

BONUS ISSUE JANUARY 2024

NEXT MEETING:

Monday, January 8, 2024

Time: 6:30 PM

Deep Run Center, Deep Run Park,
9900 Ridgefield Parkway,
Henrico, VA

Hall Opens at 6:00 PM

Program: Old Dominion Open planning; decision on possible project with Henrico County Parks & Recreation; Show & Tell; Raffle/Prize Drawing. **BRING YOUR TICKETS FROM THE NOVEMBER MEETING!**

VISIT US AT:

ipmsrichmond.blogspot.com

FACEBOOK: IPMS Richmond

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SPARE PARTS

IPMS RICHMOND



John Mullins' large Batman figure was among the impressive models entered in the December contest's theme category of Movies & TV.



Alex Valz won First Place for his elaborately marked Korean War M-46 Patton tank. See more December contest models in this issue's photo gallery.

At Our Next Meeting....

Are “Happy Campers” in Our Future?

Our meeting on Monday night, January 8, will be a time to look ahead and plan. Not too far away is our February 24 Old Dominion Open. Chairman Richard Leininger is wisely not waiting to recruit manpower but is instead now pushing ahead with our final preparations for this year’s ODO. Richard will update us and he will seek your help in making our 2024 show another winner. Show & Tell returns, and Mike Lyons will host a kit raffle. Since our November raffle had to be postponed, bring your November raffle tickets with you. They’re still good for Monday night’s prize drawing.

We have a possible new chapter project that needs to be discussed and decided upon. Henrico County Parks and Recreation has asked IPMS Richmond to assist and provide model building instruction to Spring Break campers attending a County event at Deep Run Park on April 2, 2024. The County has suggested that we help campers aged 8-12 build snap-tight or other simple plastic models during two one-hour sessions on Tuesday, April 2. At our January 8 meeting, we need to determine if we have at least 6-8 members who can participate along with Deep Run’s staff. We would be introducing these children to the art of model building. Henrico County will purchase the model kits to be used, with guidance from IPMS Richmond. This would be a great opportunity to advance our chapter’s mission of promoting our model building hobby with the community by providing information and instruction for our local youth. If you are interested in our taking on this project and able to help, please let Bob Walls know. We very soon need to give the County either a commitment to this project or decline it.

If you haven’t already, please mark your calendars for our IPMS-R meeting nights scheduled on into fall, 2024. Because of other events already scheduled at Deep Run, our January and February meetings **ONLY** are on the **SECOND MONDAY**. **ALL** other meeting nights currently scheduled and beginning March 11 will be held on the **THIRD MONDAY**. We’ll see you and we look forward to having you aboard for a great 2024 in IPMS Richmond!



December 18, 2023, Meeting Minutes

The December 18 meeting revolved around our annual chapter contest, our Christmas dinner and the Member Appreciation secret model kit exchange. Approximately 40 were in attendance, including 33 members.

As in the past, this was a meeting with no chapter business conducted. Mike Lyons opened the evening by giving the group instructions for the night’s events. We began with dinner catered by Mike’s brother. After dinner, Mark Groth oversaw our December contest. Winning entries were chosen in the usual categories with the additional categories of our “Movies & TV” theme and for this year, the James Alvis Memorial group build. Mark tabulated the votes and announced the contest winners.

Mike Lyons then presided over our members’ prize/gift exchange. Mike distributed wrapped (and contents unknown) boxes to members at each table, with strict instructions not to open any packages. Mike then gave instructions to move the packages right or left at each table while he read a “Frosty the Snowman” poem. The packages were then opened at the conclusion of the poem and per Mike’s directions, each box containing a new model kit.

President Glen Martin concluded the evening by thanking all involved in the evening’s festivities, and he thanked the chapter members for making our November fundraiser a success. He informed anyone who had not previously heard the results that IPMS Richmond raised \$2,000.00 at the November silent auction and donated it to the Virginia War Memorial Foundation. The meeting then adjourned.

