



March 2021 Newsletter

Editor: Tom Henderson

The IPMS Northern Virginia Modelers monthly chapter meeting took place on 3 February 2021 with 36 attendees on line. We are holding virtual meetings (including a monthly contest) using Zoom and Google Docs during the pandemic. Our normal venue is Fairfax High School which is closed for community activities for the foreseeable future. With the presenters permission, we are recording the program portion of our meetings to give members who were not able to attend, and our UK sister chapter IPMS Staffordshire Moorlands, the opportunity to watch later. Although the business meeting starts at 7:00pm, the Zoom link opens at 6:30 so members can do some informal modeling talk before President John Figueroa kicks off the meeting.

John welcomed everyone and asked if any new members were present. Four new members introduced themselves. I was able to capture two of the introductions. Demetrius Wren builds helicopters and Armor with a focus on search and rescue helicopters. William Suringa is interested in building World War II German aircraft.

IPMS NoVA holds two meetings each month. The monthly chapter meeting takes place the first Wednesday of the month. The agenda consists of a business meeting, a contest, and a program. The Tips and Share meeting happens the third Wednesday of the month. As you can probably tell by the name, Tips and Share is 100% modeling sans chapter business. The meeting begins with an informal 30 minute swap meet session at 6:30pm followed by a freewheeling discussion consisting of tips, techniques, and a demonstration designed to address requests from members. Additionally, members send photos of in-progress builds and completed projects to John Figueroa, who puts them into a PowerPoint presentation. As John cycles through the slides, the builder talks about the kit. For in-progress builds he/she may seek advice on how best to address whatever kit issue is giving him/her a hard time. The Tips and Share meeting is a heck of a lot of fun. If you have not yet joined a meeting and would like to do so, send an email to Vice President Chris Nicoll (his email address is on page 16) so he will know to send you the Zoom link for each meeting. Email John if you would like to request or present a demonstration. We will have a chair ready for you.

Our February Tips and Share meeting featured a paint fume extractor setup demo by Mike Fleckenstein. Program slots for May through November are open, so if someone wants to do a demo or present something, let John know so it can be scheduled. John also reminded the membership about the member handbook which contains a great deal of valuable information about the chapter.

NoVA Modelers now available on YouTube

The Monthly meetings and Tips & Share sessions are now being recorded and posted on our very own YouTube channel. Vice President Chris Nicoll has created a very professional showcase for all the informative presentations that we feature at the meetings. Be sure to check it out using the link on our Web page: www.novaipms.org

IPMS Northern Virginia Modelers March 2021 Monthly Meeting (continued)

Vice President Chris Nicoll reminded the membership about our IPMS membership subsidy program. When it is time to renew membership or if you would like to join IPMS, go to the website link <https://www.novaipms.org/about>, scroll to section about the Membership Subsidy and download and complete the renewal form. Mail the form to Treasurer Tim Barb along with your check for \$10/year for each year you wish to renew/join, up to three years. Full instructions are on the form. Make checks payable to "Northern Virginia Modelers." Tim will send the form to IPMS USA with the balance paid by the club. IPMS USA will mail your membership card directly to you.

Chris also provided a rundown on our new YouTube channel. We currently have three months of video presentations from the monthly and Tips and Share meetings on the channel. To find the YouTube channel, go to YouTube and search for NOVAIPMS or go to the NoVA IPMS homepage where you will find the link.

