



February 2026 Newsletter

Editor: Tom Henderson



The IPMS Northern Virginia Modelers Chapter Club held its first 2026 monthly club meeting on Wednesday, 7 January 2026, at the Fairfax High School. Attendance was a healthy 70+.

We had to shift our monthly program as our planned speaker could not attend. Instead, folks were encouraged to share their experience with offerings in the monthly contest. The highlight for the contest was our annual “Best of 2025” builds for the special part of the monthly contest. Bryan Nylander’s outstanding Neptune diorama took Best of 2025 and Best of Show...great work, Bryan!

At the January meeting, we reimagined the monthly contest by streamlining the categories. We eliminated the different scales. For example, there is just one category for aircraft that will include all scales. We did the same for armor. All masters now compete against one another. A list of all masters in every category is provided, and the list will be on the table for one to reference.

On a less uplifting topic, we received some negative feedback from the Fairfax High School staff. They are very adamant that we are not to enter the High School before 1830 (6:30 PM). They are quite firm in this. So, we need to honor the school’s instruction. We have seen a greater sensitivity to security matters that also includes our selling of kits during the meeting. More instruction will follow this newsletter on that topic. Bottom-line is that we need to be good stewards on building usage in order to respect and stay in the good graces of the school administrators.

As we have been mentioning in past newsletters, we are foot-stomping that the NOVA Club will soon be faced with a potential crisis that may threaten the club's existence. As you may have noticed many of the club leadership will be moving on. One of the most critical positions is treasurer, held by Jon Etherton. He provides a vital service in shepherding our Club finances. Jon wants to move on after over 5 years of his self-less service to the NOVA Club. We will need to have a replacement identified soon in order to have a proper transition, so we need someone to step up soon. BTW, Jon also is a key facilitator in connecting with foreign contacts and other club activities.

Another vital position is held by Tom Henderson. Tom is kicking around moving along also. Tom provides an important service in pulling together the Newsletter; taking pictures of builds for club records and newsletter; and making connections with other modeling clubs to name just a few.

We also need a permanent contest coordinator.

Again, the bottom-line is that if we do not infuse new blood into these vital positions, the viability of the Club is jeopardized. Please consider jumping in....speaking for those in the aforementioned positions and on the E-Board serving in these positions, it is fun and rewarding to be part of a hobby we enjoy so much!

Also, we will need volunteers to help with the annual Model Classic in the Spring...please consider volunteering and giving back to the Club!

Contest Winners January 2026



Special – 1st Place
P-3 by Bryan Nylander



Special, 2nd Place
F-4 Phantom by Jim Fitzgibbon

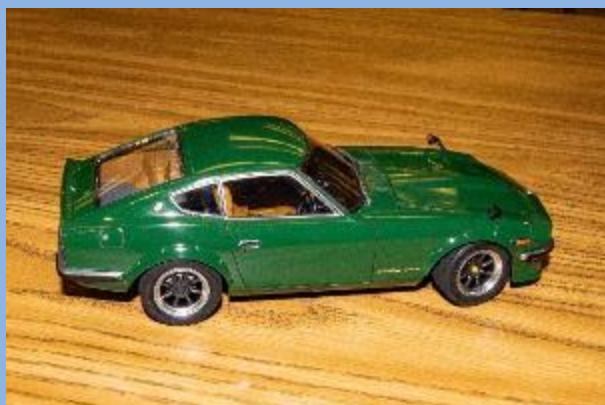
Contest Winners January 2026



Aircraft, 1st Place
F-16C by Matt Christenson



Aircraft, 2nd Place
Hellcat by Khurram Abbas



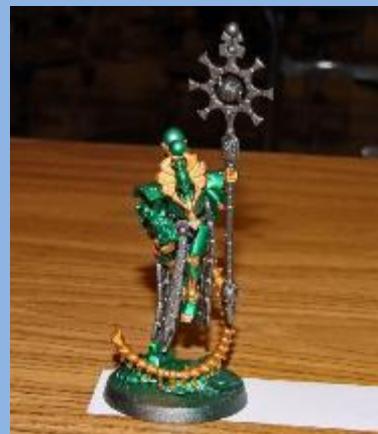
Civilian Vehicles, 1st Place
Vivian Watts



