

www.novaipms.org

2025 Newsletter

Editor: Tom Henderson



Best of Show this month is Jon DeSilva's 1/35 M8 Buford

The Northern Virginia IPMS Club held its monthly meeting on Wednesday, 5 November 2025, at the Fairfax High School. Attendance continues to be robust at 70+ attending. We were pleased to see one new attendee, Austin Li, that introduced himself and shared that he enjoys building Gundam/Mecha. Welcome Austin, we look forward to seeing your work.

The main program was presented by Bryan Nylander. He provided a detailed presentation and demonstration of cutting masks with a Cameo printer. Bryan even brought his printer to illustrate how easy it is. Many of us have a Cameo printer which is an amazing tool to cut a number of materials. Bryan showed other capabilities other than masks to include cutting out decals.

As has been mentioned in previous newsletters and at the monthly meetings, 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 10 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.

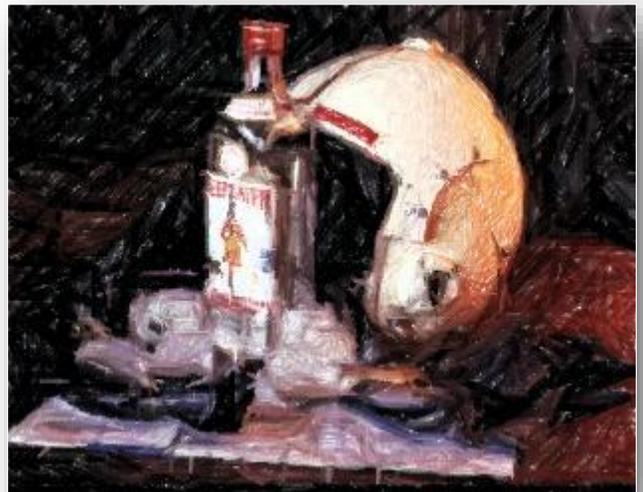
We also need a permanent contest coordinator.

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!

On a more festive note, don't forget the December meeting is our annual Christmas party and Build the Same Subject Contest. For the party, the E-board will bring in some sandwiches and the drinks. The sandwiches will of course not be enough for all of the members and families. Everyone please bring a food item for all to share. For the BTSS contest, keep in mind the ONLY models that will be judged are the BTSS entries. Models that are not part of BTSS are more than welcome to attend. The more the better.

Another aspect of the December meeting is our usual gift exchange grab bag. If you wish to participate, bring a wrapped kit to the meeting. Place it on the present table and make sure to get a ticket from the raffle leader. As for the gift, please don't bring a kit with serious flaws just to get rid of it – pretend it is something you would give to a close friend. I know, should not need to be said but it has happened. January is the annual Best of special. Bring the model you feel is your best effort during 2025. I would say the contest/photo gallery is next but I won't since you probably already know. Dick Hague is next with some words and a couple of builds associated with D-Day. Fred Horky is next with another one of his fascinating Vietnam War memories. There is not enough time for a Scale Model report so I will toss that into the next issue. In short – another great time full of models, club and SIG stands, a contest, a ton of vendors (excuse me – traders), and last and best the fantastic folks that make up IPMS Staffordshire Moorlands. We are so lucky to have become friends with this highly skilled bunch of modelers who cheerfully take us under their wing when we visit the Mother Country. See you at the Christmas party.

The Fred Horky article in last month's issue was the story of how he grouped a few of his favorite things, took a photo, then fed the photo into a software app that made it look like a painting. I included the photo in the article but not the results of the software's conversion work. Here it is. You can see the bush strokes. Pretty cool.