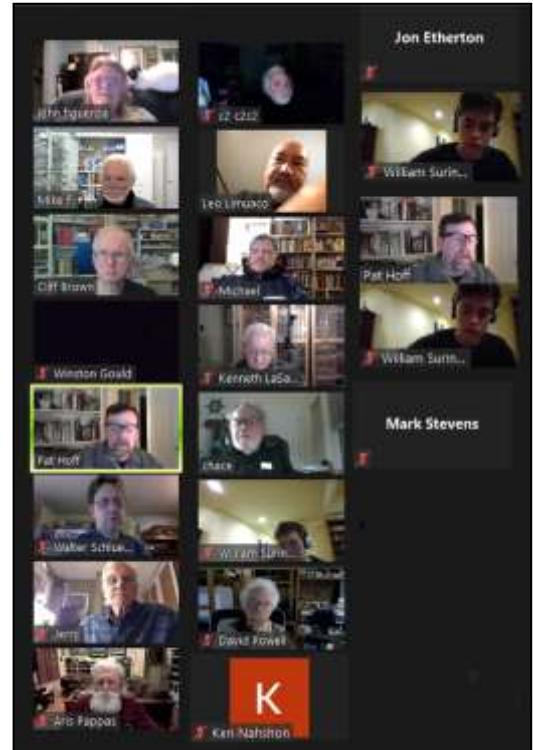
Secretary Walter Schlueter informed everyone that the 2021 Build The Same Subject models will be the Bf 109, Merkava tank, Battlestar Galactica Vipers, and American Muscle Cars 1965-1972.

Representatives from our fellow modeling clubs in the area announced their next meeting dates. See the list on page 17. Mike Fleckenstein let everyone know that our UK sister chapter, IPMS Staffordshire Moorlands, will hold a virtual show on 8 April 2021. Anyone who wants to participate must submit their pictures by 1 April. A flyer with more information on this show is posted to our website.

The Region 2 Convention originally scheduled for this summer in Salem, Virginia has been cancelled due to the pandemic. The IPMS National convention in Las Vegas, Nevada is on schedule with "guarded optimism" it will take place. Vendor space is sold out. Excursions are still under discussion.

Chuck Fralick provided a great presentation on modern submarines and underwater operations. His expertise gained from over 20 years of submarine experience and research truly showed as he walked us through the modern submarine forces of the US, our allies and our adversaries.

Walter Schlueter brought the meeting to a close with his announcement of the monthly contest winners, which is a perfect segue to the photo gallery in the next section. Dick Hague tackles a couple of Hasagawa Me-262 kits to make them become the post-war Czechoslovakia n S-92/CS-92. Last but not least is a review of the new Detail and Scale book "Jet Fighters of the US Navy and Marine Corps-Part 2: Mach 1 and Beyond" by Floyd Werner. Our next monthly Zoom meeting will take place on 3 March. The program will be a Steve Suddaby presentation on WWI bombing operations. See you then.



Tips and Share Meeting

Contest Winners February 2021



Aircraft 1/72, 1st Place
J-35 Draken by Chris Mikesh



Aircraft 1/72, 2nd Place
TS-11 by Walter Schlueter



Aircraft 1/48, 1st Place
P-47D by Jerry Lawson



Aircraft 1/48, 2nd Place
Brewster Buffalo by Jonathan DeSalva



Vehicles, 1st Place
Rat Trap Dragster by Jerry Lawson



Master, 1st Place
Bf 109G-6 by Chris Nicoll

Contest Winners February 2021 (continued)



Master, 2nd Place
F-4B Phantom by Colin Tatusko



Special, 1st Place
Nimrod MR.2 by Walter Schlueter



Special, 2nd Place
Swordfish by Charles Locke

Contest Winners February 2021 (continued)

Best out of the Box J-35 Draken by Chris Mikesh



Contest Winners February 2021 (continued)