Sci-Fi, 1st Place
Armored Suit by Stephen Gibbs



Figures, 1st Place
Wizard by Matt Christenson



Figures, 2nd Place
Drican the Divner by Michael Cabrera

Contest Winners January 2026



Mecha, 1st Place
NV Gundam by Cameron Allen



Mecha, 2nd Place
Crossbone Gundam by David Tyson



Miscellaneous, 1st Place
Arch Duke Ferdinand by Mike Snider



Master, 1st Place
B-58 by Dale Hutchinson



Master, 2nd Place
Hawker Siddeley by Alex Tratensek

Contest Winners January 2026



Best OOB: Hellcat by Khurram Abbas

Additional Best of Models January 2026



Corsair 1/48 by Mike Snider



Display only Gundam



HMM Shadowfox by Sam Wood



In-Progress Minelayer by Mike Snider

Continued page 8

Best of Show P-3 Orion Diorama by Bryan Nylander



The “Real” Thing

Lockheed P-3 Orion

Editor’s Note: Given the level of my understanding of Gundams I did not even attempt to figure out what to say about Allens BOS entry. There was not going to be a real thing page in this issue until Allen came to my rescue with his build story. There are some tips here – enjoy.

The base kit is a Bandai Real Grade Gundam GP01Fb Full Burnern in 1/144 scale. I originally purchased the kit at the Gundam Planet warehouse in NJ in 2015 and finally opened and built it in September 2025. I was drawn by the bulky proportions and the fine panel line detail, as well as the rounded silhouette of the knees and lower legs (uncommon for a Federation MS).

The main painted colors are from the Mr. Hobby Aqueous line -- Char Red and Aerial Blue. To make the two-tone shades, I mixed each with a bit of Tamiya XF-18 Medium Blue. The white parts are actually bare plastic that I polished up to 4000 grit and finished with Mr. Hobby Premium Gloss Topcoat.

To get the burnt titanium effect on the verniers, I started with Tamiya X-11 Chrome Silver and then painted over it with very light coats of X-27 Clear Red and X-23 Clear Blue. The tiniest details, such as the shiny gold, are hand-painted with Testors enamels.

The long-barrel rifle is resin (so all the details were masked and painted individually), and I used UV resin to create the bubble-like scopes. The metallic rivets throughout were drilled with a pin vise and superglued in. The waterslide decals are from G-Rework.

Thinking to myself: “Hmmm....if Allen took these photos I wonder if I can recruit him to take pictures at the meetings.”

Additional Best of Models January 2026



Praetorian Guard by Mike Snider



Renault R35 by Mike Snider



SP-2H Neptune by Bryan Nylander



Spitfire by Scott Bricker



Zock by Michael Cabrera

Hague's Corner

When Emotions Overcome Common Sense

by Dick Hague



The 1/72 KP kit of the Avia B.35 was surprisingly looking good after restarting the painting after years of inactivity on the shelf. With some backup newer decals and confidence of handling what might happen with fifty-year-old decals growing, it looked like the perfect day for spraying some Tamiya Clear Gloss over the model in preparation for applying the decals!

Planning my morning, I had some other large parts of other models to spray while the Avia's Gloss Clear Coats dried. I could almost smell the decal solvents in my nose as I went outside and began spraying the Clear Coat. A quick spraying of the to be decaled areas was followed looking at this model that I had waited so long to finish! Then I went back for another quick spray of wings where the national insignia decals would be placed. Not once did I stop to think that I was spraying a lacquer-based paint onto something painted with enamel paint! Not one thought!



Laying the model down to dry I went and sprayed a bunch of parts olive drab for another model and when done, went back to take the Avia into the model room for decaling!