Contest Winners November 2025



Special, 1st Place
Atlantic Tub by Bernard Kempinsky



Special, 2nd Place
Musashi by Dennis Forrest



Aircraft Large Scale, 1st Place
Bearcat by Khurram



Aircraft Large Scale, 2nd Place
F-106 by Mark Bailey



Aircraft Large Scale, Master
F-16 Sufa by Chris Bowie



Aircraft Small Scale, 1st Place
EA-7 by Mark Bailey

Contest Winners November 2025



*Aircraft Small Scale, 2nd Place
P-47 by Jeff Medley*



*Aircraft Small Scale, Master
LA-7 by Jim Fitzgibbon*



*Military Vehicles Large Scale, 1st Place
M8 Buford by Jon DeSilva*



*Military Vehicles Large, 2nd Place
M-18 Hellcat by Mike Snider*



*Military Vehicles Small, 1st Place
Pershing by Mike Snider*



*Civilian Vehicles, 1st Place
Popsch Tractor by Sam Wood*

Contest Winners November 2025



Sci-Fi, 1st Place
Battlestar Galactica by Darren Riggs



Sci-Fi, 2nd Place
Victor K2 by Andy Willet

Apologies to
Michael. No
photo available



Mecha, 2nd Place
Linebarrel Overix by Samantha Wood

Mecha, 1st Place
Zack by Michael Cabrera



Miscellaneous, 1st Place
F-16 Cockpit by Chris Bowie



Best Out of the Box
La-7 by Jim Fitzgibbon

Best of Show M8 Buford by Jon DeSilva



Rest of the Models, November 2025



Rest of the Models, November 2025



Rest of the Models, November 2025



Rest of the Models, November 2025



Hague's Corner Back in Action

by Dick Hague

As a scale modeler the miniatures we try to accurately create often serve as a small tribute to huge events. Had that huge sacrifice by thousands of soldiers, sailors, and airmen failed, we might not all be speaking German now, but it would definitely be a different world!

A model carrying what is known as D-Day stripes, those black and white markings that told our fighting men to shoot at any aircraft not carrying them, definitely tell a story. An instructor I had years ago in the Air Force served in a transport squadron during the preparation for the D-Day invasion of June 6. They were suddenly told the night before to grab a mop and bucket of paint and start putting those black and white stripes on their C-47 transports that will fly paratroops over the English Channel and drop them into German occupied France.

Using an old model kit that dated back to my high school days (Figure 1), I attempted to recreate one of those D-Day striped C-47's. I didn't try to make those somewhat crudely painted stripes but at about 1/90 the size of the real stripes you wouldn't be able to see that anyway. That very dusty model is the original one from the kit I built while about in the tenth grade, so some improvement is noted (Figure 2)!

Not knowing how my immediate personal future might be, on the night of June 3rd I put the remaining waterslide decals on this Viet Nam War Marine UH-34 helicopter (Figure 3).

At a stop at Walmart on the way home from the eye doctor visit I found myself suddenly even further back in high school, 1955 to be exact. Ducking into the toy department for a quick look, well what man doesn't, I spotted the model of a 1955 Dodge!! Well maybe it isn't exactly like it



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

but it is close enough to the new car this man that was in some kind of cattle partnership with my father back then, had parked in our driveway one day when I got home from school! Five years later my first car was a 1955 Plymouth, also a two door! Still looking for a model of that one!

The car model in Figure 4 is in 1/64th scale, also called "S Scale", which is what my old American Flyer trains are. With the end of WWII rationing, as a six-year-old I finally got those electric trains I had wanted all during WWII! If I ever pull out some of those to run on a round board. I already have some track nailed on, this Dodge will be there with them, along with a bunch of period 1/64 vehicles I also have picked up over the years!

Finally, just glad to be able to continue in the model room, I snapped that last picture of a pair of Northrop XP-56 models that I built a few years back (Figure 5). At first glance they look a little weird but you almost have to be told that they are actually flying wings! Yes, just Google Northrop XP-56 and you might be surprised! This was also during WWII.

And everybody remember what today really means to all of us!

The Lockheed Tri-Motor on a Dark and Stormy Night...© *by Fred Horky©*

All old pilots have stories that begin with the mystery author's standard opening phase; "It was a dark and stormy night". For pilots, they are collectively called "war stories". Some of them even happened in wartime, and beyond that, some are distinguished by being true!

For my "dark and storm night" story, our airplane was evidently the only one in the skies over Europe ...but we couldn't find a place to land!

It happened when flying back to Europe from our own Darkest Africa Adventurethe Dragon Rouge hostage rescue operation in the Congo. (See links at the end.)