Best of Show A-4M by Colin Tatusko



Rest of the Models February 2021



Type XXXVIIB Seehund by Dick Hague



F-14A by Don Dickson



Spitfire PR XIX by Colin Tatusko



A-4M by Colin Tatusko



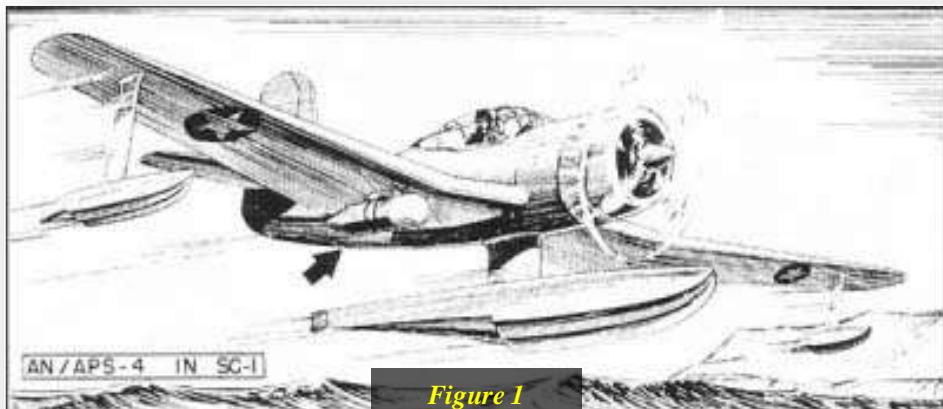
M4A3E8 by Charles Locke

Hague's Corner

Czech this out!

by Dick Hague

Editor's note: Dick shares a unique running text and visual diary of his modeling adventures which includes triumphs, defeats, lessons learned and tips. It is too tall of an order to pull together one complete build from the various messages, so what you are seeing in these articles is a moving "window" of Dick's modeling adventures over time. Nevertheless, we are getting a host of tips and lessons learned suitable for beginners and experienced modelers alike.



I made several requests for information in my recent update posts to aid my model building. I am happy to say all my questions were answered! One of those requests was the identification of those strange little bomb-like objects under the SC-1 Seahawk. They were identified as AN/APS-4 airborne radar pods. The drawing of an SC-1 with the radar pods at Figure 1 was just the header on a much longer technical paper on the APS-4. Figure 2, taken by someone who knows exactly what it is, shows the radar pod to good effect.

My builds of the Czech version of the Messerschmitt Me-262 brought information that I factored into my construction of the two versions I've been working on. While the all silver version with the red arrows on the nose of the Czech plane in Figure 3 was actually on a real plane, it was not in a fighter unit. After it had been removed from active service it appeared in this scheme when being used for ground training with a Czech anti-aircraft unit. The PL code on the fuselage was the code for the anti-aircraft unit.



Figure 2



Figure 2

Hague's Corner (continued)

I really wanted to show the classic lines of this aircraft in overall aluminum or at least aluminum paint but something else happened. In the same information exchange about Czech colors for this type I was told that the green colors on the preserved examples are a sort of 'best estimate' of how they appeared while on active duty in the post WWII period. I was going to do the two seat version in this green but held off when I found out that the masks I have for the two seater is for the new Airfix kit, not Hasagawa. The mask set I need, Eduard XS004, has been discontinued. Until they are fully recovered from the warehouse fire I won't ask them to make a custom run for me. So far no luck finding one online but I'll keep looking.

In the meantime I painted the single seater green. If I find a mask set I'll paint the two-seater green and build another single seater in aluminum. I mixed paints I had on hand to achieve a green shade that was close enough for me. I mixed some old Aeromaster RLM 02 Gray/Green with Testors Model Master RLM 82 Dark Green. When that didn't look green enough I added some plain old Testors Gloss Green from one of the little bottles which mixed okay. All of the paints were made by the same people. Figures 4 and 5 show the first application by brush. Figures 6 and 7 show the canopy masked and then sprayed the interior black gray.



Figure 4



Figure 5



Figure 6



Figure 7

Hague's Corner (continued)

Tip alert: Late war German aircraft cockpits were RLM 66 Black Gray. I sprayed this with Tamiya TS-82 Black Rubber. Humbrol apparently discontinued their Black Gray Hu-182 I used to use for the interior areas.