Disaster! The initial spraying went well. If only I had waited ten or fifteen minutes more for that second. And I knew better! But I wanted to get the decals on it so bad.....

Using some remaining drops of the last Scalecoat Reusable Paint Remover on this planet, I removed the blistering on the wings. Some light sanding may work in a couple of fuselage spots that will be covered by decals anyway. Then the restoration will begin. Maybe. RS has a much later, and probably better, kit of this same plane. However, I obtained this kit during a trip to Chicago in the seventies so it will give a great back story of some good memories of the day I bought it. Here again, will emotion overcome common sense?!? TBD...

Removing the tan, brown, and green on the left wing revealed a darker green. I thought this was the original color of the plastic until more aggressive removal necessary on the right wing revealed gray plastic! Yes, I became a 'plastic modeling archeologist', uncovering an ancient dark green painting session!

The pic of the B.35 kit was found online and shows the gray plastic. I still have the original box and instructions for my kit. Interestingly, the instructions in the painting directions point out that the box art is incorrect on some of the color locations. The boxes were printed before additional research was done at a Czech museum. Info in the instructions have the correct color placements.

. There were none in the US but lots in Ukraine where they were printed. Back to the hunt!



How to Check on your Orders at the Personnel Office

....in a combat zone....

By Fred Horky ©

Sometimes in the military the simplest of things, like going to the Central Base Personnel Office to check on an assignment, can get **VERY** complicated!

On my last 'nam tour, I had difficulty getting my PCS (Permanent Change of Station) orders back to the 'states straightened out. It should have been simple but was complicated for several reasons. First, my unit of assignment (for admin purposes only) was the 19th TASS at Bien Hoa. That was logical enough, since they supported "FAC" (Forward Air Controller) detachments, such as the one at Cu Chi. But I had nothing whatever to do with the FAC mission, so it was sort of a marriage of convenience. But the result was that I had to go to Bien Hoa to see the personnel weenies.

My work was with the airlift operations headquarters at the 834th Air Division at Tan Son Nhut, which controlled all fixed-wing airlift in-country. (They wrote my "E.R", or Efficiency Report: always the best sign of who you actually work for!) Meanwhile, I was physically stationed (and living with) the Army's 25th Infantry Division at a third base, the garden spot of Cu Chi. My duty was as TALO ...Tactical Airlift Liaison Officer ...to the 25th.

I'd been in 'nam several years earlier, in 1963. That was on a Pope AFB six-month squadron deployment of C-123B's, TDY on a "Joint Classified Training Exercise", very early in the Vietnam unpleasantness.

On our return to Pope, our outfit, the 464th Troop Carrier Wing, had converted to brand new C-130's. Soon enough, besides other parts of the world (first Europe, then Africa for a nasty little civil war in the Congo) we were again back in Southeast Asia flying combat support missions during a two month "rotation". But this time, while still spending considerable time flying missions in Vietnam, we were actually based at Kadena on Okinawa. Our time "in-country" was chopped up into short segments that didn't count toward a Vietnam tour. The rule was that for "a counter", you had to be there for fifteen days or longer. But we never were there that long. We'd just go back to Kadena after a few days, hurry to get laundry done before getting sent back to 'nam for another less-than-fifteen-day mission.)

Despite that, because of the almost-six months C-123 tour "in country" in 1963, in 1967 I wasn't really vulnerable for getting a 'nam PCS, even with none of my C-130 "in-country" time having counted. There were still lots of other pilots who hadn't been to 'nam at all.

However, the USAF Chief of Staff had gotten upset on learning that many "behind-the-line" staff-type pilots were scurrying around in the shadows getting themselves sent to one school or another, thus managing to avoid a 'nam PCS. So he decreed that **NO** pilot could go to **ANY** school tour involving a PCS, without first completing a full year in Vietnam.