Bob Walls, Secretary

IPMS Richmond 2023 Chapter Meeting Dates	
Deep Run Park Recreational Center	
2nd Monday	3rd Monday
January 8th	
February 12th	
	March 18th
	April 15th
	May 20th
	June 17th
	July 15th
	August 19th
	September 16th
Meetings start at 6:30PM and end around 9:00PM	

Glen Martin Reviews an Important Year for IPMS Richmond and Looks Ahead in 2024

IPMS Richmond...Great...2023...that's the state of our chapter and a wrap for the year. Guys, I'm here to tell you that IPMS Richmond had some great things that took place this past year.

First and probably the most important was moving our meeting place from the Smoketree Clubhouse in Chesterfield County to the Deep Run Recreation Center in Henrico County. IPMS Richmond Secretary Bob Walls spearheaded this effort and presented a motion to move our meetings to the Deep Run Facility. Bob was vital in the orderly movement of our chapter to this new location. Since moving to Deep Run, we have been warmly received by the facility's staff. Bob has established and maintained a good relationship with Deep Run's management. Our membership has enjoyed this spacious and modern building that has so many amenities. Deep Run's public address system is top notch, and we have used it for several demos during meetings.

Our new venue offers room to spread out, hold our silent auction event, and host our annual Christmas dinner. Deep Run was more than suitable for last month's chapter dinner, again catered by our favorite supporter, Lunch Supper! Restaurant owned by the brother of IPMS Richmond's own Mike Lyons. We had a fantastic time at our Christmas dinner with an awesome Left/Right Santa gift giveaway that proved to be hilarious following the dinner. In short, whether for our regular monthly meetings or our Christmas dinner/chapter contest, our new meeting place has been a huge hit. Since our move to Deep Run, several new members join the chapter. I am hopeful that 2024 will see our membership continue to grow and our chapter's activities benefit from what Deep Run provides us. IPMS-R's new venue is a home run.

The next largest thing that happened in 2023 consisted of several administrative matters that our e-Board took the initiative in getting accomplished. Our old chapter by-laws dated to around 2008. The by-laws were far more lengthy and complicated than necessary. It was also way past time to review our chapter's corporate and legal status with the Virginia State Corporation Commission and the IRS. With our move to Deep Run Center, the e-Board worked on adopting new by-laws to update, streamline and simplify the chapter's operations. The e-Board was particularly concerned that although IPMS Richmond was already a Virginia non-stock corporation, we lacked official status as a non-profit organization.

Our Treasurer Ashley Abernathy led the way to establishing IPMS Richmond as an official non-profit corporation in compliance with all state and federal requirements. Our new (and more secure) corporate status came following many months of hard work by the e-Board. We were fortunate to have the expert advice of a CPA experienced in the operations of non-profit organizations. Adam South's wife Sarah generously provided her time and assistance as a CPA in our process of meeting federal and state requirements. With Sarah's professional advice and the combined efforts of our chapter's officers, we took all of the necessary steps and made all of the required state and federal filings to turn IPMS Richmond into a truly non-

profit organization along with being a chapter within IPMS/USA. We again thank Sarah for all of her time, advice, work and patience.

We now enjoy the benefits of our new corporate status. After many years of uncertainty, IPMS-R's financial and legal status is secure. We also now have a nice unexpected benefit. As an officially certified non-profit organization, we are able to use Deep Run Center rent free. Bob Walls was able to arrange our rent free use of the Deep Run facility with the building management. We will accordingly have a huge savings in the chapter's expenses moving forward. Ashley has also been at work in reviewing our chapter's operating costs and determining budget figures while spearheading our drive to becoming truly non-profit. Ashley deserves a lot of thanks for making all that happen.

Thanks to E. L. Motley's efforts as our newsletter editor, *Spare Parts* and our meeting notices have been produced and sent out on time. Our chapter's newsletters always feature great content and awesome photos thanks to the work of E. L. Motley and John Robinson. Our chapter's publications help to keep our members and friends in the scale modeling community informed. Online production and e-mailing of *Spare Parts* continues to save time and costs as well. With *Spare Parts* being included in our chapter's social media and blogspot, IPMS-R's communications now literally reach far and wide.