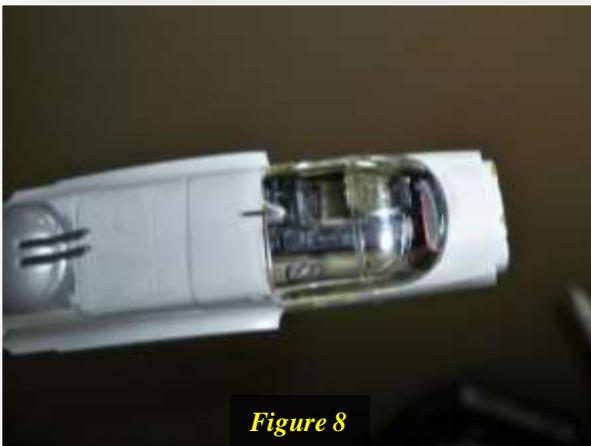


Figure 8



Figure 9

The last time I mentioned the A-26 I was mulling over whether or not to accept the front canopy. It had been dipped in Future and on drying captured a little 'S' shaped hair type thing in it. While I was able to 'somewhat' remove it I didn't know if it was worth the trouble to strip and recoat it. It was. I stripped it in ammonia and after drying I dipped it and let it dry on a paper towel all night. Today it was really clear, shown in Figure 8 after I had glued it on. Figure 9 shows the KV masks applied and Figure 10 shows the backing sheet the pre-cut masks were pulled from.

They were a perfect fit although the material is a little stiff. Some were in two parts to be able to handle some bending. Figure 9 shows where I had to use some yellow tape to hold it together on the curves of the gunner's enclosure. Figure 11 shows the A-26 after the fuselage had been sprayed overall Tamiya AS-12 Bare Metal Silver.



Figure 10



Figure 11

Tip alert: Save those little straws from your 'adult' beverages. I cut off some short sections of straw to mask off the gunmetal painted .50 caliber turret guns, top and bottom. I can brush touchup the slight overspray on them inside the turret.

The next fleet fighter story is about the iconic F-4 Phantom. Used by the Navy and Marines this aircraft became synonymous with Vietnam War. Many F-4s deployed in that theater had some very colorful paint schemes. The prototype XF4H-1 through the B, J, N and S versions are covered. With 40 kills by Navy/Marine F-4s it became the best air to air fighter the fleet used in Vietnam. It served until the 1980s when the remainder were converted to QF-4 drones.

The XF8U-3 Super Crusader is up next. This fighter performed better than the F-4 in the flyoff, however it was decided that two engines and two pilots were better than one. So this aircraft was relegated to obscurity.

Robert McNamara touted the F-111 as the be all, end all fighter for the Navy and the Air Force. The F-111B's variable sweep wings would be an indicator of what was to come next but its heavy weight precluded it from carrier operations.

Tomcat. The word conjures up movie star roles such as 'Top Gun' and 'The Final Countdown'. Affectionately known as The Turkey, the F-14 is an icon in naval aviation history. Flying at the very end of the Vietnam War, at least at the very end with the withdrawal from Saigon, the F-14 had a wide array of armament with which to fly and fight to include the AIM-54 Phoenix missile system. The two Libyan fighters shot down by the Tomcat in 1981 were the first air to air kills since the Vietnam war. They did it again in 1986, once more shooting down two Libyan fighters. The Tomcat evolved into the Bombcat, and into a photo recon aircraft by adding TARPS pods. The F-14 continued to dominate in the skies of the Mideast, especially in the service of the Iranian Air Force. Eventually replaced by the F/A-18 Hornet, which was actually a smaller and less capable aircraft, the F-14 had held the front line for over 30 years.

The F-5 Freedom Fighter was used as an aggressor in the Top Gun program. The schemes on these fighters are quite eye catching. They are painted to mimic potential foreign adversaries. Of course, those who watched 'Top Gun' will recognize the "MiG-28" version of this aircraft.

Another adversary aircraft is the F-21A Kfir out of Israel. This aircraft was designed in Israel, making it the only adversary aircraft that wasn't designed and produced by a US company. It also featured some really nice paint schemes.