Battle with Personnel.... (continued)

Thus, when I was picked for graduate school under Air Force sponsorship (without even having applied!), I was soon told that I would have to go back to complete my year in 'nam first. So, in the fall of 1967 someone counting days on his fingers and toes at Air Force Personnel Center at Randolph AFB figured out that if I left IMMEDIATELY for Vietnam, did the balance of a year "in country", and had another bang-bang PCS coming back at the other end; I could finish that year in 'nam JUST in time to start graduate school at Georgia Tech's summer term the next June.

So that's what happened: a very rapid departure in November 1967 that left my wife Linda sort of holding the bag in Warner Robins, Georgia. At the time I was stationed at Robins AFB where I was flying depot flight test in C-130's and C-141's. After going to 'nam again, at the other I'd return with an equally short fuse. When I came back, she even had to use the transfer orders I'd mailed to her, to sell the house and arrange the move by herself ...while I was still living in a tent at Cu Chi and getting shot at every day. Thank you, Mother Air Force.

Naturally, when I arrived in country everyone I talked toincluding the clerks safe in the bowels of the personnel office at Bien Hoa ...were happy to see me. Everybody in Vietnam was always glad to see any FNG (***** New Guy) because it meant that that their own tour would be complete that much sooner, and they would be going home before the newbie!

That is, they were glad to see me, until I pointed out that my orders said I had only a few days more than six months to do.

Things got worse because my duty station was soon established as not Bien Hoa, or even Saigon; but rather with the Army at Cu Chi, miles and miles and miles away from the personnel weenies at Bien Hoa. The non-tactical military telephone system in country was nearly useless: only slightly better than two tin cans connected by one very long piece of string. Worse, the denizens of the combat personnel office were something less than cooperative on learning I would go home before they would. In fact, you might use words like petulant, peevish, and rudeeven hostile, in fact.

As far as talking on the phone went, I might as well have been on Mars, instead of the mere fifty miles it was as the crow flies.

Then things got worse early in late January. My timing was exceedingly bad: my orders were getting ignored/screwed up at just about the same time that our friend Victor Charles and his regular NVA Army friends kicked off the infamous "Tet" offensive. And how could I expect my orders to be important NOW, and who would want to leave all this fun, anyway?

I did have my own "wheels" and could have driven ...a convertible too! It was designated a "Communications Central, Mobile" and labeled in military style as the MRC 107, and always called the "Mark 107", or simply, "Mark".

Battle with Personnel.... (continued)



I had driven my "Mark" in a convoy to Tan Son Nhut a couple of times before "Tet" to see my boss, and even over to Bien Hoa. Then Tet kicked off, and such travel was just not feasible. Not that I minded eating dust all day in an Army convoy, I'd already done that several times with my Army Transportation Corps friends. But after the enemy's Tet offensive kicked off in late January 1968, jaunts like that on "personal" business became downright dangerous and foolhardy, if not impossible.



Who, I might add, would want to risk the possibility of trading his PCS orders for the shipping document of one of those boxes stacked up in open storage, waiting, at Tan Son Nhut Air Base...the ones with the Federal Supply Catalog description of "Casket, Steel, Human Remains"? Just to get to the personnel office to check on orders? I don't think so!

So, I needed to get to Bien Hoa. But how? As mentioned, I was assigned ...really, just attached ...to the 19th TASSwhich was the home unit of Forward Air Controller detachments all over that part of Vietnam, including one attached to the 25th Division at Cu Chi. So, I was sort of loosely assigned to that local FAC unit for Blue Suit assistance. I mentioned my quandary to the detachment Ops Sergeant; and he immediately suggested that they had an airplane ...a Cessna O-1 "Bird Dog"basically a two-seat version of Cessna's civilian Model 170scheduled to go back to Bien Hoa for a regular maintenance inspection.



They quickly offered me a ride, with the understanding that it was one-way only: the pilot would be staying a couple of nights. Also, the flight wouldn't be by a direct route, but rather at the end of a regular combat sortie, searching for the bad guys.