In the area of our demo line-up, as previously mentioned, Bob Walls has taken on the role of "Demo Coordinator" this past year, with the help of John Robinson as our resident audio-visual guide and expert. Look for bigger and better demos coming in 2024 on the Jumbotron at Deep Run Center. This allows our members to sit in the comfort of a nice chair while relaxing and seeing everything on the big screen. We'll be upgrading equipment in this area for demo production soon in the New Year. I am looking forward to it.

Mike Lyons has handled our chapter meeting raffles well. Mike has done some exceptional things with that part of our meetings. We all look forward to his chapter raffles. Mike works hard to provide suitable raffle prizes. We all can say that during the December meeting, having premium new kits as prizes in the Left/Right game was awesome. Many new Dragon, Tamiya, Takom, MENG and other top-of-the-line model kits were in those Christmas giveaways and made available to members that were in good standing per our new non-profit status. It's a benefit of being a paid member and a bargain. IPMS Richmond membership gives you an excellent catered Christmas dinner and a free kit which far exceeded the cost of your IPMS Richmond membership dues. Please remember that in 2024 in paying your dues! Christmas time will be here before you know it, so don't let your membership lapse.

Demo scheduling and one last area...John Robinson has been tasked with coming up with a new website for IPMS Richmond. This should be ready and rolled out during the first quarter of 2024 (hopefully in January to help with the Old Dominion Open effort). More information will be coming out about this effort. In the meantime, Bob Walls continues to monitor the two Facebook pages and Mark Groth is handling the Blogspot. Our social media platforms are in great hands as the ODO approaches.

Richard Leininger has been working diligently with the Richmond Raceway as the Old Dominion Open Contest Chairman for 2024. Richard was also our ODO Chairman last year and we had a fantastic 2023 show in all respects. Richard executed an excellent ODO by continuing practices and a show history established by previous Old Dominion Open Chairmen. Our 2023 ODO was successful thanks to the time, efforts and persistence put in by Richard, his committee and a number of IPMS-R members. As 2023 ends and 2024 begins, we are well on our way to having an excellent ODO with less than two months remaining before Show Day.

Sadly...several members of the IPMS Richmond family passed away in 2023. We lost:

Billy Barton – 4/6/2023

Frank Gomillion – 7/7/2023

James Alvis – 7/10/2023

Ron Craig – 8/24/2023

George Honeycutt – 11/29/2023

The passing of those present and former IPMS-R members was painful to the chapter. We have great memories of times shared with these friends. We can honor them by carrying on what we do with our chapter in reaching out in the community to those who want to join a scale modeling family. Hopefully, 2024 will be kind to our chapter. An active, creative and growing IPMS Richmond is the best way to honor and remember these fine gentlemen and others we have lost over the years.

Long-time member James Alvis was a very active aircraft builder in our chapter. His membership in IPMS Richmond spanned decades. He passed away in July. We held a special kit build in his honor, to build the model like James would have and to marvel in the simplistic love of building an old legacy kit. That group build was incorporated as a special category in our December chapter contest. Tony Lackey won First Place with a box scale Revell F-89 Scorpion that was nearly indistinguishable from one of James' models. It would have made James proud; everyone enjoyed that contest category because it brought back fond memories of James and what made the hobby so special to him.

I want to thank Mike Lyons for handling the December meeting prizes. Also, thanks to Mark Groth for handling the chapter contest's registration, vote counting and preparing the list of award winners. You two men were a big reason our chapter's annual Christmas dinner and contest were a big success. And to all those who participated in the James Alvis group build, thank you for honoring our "buddy." And finally, a special thanks to James' brother who graciously added a Hobby Town USA gift card to the First Place award in the James Alvis build category.

