushchev had that abomination BUILT ... he said to keep us out of his paradise!



Most of my surviving models are today in the glass display case seen below in the corner of my Man Cave. Except for the CAR-15, all of them are a LOT older, most having moved with me MANY times on Air Force travels all over this country plus several other countries on three continents ...and into a long retirement!



Last year I lost my wife of sixty-one years of marriage. A truly long-suffering Air Force wife, modeling wife, and “Vette-head wife”, who allowed me sixty years of both hobbies: today she continues to keep a wary eye on me in my assisted-living Man Cave. In the picture, she’s in the printed-on-canvas image taken when we were dating in Germany in the early 1960’s; and in the next, taken a few years later and also printed on canvas; waiting for me to get the picture of our white Sting Ray at First Flight Airport and the Wright Brothers Memorial at Kitty Hawk on North Carolina’s Outer Banks.

She’s probably saying “...just take the damn picture and let’s get on the road”

I was and am a very fortunate man, and miss her more than words can possibly express.....



Fred Horky

IPMS/USA 6390

IPMS Roanoke Valley Modelers Shootout 2024



Took this shot shortly after the show opened. It got a LOT busier later in the day.

For me, the IPMS Roanoke Valley Shootout is a must attend show and this one was no exception. The many years of show experience the Roanoke guys have was clearly evident with a good venue in the Salem Civic Center and run by a veteran crew who know what they are doing. There were a bunch of vendors and a whole bunch of models in competition for all to enjoy. We had to add tables several times during the morning. As of this writing I do not have numbers to report. Look for the statistics in the next issue.

What is this “Shootout” theme all about? For those who are not familiar with the concept, the Shootout is a unique feature of the Roanoke show. It is a chapter level as well as an individual contest which makes chapter participation important. Contestants list their chapter affiliation when they register their models. When a chapter member places in any category, his or her chapter receives points. First place generates a certain number of points, second place a bit lower and third comes in, well third. Upon completion of judging and assigning the appropriate number of points to each chapter, that chapter wins the Shootout.

Old timers in the NoVA chapter will remember Bob Rohrback, a longtime member and good friend who sadly passed away in 2021. He is the reason I became well acquainted with the Roanoke crew. Bob was a very active NoVA member for many years. Upon his retirement, he and his bride moved to his hometown of Roanoke where he became equally active with the Roanoke Valley Modelers. Stephanie and I typically took the scenic trip down I-81 to visit the Rohrbacks on Friday before the show. I would accompany Bob for setup on Friday evening where they happily put me to work - to include during the show and with breakdown. That is how I gained a chapter full of valuable friends I would not have known otherwise.

That is the Shootout story, and here are a few examples of the models who attended the show..

Roanoke (continued)





Tips & Share Meetings

21 August and 18 September 2024

I did not address the August Tips and Share in the last issue so this is a combined wrap-up of both meetings.

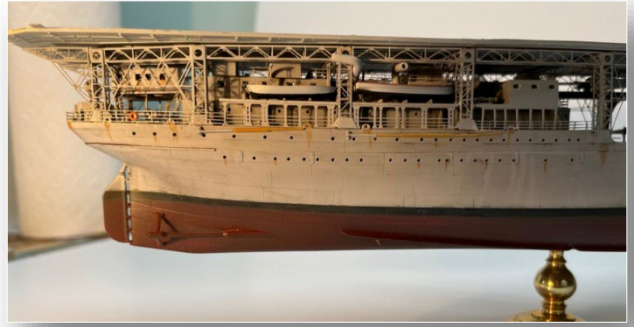
August: Mike Fleckenstein's mini-sub and Eduard Z-37 crop duster are fabulous as usual. John Clifford's progress on his USS Langley and Don Dixon's F-4 in Robin Old's markings are on the next page.

Mike Fleckenstein



John Clifford

We last saw John's progress on his USS Langley during the June Tips and Share meeting (bottom pics). This month's pics (right and below) show how far it has come since then.



Don Dickson



Tips & Share (continued)

September: Randy Butler combined his Spitfire with some clever photography work. Show and tell in-progress discussions surrounded Wes Shull's 1/32 MC-202 and Sam Wood's 1/72 LS Ki-43 "Oscar".



October Meeting Program and Contest Special

Program: 100 years ago - Build any airliner, any time frame, country, or scale).

Contest Special: TBD

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

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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

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	PO Box 1411
Join or Renew Online at: www.ipmsusa.org	Riverview, FL 33568-1411

Upcoming Events

2 October 2024

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

5 October 2024

Washington Armor Club Meeting
George Mason Regional Library
7001 Little River Turnpike
Annandale, VA
1:00-4:00 PM

15 October 2024

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

12 October 2024

IPMS Northern Virginia Tips and Share Zoom Meeting
with IPMS UK sister chapter IPMS Staffordshire
Moorlands

19 October 2024

MarauderCon 2024
Level Volunteer Fire Company
3633 Level Village Road
Havre de Grace, MD 21078

22 February 2025

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

29 March 2025

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
Richmond Area Modelers Society - IPMS Chapter 149

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
IPMSRVA.org

GRAND STRAND SCALE MODELERS
Presents

The Pacific Run

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

General Admission:
\$5.00 Single Adult (18 and older)
\$8.00 Family
Contestants \$14.00
(collected number 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 \$49
Best of Show Trophy \$59

SUPER Raffle!

On Site Food Concession!

For more information please visit:
www.grandstrandmodelers.org



MarauderCon™

Saturday, October 19th

Level Volunteer Fire Company

3633 Level Village Rd, Havre de Grace, MD 21078

2024

- **Model Contest**
- **Vendors**
- **Raffle and Special Prizes**
- **Special Theme Category:**
Wes' MENAGERIE
*any subject that is named for an animal.
(Mustang, Leopard, Bearcat, Panther, etc.)*
- **Onsite food and drinks**

EARLY REGISTRATION @PREFERRED -USE WEBSITE! \$12 ADULTS + \$5 JUNIORS
ON SITE REGISTRATION \$15
REGISTRATION INCLUDES THREE (3) MODELS - \$2 EACH ADDITIONAL MODEL
+ JUNIOR REGISTRATION INCLUDES TWO (2) MODELS

ALL CATEGORIES ARE AVAILABLE ON WEBSITE

PURCHASE VENDOR TABLES FOR \$40 EACH
TROPHY PACKAGES FOR \$35 EACH AND SPECIAL TROPHY PACKAGES FOR \$60
ALL PURCHASED THROUGH WEBSITE

FOR LATEST INFORMATION
AND DOWNLOADABLE FORMS



IPMS.NORTHERNVIRGINIAMODELERS.COM

Hosted by