But a ride is a ride is a ride, and very quickly I was strapped into the back seat of the Bird Dog. The next picture shows us waiting for take off from Cu Chi as an Air Force C-123 thunders by on the narrow runway.

The two-hour sortie was very interesting, as over the interphone my benefactor FAC pilot explained the tricks of his trade, as (for example) we flew along the river border between South Vietnam and off-limits Cambodia, where he noted the tracks left by Russian-built trucks that had made recent nocturnal dashes from their sanctuary to the border, with cargo to be transshipped into Vietnam. So close, but so far: with the politics of that war, we couldn't touch them.

Battle with Personnel.... (continued)



In the O-1, the FAC's main "armament" was three 2.25" FFAR (folding fin aircraft rocket), under each wing, with "Willie Pete" (white phosphorous) smoke marker heads. Other armament was personal: in my case a .38 S&W pistol and my very closest friend, a CAR-15 ...a short barrel, collapsing stock submachine gun version of the M16.

After about two and a half hours on a flight that would have been perhaps twenty minutes in a straight line, we were at Bien Hoa. After I thanked my benefactor, I rode my thumb from the flight line to the personnel office. Face to face, (more like "nose to nose", or really, "Major to Sergeant", and with me still carrying the CAR-15) my problem took no time at all to solve.

Then after a quick trip to the Bien Hoa Officers' Club (a bigger "hootch") for a bite to eat, I quite literally bumped into Ollie Maier, my old bachelor buddy, standing in the chow line. He and I had flown "Simulated Missile" missions with modified T-33 jets eight years before at Sembach, Germany.

While not really part of this story, I couldn't resist adding this picture of Ollie, my bachelor buddy and fellow "von vivant" from Sembach!

It turned out that Ollie was having great fun on his tour at Bien Hoa, dropping bombs, launching rockets, and shooting his mini-gun at the Bad Guys from the USAF's "Littlest Fighter", the A-37. (Officially termed the "Dragonfly", to most of us it was always the "Super Tweet" in deference to its humble trainer origins.)

So, that's what it took for me to get my PCS orders! But the trip BACK to Cu Chi is a good enough story to rate its own chapter in this saga....



Fred Horky

A-7 Detail & Scale Review

by Floyd Werner

Product or Publication Name: A-7 Corsair II-Part 1: US Navy Atlantic Fleet Squadrons and Test & Evaluation Facilities- Colors & Markings Series Volume 9

Reviewed By: Floyd S. Werner, Jr.

Review Taxonomy Type: Aircraft

Product Taxonomy Type: Publication

Author's Name: Mike Heideman and Rock

Roszak

ISBN: 979-8266835870

E-Book ISBN: 979-8-9886676-9-8

Other Publication Information: E Book

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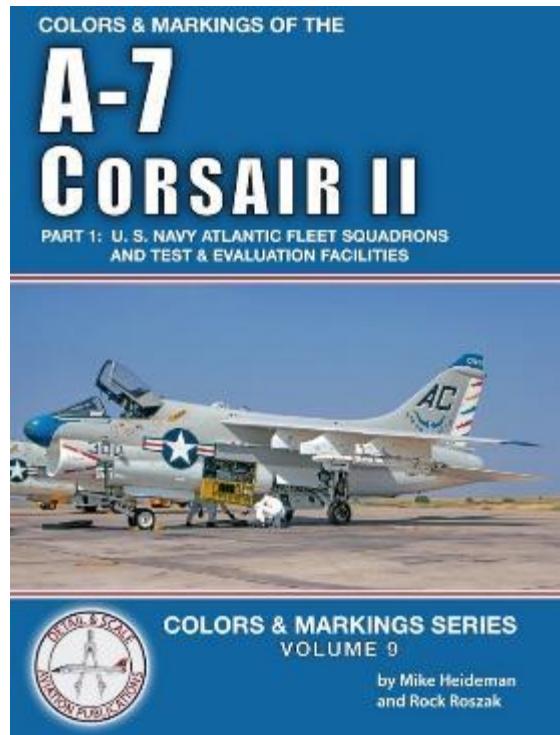
Product/Stock No.: Colors & Markings Series