In closing, I want to encourage everyone in our chapter to participate as much as you can in your chapter. We have a lot going on that is coming up soon, right around the corner. Please consider volunteering for the largest target on the coming radar, the Old Dominion

Open. Richard Leininger will need everyone's full support to make that show a success for 2024. Additionally, consider a tool, a technique, or a kit that you would like to present a demo on. It doesn't have to be anything elaborate. Just showing up and volunteering is what makes the chapter a winner with a great demo line-up. Please let Bob Walls know what you can do to help with our demos and meeting programs.

Spare Parts always needs articles and kit build reviews. But we can take just as much pride in historical articles that are written and published by E.L., like the very excellent and on-going Spitfire series that Alex Valz has labored on. At no small task, Alex has poured his efforts into researching and writing these Spitfire articles, teaching all of us that historical information sometimes on a real iconic vehicle can serve to pique interest in *Spare Parts* as a kit build article. And for some of our older guys, Jamie Brannan's articles on modeling classic muscle cars have brought back some great memories.

With Scott Oates taking on the chapter's display cabinet in Hobby Town USA on Broad Street, we have an opportunity to keep the case fresh with models in a rotating manner. We'll also look to use our case as an outreach medium for those who see the variety of models inside it. Scott will be checking on our display case regularly and coordinating with us in refreshing the models stored in it moving forward. We hope to use that display case to showcase our chapter's talent and attract possible new members.

Remember, this model club is what you make it. There are all sorts of areas where things can be made better by your involvement. When we have visitors, if they see a strong and vibrant chapter of IPMS/USA in motion, it only helps to draw those in who might need a "home" for their model hobby. Please consider stepping up for 2024. My hope is that we will continue to improve as a chapter and reach our community. 2023 was a blast. Let's see what 2024 brings. All the men (and women) in this chapter have worked hard this past year. The women have been just as vital. It's been an effort of love.

Happy New Year, everyone!

Glen Martin
President, IPMS Richmond

Counting Down to the Old Dominion Open

The story is told that Admiral Sergey Gorshkov, the Soviet Navy's commander-in-chief, had a sign on his office wall that said, "Better is the enemy of good enough." Gorshkov liked to claim the saying as his own, but it is most often attributed to the eighteenth century French author and philosopher Voltaire. And ironically, Voltaire would have abhorred everything the Soviet Union represented.

That saying can be taken two ways. The Russian admiral reportedly took it as a variation upon "If it isn't broken, don't try to fix it." Others view it as meaning "We'll continue seeking to improve instead of just settling for okay." Over many years, IPMS Richmond's Old Dominion Open Committees have embraced both interpretations. We keep what's already in place and successful, but we also review what worked and what didn't. We also strive to make each year's show better than the last one. Voltaire's adage can be considered as the unsaid policy for the 2024 ODO. "Good enough" won't cut it.

The January 8 chapter meeting will start our home stretch run for the Old Dominion Open scheduled for Saturday, February 24, at Richmond Raceway. Much time and work has already been invested as Chairman Richard Leininger has worked with the Raceway's management to secure our venue and contract, and Craig Norris has been busy selling tables and lining up our excellent variety of vendors. Mike Lyons is also stocking up on kits for our prize drawing; John Robinson drew up our floor plan, created the ODO/Raceway map, and prepared our detailed show brochure. Other committee members have also been busy behind the scenes finalizing contest categories and attending to the many details necessary to produce an outstanding one-day show.

Although still in the familiar Richmond Raceway Complex, the 2024 Old Dominion Open is moving to a different building. After many years inside Henrico Hall, this year's show will take place across the parking lot in the larger Old Dominion Building. It's not an entirely new place for the ODO. Many will remember two shows we held in the Old Dominion Building in the early 2000's with ample space but no heat. The building has since been renovated with a new heating and air conditioning system installed, and we should have a roomy and comfortable "home court" for the 2024 ODO.