We were the last airplane in a stream of fifteen C-130'seach with the usual FOUR enginesmaking their way, fifteen minutes apart, back to Europe from the South Atlantic. The mission was our return to Europe after the successful Belgian/American "Dragon Rouge" combat rescue of a large number of hostages in the former Belgian Congo during the on-going civil war in that country. Having arrived back at our safe (but still austere) haven of Ascension Island in the South Atlantic, we'd had a day or so rest before heading back to Europe. The other fourteen airplanes had the Belgian paratroopers on board, and were taking them home to a well-deserved hero's welcome back home in Brussels. (Due to combat damage during the operation, the sixteenth airplane of our squadron had already departed for repair on a "one-time-flight", unpressurized and empty of cargo or passengers at relatively low altitude, to our home base, Pope AFB.)

As "tail end charley" my airplane was bringing up the rear, carrying just the squadron's own small and very tired maintenance support team of about twenty mechanics. We were last in case any of the others had problems, not that we could have done much, with little left of the "flyaway kit" of spares that had about been used to patch up the sixteen Herks during the short period of combat ops in the Congo. The tired mechanics were sprawled all over the cargo compartment, trying to get comfortable around a sick engine on its dolly, (the spare engine having been used on one of the other C-130's) and a likewise sick propeller on its dolly, similarly changed out; as well as a collection of used-up "LRU's" (line replaceable units) that had to be turned into supply for repair when we got back. While our C-130's had all been new not very long before, they'd been "ridden hard and put up wet" on this mission; a couple even sported crude, temporary sheet metal "scab patches" on wing fuel tanks that sealed 12.7mm fuel leaks caused by the Chinese anti-aircraft gun the "Simba" rebels had used against usuntil they'd been overwhelmed in a very unfriendly manner by the Belgian troopers.

With fifteen minutes between takeoffs and ours being last, it was mid-morning before it was our turn to finally depart the volcanic rock that is Ascension Island. With much time to kill, I climbed up the side of a dormant volcano (Cotar Hill) to take pictures of the others taking off from that island's unique runway, which was carved from a saddleback between volcanoes. It was very unique to look DOWN from a hillside at an airplane taking off just below!

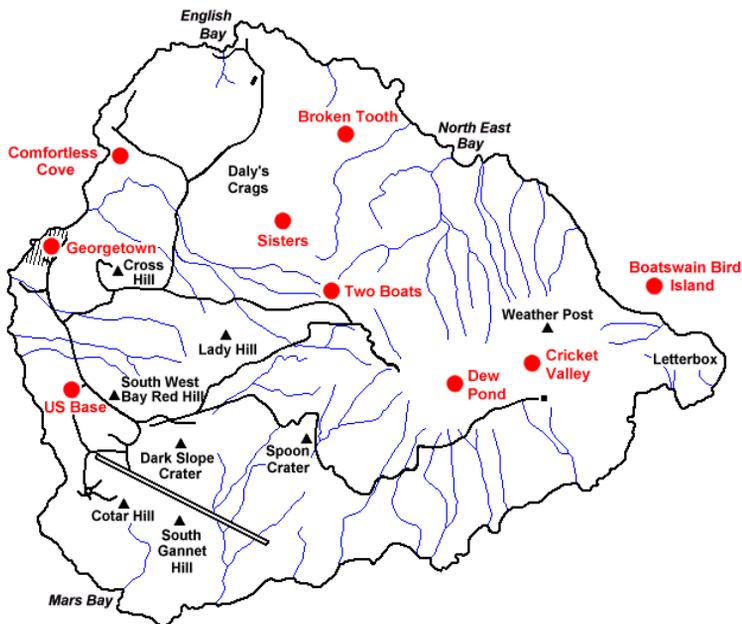


Below, the same airplane can barely be seen just over the horizon as it climbs out past South Gannet Hill, a second, even bigger, volcano.





Our turn: this view of the same (and only) runway is from the takeoff position. The second, larger volcano is out of sight behind the first. Evident is how the runway was carved out of a saddleback: about four thousand feet of the runway is out of sight, over the rise!