Volume 9

Provided by: Detail & Scale

Provider Webpage:

<https://www.detailandscale.com/>



For those that aren't familiar with the Detail & Scale Color and Markings series of books, it is a look at just the markings of a particular aircraft. In this case, it is an often underappreciated workhorse, the A-7 Corsair II. The A-7 was in service from Vietnam to Desert Storm, taking the place of the A-4 and A-6 in the light attack role in the Navy.

This eBook is available for Apple, Kindle, Kobo, and Google digital formats, as well as a printed version. I'm using the Apple version which contains 192 'pages' and 330 full color photographs. The nice thing about a digital book, besides being able to carry your library with you on a single component, is that the pictures can be enlarged in typical fashion to the size you need it. You can even print it should you desire to. For those that have bad eyesight you can even enlarge the text. Another reason is that as more information becomes available the author can update the book at no cost with the most up to date information. There are so many reasons to embrace the digital versions, but let's see what is in the 'book'.

The author is not the usual suspect, but Mike Heideman. There is a bio of his career that cements his love of aviation. Along with Mike is the always talented Rock Roszak, who illustrates this volume, as well as, the rest of the Detail & Scale books.

The book starts off with the A-7 Paint Schemes. The A-7 started out in the Light Gull Grey over Insignia White and progressed all the way to the Tactical Paint Schemes (TPS) including some unique Desert Storm colors. There are illustrations showing what the Mil Spec called out and when they came into service. The A-7 served during some really colorful times. One that stuck

out to me was the overall Light Gull Grey. I can't recall seeing that scheme before, but it is quite striking on the Corsair II, especially with the full color insignia. The TPS with its flat nature and frequent repaint and touch ups made for some very unique looking aircraft. Of course, there is the Desert Storm commemorative paint scheme used upon the return to the US.



After that is established the 13 Atlantic Fleet Squadrons and three Naval Reserve units are shown in numerical order. If you can't find an aircraft that tickles your fancy than you obviously aren't looking. Again the A-7 went to Vietnam in the grey over white with full color markings, which are beautiful by anybody's standards. There are some unique bicentennial markings and you can always count on a CAG bird having some gaudy markings. The touch up paint applied to the TPS scheme allows the modeler to have fun with weathering. I don't think you can have too much weathering when it comes to this paint scheme. I think my favorite is a shark mouth VA-15 aircraft from the USS Roosevelt. Although there is something about the Clansman aircraft. It is nice to see some great color and schemes on the TA-7C of VA-174 as well.

The variety of paint schemes and the colorful markings make the A-7 a really cool aircraft that gets often overlooked in the F-14 era. It was used very successfully by the Navy, and with this reference book in hand, the hardest thing will be deciding which aircraft to depict on your model. Inspirational. That is what this book is. With great kits of the A-7 and plenty of aftermarket resin and decals now on the market, this eBook makes a great addition to your library. Another winner from Detail & Scale. Can't wait to see what is next.

Highly recommended

Thanks to Detail & Scale for the review copy. If you want either the printed or the eBook version of this book, check out www.detailandscale.com . There are a lot of books on there to peruse and make a part of your library

February Meeting Program and Contest Special

Program: Operation Desert Storm - Build anything that was involved in Desert Storm

Contest Special: Operation Desert Storm - Build anything that was involved in Desert Storm

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

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

We're also on Facebook

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

IPMS NoVA Executive Board and Chapter Volunteers

IPMS Northern Virginia Modelers Chapter Officers

President: Scott Bricker
Vice President: Haagen Klaus

Treasurer: Jon Etherton
Secretary/Historian: Dale Hutchinson

Chapter Contact:
Tom Henderson

IPMS Northern Virginia Modelers Chapter Volunteers

Contest Coordinator:
Volunteer Needed

Webmaster:
Mark Stevens

Newsletter Editor:
Tom Henderson
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