The ongoing problem of Show Day food running out by 12:30 has been addressed as well. IPMS-R contracted for a food truck to be immediately adjacent to the building, serving sandwiches, soft drinks, coffee, snacks and dessert items.

The ODO's model contest will feature 80 categories spanning the scale modeling spectrum. The traditional genres—Aircraft, Automotive, Military Vehicles, Maritime and Figures—each have many categories with separate awards. Dioramas, Real Space, Science Fiction and Miscellaneous entries will again be well accommodated. The ODO's contest planners have also anticipated another rise in Gundam models with five categories in competition. Regardless of what subjects the 2024 ODO contestants want to build and enter, approximately 240 awards will be in play, not including the usual "Best" and "Best in Show" trophies.

Apart from the show's contest, prize drawings and large vendor area, the Old Dominion Open will welcome displays by the Richmond Automotive Modelers Society (RAMS), the Southside Scale Model Builders, the Hampton Roads Ship Model Society, the Washington Ship Model Society, Fredericksburg AMPS, VCU Gundam Club, and the Model Geeks Podcast.

But the Mid-Atlantic region's biggest and best one-day scale model show doesn't just happen or fall together as quickly as a short order breakfast. Much help is always needed for this event. IPMS-R members are encouraged and requested to participate in setting up, running and wrapping up the 2024 Old Dominion Open. Although much of the hall's set-up and post-show take-down is done by the Raceway, we have work to do on Friday afternoon, February 23, in preparing the hall and assisting vendors in unloading. Show Day, Saturday, February 24, will start early and run possibly to 6:00 PM. Your help will be needed assisting the General Admission, Registration and Contest Judging teams. Starting around 3:00, a number of our vendors will need assistance in packing up. We also start the process of taking down and cleaning up the hall once the Awards Ceremony begins.

You'll find an ODO Volunteer form included with this issue of *Spare Parts*. If you can help us, please download, complete the form, scan and e-mail it to Richard Leininger. Everybody's participation will be most appreciated!



The ODO Registration team goes to work early. A few steps away, the General Admissions table is also busy. Last year's Old Dominion Open is underway and off to a great start.

The ODO's Real Space category is always popular and features an assortment of manned and unmanned spacecraft and launch rockets ranging from the Mercury-Redstone to the Apollo-Saturn V moon launcher. It's Show Day with everything that can be modeled on display at the Old Dominion Open.

2024 OLD DOMINION OPEN MANPOWER VOLUNTEER

Name: _____

Phone number: _____

E-mail address (PLEASE PRINT CLEARLY): _____

YES! I want to help make this year's ODO a great success. I will help as follows at Richmond Raceway. I have checked where I can best help.

FRIDAY AFTERNOON, February 23 (Runs from 3:00-6:30 PM—we have to be out and hall locked up by 7:00 PM). Tables and chairs will be in place by RIR staff prior to this day.

_____ Place tablecloths on contest area tables, organize and prepare awards area, front entrance, registration tables, prize drawing area, contest and vendor areas. Help vendors unload (Hand trucks are provided).

SATURDAY SHOW DAY, February 24

_____ Help unload remaining vendors (7:00 AM). Hand trucks are provided and you will get early access to the hall and the vendors prior to doors opening to patrons.

_____ Work on Registration team (Need teams to cover period from 8:00 AM to noon).

_____ Work on General Admission team (Need teams to cover period from 8:00 AM to approx. 2:30 PM).

_____ Front Hall Monitor. Monitors front door (opens to patrons at 8:30 AM), Keeps an eye on front hall, prize drawing and trophy areas.

_____ Be a contest judge (first call for judges is around 10:00-10:30 AM).

_____ Help vendors load up (starts about 3:00 PM).

_____ Tear down and close hall. Take up tablecloths, fold and place in bins, pack up supplies in designated bins, clean up any left behind trash (Tables and chairs are broken down by RIR staff). Work begins during awards ceremony. We try to be out by 5:30, 6:00 PM at the latest.