This is the XF4H-1 prototype aircraft. It was the first F-4 to fly and the last to be built. It was never put into production. (Photo: Chuck Stueckle)



This is the YF-4H prototype aircraft. It was the second F-4 to fly and the first to be built. It was never put into production. (Photo: Chuck Stueckle)



This is the YF-4H prototype aircraft. It was the second F-4 to fly and the first to be built. It was never put into production. (Photo: Chuck Stueckle)



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VOUGHT XF8U-3 CRUSADER III



This is the XF8U-3 prototype aircraft. It was the first F-8 to fly and the last to be built. It was never put into production. (Photo: Chuck Stueckle)

This is the XF8U-3 prototype aircraft. It was the first F-8 to fly and the last to be built. It was never put into production. (Photo: Chuck Stueckle)

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Jet Fighters of the US Navy and Marine Corps, Part 2 (continued)

The F-16 Fighting Falcon replaced the F-21 in the adversary role. Used by the Marines and Navy, the F-16N, A and B simulated MiG-23. The Navy procured 22 single seat F-16Ns and four TF-16Ns. This aircraft, especially without some of the usual equipment, was the fastest F-16 at the time. F-16As and Bs were used once the embargo of Pakistan took place in 2002. These adversaries are quite colorful, and the schemes change over their lifetime.

The F/A-18 Hornet, also known as the Legacy Hornet, replaced the F-14. After losing the Air Force fighter competition to the YF-16, the YF-17 was redesigned as the F/A-18 and proposed to the Navy. The Hornet replaced the F-4, A-7 and eventually the F-14. Besides performing in its role as a fleet fighter the F/A-18 also executed fighter and attack missions, served as a photo recon asset and as an aggressor. It literally became the jack of all trades. The Navy Blue Angels flew the “Legacy Hornet” from 1986 until 2020. It is now being replaced by the F/A-18 E/F Super Hornet.

<p>GRUMMAN F-14 TOMCAT</p>  <p>This illustration for the F-14 was inspired by the appearance of the McDonnell Douglas F/A-18. The aircraft is shown in a carrier landing configuration with its wings folded. The aircraft has a white fuselage with dark grey and black markings. The tail features a prominent vertical stabilizer with a red and white striped fin cap. The cockpit windows are visible, and the landing gear is deployed.</p> <p>NORTHROP F-5E, F-5F, & F-5N TIGER II</p>  <p>Three of the original F-5E Tigers are shown parked on a tarmac. The aircraft have a light green camouflage scheme with dark stripes. They are parked in front of a building with "TIGER" written on it. The F-5s are sleek, single-seat fighters with canards and a distinctive T-tail.</p> <p>MCDONNELL DOUGLAS F/A-18A, F/A-18B, F/A-18C, & F/A-18D HORNET</p>  <p>A McDonnell Douglas F/A-18 Hornet is shown in flight against a clear blue sky. The aircraft has a white fuselage with dark grey and black markings. The tail features a prominent vertical stabilizer with a red and white striped fin cap. The aircraft is shown from a side-on perspective, angled upwards.</p>

Part of the rationale behind the Super Hornet designation was because by re-designating it the Navy could just call it an upgrade and use upgrade money. The Super Hornet had very little in common with the Legacy Hornet save the name. It was over 25% bigger and as such none of the systems were interchangeable. The Super Hornet actually brings a solid airframe to do all the missions on a carrier; fighter, bomber, photo recon, tanker, and electronic counter-measures aircraft. This meant that the logistic umbilical was significantly smaller with common parts for the airframe. The Super Hornet has become THE Navy aircraft.

The newest Navy and Marine Corps fighter is the stealthy F-35. This aircraft may be the last manned Navy fighter. All three versions are discussed along with plenty of photos.