**Application for new membership
and renewals is on the next page**

IPMS USA MEMBERSHIP APPLICATION



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New Renewal IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger)	<input type="checkbox"/> \$17.00	Date of Birth _____
Adult One year	<input type="checkbox"/> \$30.00	
Two years	<input type="checkbox"/> \$58.00	
Three years	<input type="checkbox"/> \$86.00	
Canada & Mexico	<input type="checkbox"/> \$35.00	
Foreign Surface	<input type="checkbox"/> \$38.00	
Family	<input type="checkbox"/> Adult fee + \$5.00	
	# of cards? _____	

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash <input type="checkbox"/>	Amount: _____
Check <input type="checkbox"/> Check #: _____	Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

<input type="checkbox"/> Local model club	<input type="checkbox"/> Internet search
<input type="checkbox"/> Friend	<input type="checkbox"/> IPMS web site
<input type="checkbox"/> Ad in IPMS Journal	<input type="checkbox"/> I'm a former member rejoining
<input type="checkbox"/> Facebook	<input type="checkbox"/> Other _____
<input type="checkbox"/> Ad in other magazine	

Applications should be printed and mailed to:

IPMS/USA
PO Box 45235
Omaha NE 68145-0235

Upcoming Events

8 February 2026

Washington Armor Club Meeting
Tysons-Pimmit Regional Library
7584 Leesburg Pike (VA route 7)
Falls Church VA
1:30 pm – 4:30 pm

4 February 2026

IPMS Northern Virginia Modelers Monthly Meeting
Fairfax High School
3501 Lion Run, Fairfax VA 22030
6:30 – 9:00 pm

17 February 2026

IPMS DC Meeting
Nancy H. Dacek North Potomac Community Rec Ctr
13850 Travilah Rd. Rockville, MD 20850

18 February 2026:

IPMS Northern Virginia Tips and Share Meeting
7:00 pm

25 February 2026

National Capital Model Soldier Society (NCMSS)
Monthly meeting
Thomas Edison High School Room E-112
5801 Franconia Rd.

Alexandria, VA 22310

28 February 2026 – IPMS Richmond Old Dominion
Open

14 March 2026 – Beachcon 2026

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

4 April 2026 – MosquitoCon

Wayne PAL Hall
PAL Drive, Wayne, NJ

12 April 2026 – IPMS Northern Virginia Model Classic
Fairfax High School
3501 Lion Run, Fairfax VA 22030

5-8 August 2026

IPMS USA National Convention
Grand Wayne Convention Center
Fort Wayne, IN

 **IPMS RICHMOND**
International Plastic Modelers Society / Northern Virginia Chapter

**2026 Old Dominion Open
Scale Model Show & Contest**

Saturday, February 28

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 Mecha • Best Maritime • Best Military Vehicle
Best Real Space & Sci-Fi

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

 Richmond Raceway Complex
The Old Dominion Building
600 E. Liberator Ave.
Richmond, VA 23212