A map of Ascension found on the web

With one fuel stop at a Spanish Air Force Base at Las Palmas in the *Canaries*, we had flown all day and most of the night, headed to our TDY home-away-from-home, Evreux Air Base back in France. World opinion was very hostile toward the United States (and therefore, us) for having "interfered with a sovereign country" to rescue those thousands of white hostages. (It had been at that country's request, but....) The result was denial of "dip clearance" (diplomatic approval) to overfly ANY other African country. Thus, we couldn't take the more direct route across the Sahara to our "rotation squadron" TDY base in France. The result was an "end run" around the bulge of Africa, sneaking through places like lonely (but thankfully, British) Ascension and then Spanish-controlled Las Palmas in the Canary Islands (as long as nobody knew!) where we tried to get through unnoticed. We were sort of like the lonely albatross, forever over the ocean. We couldn't even overfly mainland Spain, so had to sneak back into Evreux by approaching France's Brittany peninsula coast from the NORTHWEST! Bill Whitaker (my navigator) had been working hard all day, navigating around the "bulge" of Africa, far away from regular airways and aids to navigation. He had no relief, but since George (the autopilot) was happy to fly the airplane for hour after hour, Jim Richards (my copilot) and I were mostly propping our eyelids open to stay awake as we approached the end of a VERY long day, followed by what turned out to be a very long night.

We'd flown past Spain into the Bay of Biscay, finally making the turn to the east and France before three things happened almost simultaneously: (1) we were "feet dry", back over land at France's Brittany peninsula. Event (2) was France Control calling to say, all in one breath, that our destination, Evreux Air Base, had "...just gone below GCA (ground-controlled radar approach) weather minimums with a low ceiling, fog, and heavy rain, and "...What are your intentions?" (Traffic controllers always seem to announce a problem in the same breath as asking how you intend to solve it. It's as if they expect the pilot to panic.) Event (3) was the #4 engine generator failure light coming on. It was very red, and very bright.

Back then, a C-130 generator failure light was a mandatory engine shutdown condition. "Nine times out of ten", the fault would be electrical and it would have been O.K. to simply share the electrical load to the other three generators; and to continue operating the engine. But there was no way we could determine that the tenth chance was NOT a mechanical internal failure (bearing, etc.) inside the generator. A mechanically failed generator if allowed to continue rotating WILL quickly grind itself to pieces, resulting in an uncontrollable engine fire. Years later, a "generator disconnect" feature was added by modification so C-130 generator failure didn't require engine shut down, but we didn't yet have that modification or option.

So, we shut the engine down, and with #4 prop now standing proudly at attention out on the right wing we continued to drive our now-Lockheed Tri-Motor for about an hour down PAST Evreux, to Châteauroux-Déols Air Base, then a big USAF maintenance depot in the center of France. But by the time we arrived there, Châteauroux

Dark and Stormy Night (continued)

announced that THEY were now below landing minimums (and "...what are your intentions?") in fog and heavy rain and by then it was well past midnight, black as the inside of a cow with the tail shut down, and into the witching hours.

That Spanish Air Force forecaster at Las Palmas had really blown his forecast: the actual weather was now reported really bad EVERYWHERE in Europe north of the Pyrenees Mountains between France and Spain, and by now we didn't have the gas to go all the way to Spain. Things were starting to look grim, but then France control called back to say that the Evreux ceiling and visibility was back just above GCA (radar Ground Controlled Approach) minimums in heavy rainbut just barely. (And "...what are your intentions?") The French controller even seemed to be enjoying our predicament. We must have been easing his boredom an otherwise very quiet night. There certainly weren't any OTHER fools still flying at this time of the dark, in this kind of weather, on December 1st, 1964...

With little other option, we drove back to Evreux, where they're reporting the weather right at minimums ...barely. Finally, we were back at the Evreux IAF (Initial Approach Fix) and dove off our perch into the murk on a three-engine jet (turbo-prop in our case) penetration. In retrospect, I later had suspicions that the USAF weather observer at Evreux might have guessed our plight, and had his "Cloud Ceiling Jack, Mark 1" working well. When we got to the published minimum altitude for the approach to Evreuxas I recall, 200' ceiling and $\frac{1}{2}$ mile visibility ...and looked up with one eye from the crazy clocks, I still couldn't see ANYTHING outside except a whole lot of black, with the heavy rain pounding like ten fire hoses on the windshield. I hesitated a long second, and was about to start a three engine go-around when I picked up one approach light through the murk, then another, and another, and finally, the runway threshold lights.