Seeing all these aircraft in full color and with profile drawings is inspirational to say the least. Reading about the various deployments, engagements and history is a great way to get backstory for your models. If you are looking for in depth, nuts and bolts photos this book isn't for you. It is a great book for the overview and history of each aircraft. Does that mean it doesn't have some in depth photos? No, of course not. There are cockpit photos and photos

Jet Fighters of the US Navy and Marine Corps, Part 2 (continued)

of most of the engines used on the covered aircraft. If decal manufacturers look through this book they will find material for some great selling sheets. While this review is based off of the printed version from Amazon there is also a digital version that will allow you to enlarge the photos and get even more use out of it. This is another great reference book by Detail & Scale. Highly recommended

Thanks to Detail & Scale for the review copy. You can obtain yours on Amazon at
<https://www.amazon.com/dp/B08KSK6T4X>



The "Black Ace" of VFA-141 painted this F/A-18F in special markings commemorating the shoot down of the Libyan Il-76 by two of the squadron's F/A-18s on August 18, 1981. The 107 marker was on the fuselage. Below LT Larry Moczyzki that day with LT Jim Anderson as the RIO. The other F/A-18F (T-2) that was later changed to 107 was flown by the squadron commander, CDR Harry Kleemann, and his name appears beneath the windshield, although it is illegible with only one n. His RIO's name, LT Steve Venables, is listed below the aft cockpit. A profile of an Su-22 fighter is painted on the left wing. Note that just as in the two Hornets that scored the kills were they referred to as Hornets following the deployment. Finally, a top view of an Su-22 and a Sidewinder missile appear on the forward fuselage beneath the LEX. (Vasquez)



In addition to their fighter and attack roles, Super Hornets serve as aerial tankers for carrier air wings. Here, two F/A-18Fs assigned to the "Tophatters" of VFA-14 are fitted with four external fuel tanks and an ALARM-1 aerial refueling probe on their ventral strakes as they are readied for launch from USS NIMITZ, CVN-68. This is the usual tanker configuration for Super Hornets. (U.S. Navy)



The AWG-12 Shared Reconnaissance Pod (SMART) was used on F/A-18Fs for several years to provide the carrier air wing with a tactical reconnaissance capability. Here, the CAG Super Hornet assigned to the "Blackjacks" of VFA-212 is prepared for launch from USS THEODORE ROOSEVELT, CVN-71. It has a SMART pod loaded on the centerline station, but it is also armed with 300-pound GBU-10/V10 JDAMs for the mission. (U.S. Navy)



Above: When stealth is not a mission requirement, ordnance can be carried externally on six pylons under the wings. Here, a F/A-18F assigned to VFA-141 takes off from USS HORNET LHD-1 with laser-guided bombs on its inboard and midwing pylons, and an AIM-9X Sidewinder on its outboard wing station. Note that the F-35B has a single wheel on the nose gear. (U.S. Navy)

(Right): All versions of the Lightning II have two internal weapons bays that can be loaded with both air-to-air and air-to-surface weapons. Ordnance can be carried inside these bays when there is a need for a larger payload or to allow better aerodynamics in addition to reduced drag externally. In this photograph, a Joint Direct Attack Munition (JDAM) is being loaded into the left side weapons bay of an F-35B aboard USS AMERICA, LHA-6. (U.S. Navy)

an internal cannon, and that is the 25mm GAU-2B which is mounted near the left wing root. It is supplied with 182 rounds of ammunition. But for the F/A-18E/F-35C, a multi-purpose pod (MPP) can be mounted under the left wing on the centerline of the aircraft. This pod can be fitted with the GAU-2B 25mm cannon with 220 rounds of ammunition. Alternatively the pod can be fitted with serial reconnaissance equipment, electronic warfare gear, or a retreating-looking tactics radar.

The spacious rear fuselage SODLP system provides an internal fuel tank for the F-35A/B/C/D that can hold 1,354 and 1,362 pounds. The internal fuel capacity for the F-35B is 12,200 pounds. This compares to 18,250 pounds for the F-35A and 12,750 pounds for the F-35C. This reduces the range of the F-35B to 930 miles compared to more than 1,250 miles for the other two variants. The combat radius of the F-35B is just 100 miles greater than the F-35A. The F-35B's fuel is delivered through a retractable probe that is contained inside a panel on the right side of the forward fuselage below the canopy.