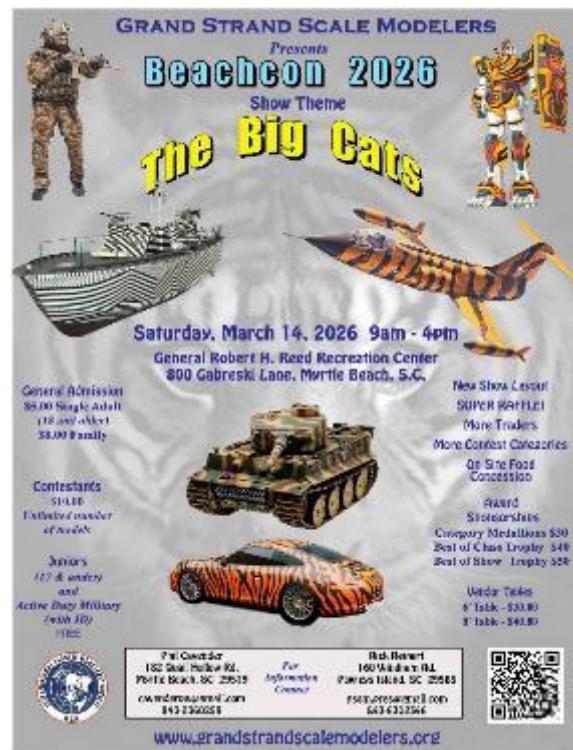
Model Entry cash only: \$20 for up to 20 models.
General Admission (cash only): ages 13 & older: \$10.00 / ages 12 & under: free

General inquiries, please contact Bob Wells: robertwells@comcast.net
IPMSRVA.org



**GRAND STRAND SCALE MODELERS
Presents
Beachcon 2026**

**Show Theme
The Big Cats**



Saturday, March 14, 2026 9am - 4pm
General Robert H. Reed Recreation Center
800 Gabreski Lane, Myrtle Beach, S.C.

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

Contestants
\$10.00
Exclusive number
of awards

Junior's
(17 & under)
and
Active Duty Military
with ID
\$10.00

New Show Layout
SUPER RAILFAN
Mini Traders
More Contest Categories
On Site Food Concession
Award
Sponsorships
Company Medallions \$50
Best of Show Trophy \$40
Best of Class Trophy \$40
Best of Show Trophy \$20

Vendor Tables
6' Table - \$30.00
8' Table - \$40.00

 **For Information
Contact** **Bob Robert**
160 Walker Rd.
Porterfield, NC 28583
esmoreswells@comcast.net
643-2362564

www.grandstrandscalemodelers.org



Upcoming Events

NEW JERSEY IPMS IS PROUD TO PRESENT FOR IT'S 34TH YEAR...

MOSQUITOCON 34



Model Contest • April 4, 2026

This year's show theme is: "America 250", at the Wayne PAL Hall, PAL Drive, Wayne, NJ (973-596-2896). Plenty of parking in the back!

- Best Aircraft
- Best of the Rest
- Best Armor
- Best Ship
- Best Civilian
- Best America 250 subject
- Best New Jersey subject
- Best Telford subject
- Best Vietnam subject



For contact and vendor information please contact:
Bill Schwartz: 732-557-5724 (no calls after 9pm). Email: bill.schwartz@ipms.org
Registration Info: Adults \$15 (include unlimited model entries), Walk-In \$10. Kids under 16: \$5 (children under 12 free). Active members of the military free. Please no models larger than a 250.

Please note that registration ends at 12 noon. Models "should not" be removed and enter the vendor rooms. Please note, there is "no show door" for this show.

Need more show info? Just scan the QR code to visit us at www.njipms.org.



www.njipms.org

2026 MODEL CLASSIC

NORTHERN VIRGINIA IPMS



modelers

www.novaipms.org/model-classic

AMERICA 250

THEME AWARD

United States Semiquincentennial

INTERNATIONAL PLASTIC MODELERS SOCIETY USA

\$10 Adult (16+) walk in / \$15 Family multiple visitors
Contestants \$15 (Unlimited entries) (Free)
Seniors (17 & under) \$10 (Free)
Active Duty Military \$10 Category 1 \$10 Class
Vendor Tables \$10 per table

Saturday April 18, 2026
9AM - 4PM
Fairfax High School
3501 Lion Run
Fairfax, VA 22030

FOR MORE INFORMATION:
Tom Henderman : tomhenderman@ipms.org
1501 Whistler Rd, Woodbridge, VA 22193
703-420-6314

Super Raffle!
Onsite Food
Concessions



IPMS USA NATIONAL CONVENTION
CROSSROADS OF AMERICA
FORT WAYNE INDIANA
2026

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