For the landing itself, it was raining so hard that the water couldn't run off the runway quickly enough, resulting in so much water ponding on its surface that a really good landing created that rare, pure-luck condition where the wheels hydroplane in the water but are not yet rolling on the runway, and are sort of eased onto the pavement. That made it the ONE time I've ever landed a big airplane and NOT felt the tiniest jerk that happens when the tires actually touch the pavement, however smoothly. It was an eerie feeling, with the nose wheel not yet touched down, to glance at the airspeed and note it below stall speed but not having felt the airplane actually touch down!

Or maybe it was just that my butt was so tired from sitting so long, that IT had gone to sleep!

Under the circumstances, I was and am really proud of that landing. But when I mentioned it years later to Bill, my navigator, he said something that really punched a hole in my ego. (Bill went on to pilot training in his next assignment. Since I went from Pope to Depot Flight Test in C-130's and C-141's ...lots of short flights but not much time ...he wound up with more C-130 pilot hours than I did.)

Dark and Stormy Night (continued)

Bill could recall in quite good detail that long day of flying all the way back from the South Atlantic and then wandering all over France with an engine shut down. But he had little recollection of the actual penetration and landing. He merely said "....I must have been busy folding up my maps and charts, and closing out my logs, and otherwise tidying up the nav station"

I suspect that Bill was too polite to say what would have been a paraphrase of the words of "Goose" (actor Anthony Edwards), the F-14 RIO (Radar Intercept Officer backseater) in the movie "Top Gun", to his pilot, "Maverick", (actor Tom Cruise): "Well, I got us to Evreux from the middle of the SOUTH Atlantic, while "George" was flying the airplane. Then it was YOUR turn to " ...**do some of that pilot shit' and** put it on the ground!"

Either that, or Bill had an inordinate amount of trust in my aviator abilities!

That flight all the way from Ascension Island in the South Atlantic to France in two legs came within ten minutes of the most flying hours I've ever recorded in a single day's DD Form 781A flight record. Along the way the mission had bent Crew Duty Day limits pretty severely, but who's counting?

The other flight had been herding a S*L*O*W C-123 (a redundancy: there is no other kind of C-123) for an even sixteen hours from California to Hawaii, on a 1963 two-engine crossing squadron deployment across the four-engine Pacific, en route to my first Vietnam tour.

In the vernacular, "...both those flights were ball busters"!

Fred Horky

Lt Col USAF (ret.)

Dragon Rouge (Red Dragon) links:

<http://www.time.com/time/magazine/article/0,9171,830872-1,00.html>

(Time magazine feature article contemporary to event ...Dec 1964)

<http://www.freerepublic.com/focus/f-vetscor/1081045/posts>

(Good summary with a lot of pictures and maps)

<http://www.historynet.com/congo-crisis-operation-dragon-rouge.htm>

(Good article)

<http://www.history.army.mil/documents/glasgow/glas-fm.htm>

(Official military history ...long, dry, very complete, and more detailed)

www.sammcgowan.com/dragon.html

December Meeting Program and Contest Special

Program: Annual Holiday Party, Blind Gift Exchange, Food

Contest Special: Build the Same Subject (BTSS): Aircraft - 1/48 Hasagawa A-4M Skyhawk, Armor - 1/48 Tamiya Tiger I, Sci-fi - Star Wars Bandai Y-Wing 005, Gundam, Automotive - Ford GT

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 <small>Surface</small> | <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 Amount: _____

Check 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

3 December 2025

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

11 December 2025

Washington Armor Club Meeting
Thomas Jefferson Community Library
7415 Arlington Blvd, Falls Church, VA
10:00 am – 1:00 pm Meeting Room 1

13 December 2025

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

29 November 2025

IPMS Northern Virginia Meeting with IPMS
Staffordshire-Moorlands
2:00 pm – See 17 Nov. post to the club Google Group
for the Zoom link.