Although the F-35B is intended to operate from amphibious assault ships, the wings can fold to reduce the wingspan and weight required for flight decks and hangar bays of carriers. Because the F-35B's wingspan is 30 feet, the fold is the same as that of the F-22A, is still small enough to fit on the ship's elevators without the need to be folded. The total wing area is 480 square feet.

The F-35B was the first production variant of the Lightning II to fly, making its initial flight on June 11, 2006. But for quite



some time, the flights were inconvenient. The first four and eight flights did not take place until May 2007. The first operational flights were conducted aboard USS WASP LHD-1 by two F-35Bs assigned to VM-23 in October 2011. These were followed by a second round of at-sea tests in August 2012. Shortly thereafter, on July 31, 2013, the Marine Corps announced the Initial Operational Capability (IOC) for the F-35B. Initial IOC Test III took place aboard USS BONHOMME RICHARD LHD-6, in November 2013. This was a proof-of-concept demonstration for the F-35B, and it involved live ordnance and night operations. On September 27, 2018, VFA-211 flew its F-35B's first combat mission, conducting strikes against targets in Afghanistan from USS ESSIX LHD-2. This was the



February 2020 - our last pre-COVID meeting

Until we can gather again....



Tom Dunbar - October 2019

March Meeting Program and Contest Theme

Program: Bombing 101 - An overview of WWI Bombing Operations by Steve Suddaby

Contest: Trios – Any vehicle or figure with three engines, wheels, turrets, heads, etc.

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: John Figueroa
Vice President: Chris Nicoll

Treasurer: Tim Barb
Secretary/Historian: Walter Schlueter

Chapter Contact:
Tom Henderson

IPMS Northern Virginia Modelers Chapter Volunteers

Contest Coordinator: Walter Schlueter

Webmaster: Mike Fleckenstein
IPMS USA Webpage of the Year for 2017

Newsletter Editor: Tom Henderson
IPMS R2 Newsletter of the Year for 2015
tomhenderson51@verizon.net

Raffle Coordinators:
Curtis and Shirley Clinton

Program Coordinator:
John Figueroa

Make and Take Coordinator
William "Chinxy" Jenks

Join IPMS/USA: www.ipmsusa.org

IPMS/USA MEMBERSHIP FORM

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City: _____ State: _____ Zip: _____
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Signature (required by P.O.) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$5. Due Set Journals) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order

Payment Method: Check 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

Join or Renew Online at: www.ipmsusa.org

PO Box 1411

Riverview, FL 33568-1411

Upcoming Events

3 March 2021

IPMS Northern Virginia Modelers Monthly Meeting

Start time 7:00 pm

Virtual meeting - notification links sent via the IPMS Northern Virginia Modelers Google Group

9 March 2021

Washington Armor Club Virtual Meeting

Start time 7:00 pm

16 March 2021

IPMS DC Virtual BOGSAT (Bunch Of Guys, or Gals, Sitting Around a Table) Meeting (*Via Zoom*)

7:30-9:00pm

17 March 2021

IPMS Northern Virginia Virtual Tips and Share Meeting (*Via Zoom*)

Start time 7:00pm

24 March 2021

NCMSS Monthly Meeting
(via Zoom - see note next page)

13 March 2021

NCMSS 59th Annual (Virtual) Show

See flyer next page

31 July 2021 (*Rescheduled*)

MosquitoCon

Wayne Pal Hall, PAL Drive

Wayne, NJ

TBD (*Postponed*)