17 December 2025:

IPMS Northern Virginia Tips and Share Meeting
7:00 pm

26 December 2025

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

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



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 12:30 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 Rob Walls: robwall8@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
\$5.00 Single Adult
(\$2.00/child)
\$8.00 Family

Contestants
\$14.00
Extensive number
of awards

Judges
1st & entry
and
Active Duty Military
with ID
FREE

New Show! Lessen!
SUPER RAFFLE!
More Trades
More Contest Categories
On Site Food
Concessions

Award
Stipends
Category Medallions \$30
Best of Show Trophy \$40
Best of Show Trophy \$20

Under 12
\$ Ticket - \$3.00
\$ Ticket - \$4.00

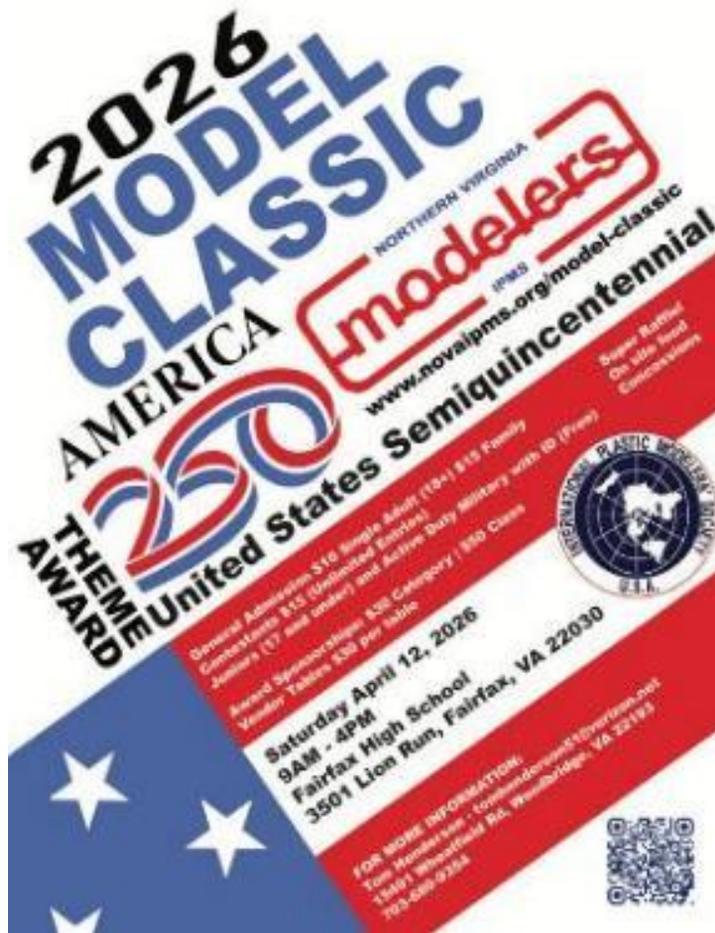
Pat Coward
152 Quail Hollow Rd.
Myrtle Beach, SC 29515
www.beachcon.com
843 2360258

For
Information
Contact
Rob Bennett
160 W. 4th St. #14
Fleming Island, SC 29555
rob@beachcon.com
843 6323566




www.grandstrandmodels.org

Upcoming Events



2026 MODEL CLASSIC AMERICA AWARD
NORTHERN VIRGINIA
modelers
IPMS
www.novaipms.org/model-classic
THE United States Semiquincentennial
Super Ramble On the Road Commemorative

General Admission \$10 Single Adult (18+) \$15 Family
Comes with \$15 (optional Extras)
January 17 and 18 and Active Duty Military with ID (Free)
Award Sponsorship \$25 Category | \$50 Club
Vendor Tables \$20 per table

Saturday April 12, 2026
9AM - 4PM
Fairfax High School
3501 Lion Run, Fairfax, VA 22030

FOR MORE INFORMATION:
Tom Anderson - tomanderson@novaipms.net
1849 Woodfield Rd, Woodbridge, VA 22193
703-689-9284



IPMS USA NATIONAL CONVENTION
CROSSROADS OF AMERICA
FORT WAYNE INDIANA
2026

IPMS/USA Nationals 2026
Fort Wayne, Indiana: Crossroads of America
August 5-8, 2026 - Grand Wayne Convention Center