NOREASTCON 49

8250 Park Rd

Batavia, NY 14020

18-21 August 2021

IPMS National Convention

Las Vegas, NV

13-14 Nov 2021

IPMS UK Scale Model World

Telford, UK

29-30 Apr 2022

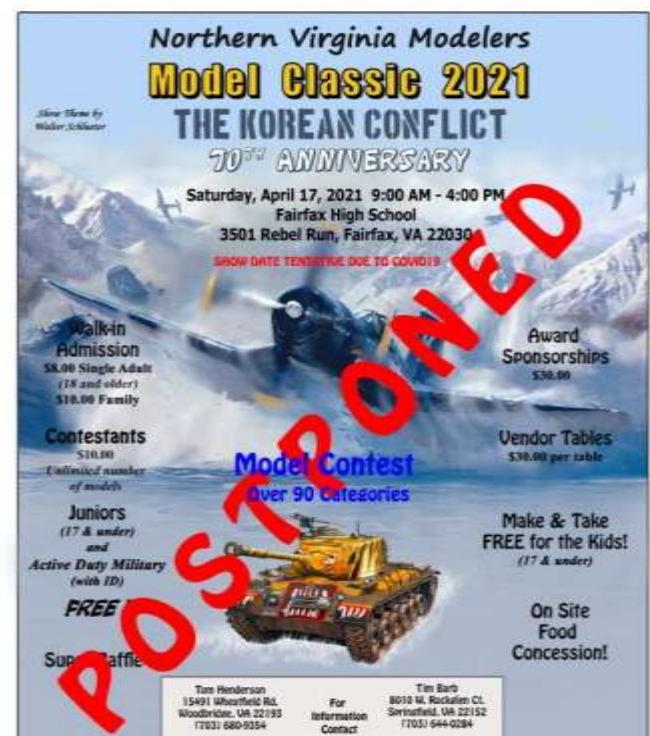
NOREASTCON 50

Latham, NY

"EYES
ON
THE
PRIZE"



The Region 2 Convention has been postponed to a later date.



Model Classic will have to wait for another year. Fingers crossed we will be able to have a show next Spring.

Upcoming Events (continued)

National Capital Model Soldier Society

59th Annual *Virtual* Show

March 13, 2021

Enter before February 21!

HIGHLIGHTS INCLUDE

- Online Gallery of Your Entries
- Raffles
- Certificates
- Modeling Seminars

For details visit our website at NCMSSClub.org

PLEASE NOTE, IPMS NJ HAS DECIDED TO RESCHEDULE THIS SHOW. SEE NEW SHOW DATE BELOW. VISIT OUR WEB SITE FOR ADDITIONAL INFORMATION

MOSQUITOCON 29

"Rescheduled to 31 July 2021"

This year's show theme is: "That's Entertainment", at the Wayne PAL Hall, PAL Drive, Wayne, NJ (973-696-2896)

- Best Aircraft
- Best Armor
- Best Civilian
- Best Ship
- Best "That's Entertainment!"
- Judge's Best
- Tailhook Award
- Trifecta category
- Raffles and Prizes
- Wall to wall vendors

Hot food available
Doors open at 9:00 am
Judging begins at noon
Plenty of parking around back of PAL building

FOR CONTEST AND VENDOR INFORMATION PLEASE CONTACT:
Big Bill Schwarz: 732-567-3724 (no calls after 9 PM). Email: whsch@optimum.net

Registration info: Adults-\$15 (includes unlimited model entries). Walk-In's-\$10. Kids under 16 - \$5 (children under 12 free). Active members of the military are also free. No bills larger than a \$50.

Please note that registration ends at 12 noon. Models "should not" be removed until awards ceremony. There is "No snow date" for this show.

IPMS NJ has decided to reschedule our 2020 show.
Please visit our web site at www.njipms.org for more information.

National Capital Model Society monthly Meetings

The NCMSS is conducting their meetings via Zoom. They send email invites with the link prior to every meeting. If you are interested in attending the NCMSS monthly meetings are not already on their list, send an email to David Hoffman at bpchasseur@comcast.net. Go their website "Meeting and Info Schedule" page for more information.

NoVA Modelers now available on YouTube

The Monthly meetings and Tips & Share sessions are now being recorded and posted on our very own YouTube channel. Vice President Chris Nicoll has created a very professional showcase for all the informative presentations that we feature at the meetings. Be sure to check it out using the link on our Web page: www.novaipms.org

Click on the icons to access the links