PLEASE BRING COMPLETED FORM WITH YOU TO FEBRUARY 12 MEETING OR E-MAIL TO ME, RICHARD LEININGER (rleininger@verizon.net).

Once it can be determined who can provide what manpower, I will send you an e-mail confirming what job you can provide, if needed.

THANK YOU ALL, LET'S MAKE THIS ANOTHER GREAT SHOW IN OUR LONG HISTORY OF GREAT SHOWS.

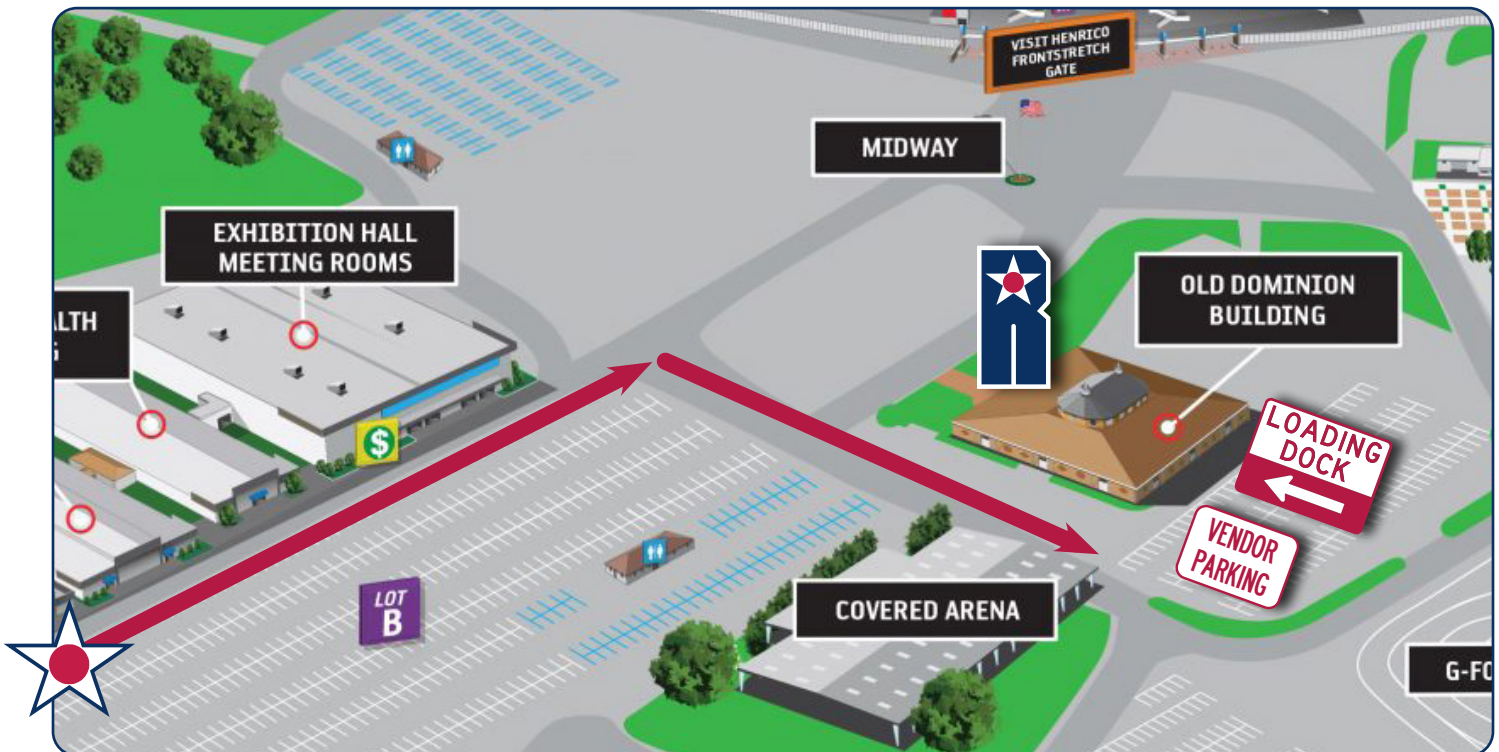
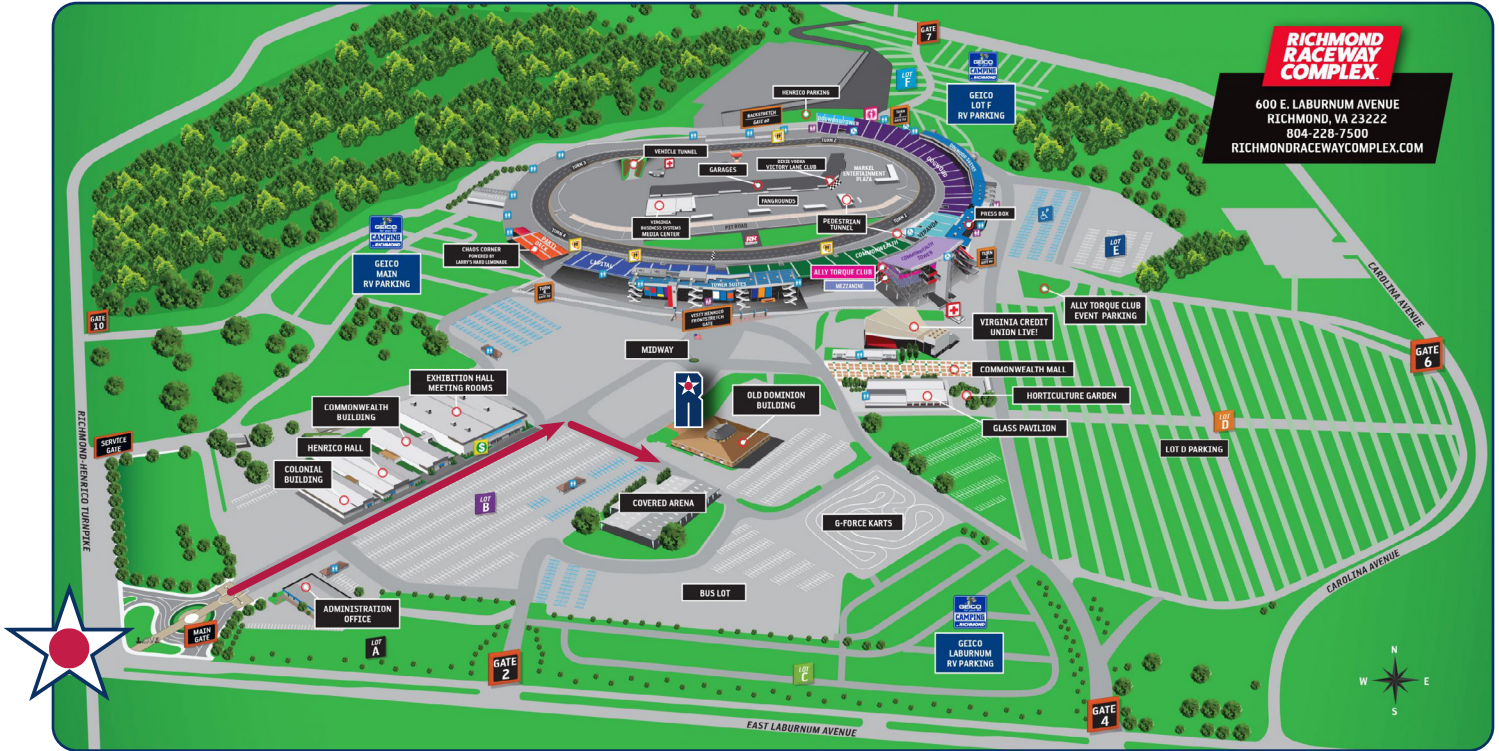
Richard Leininger, 2024 ODO Chairman

2024 ODO Property Map

Richmond Raceway Complex - The Old Dominion Building

600 E. Laburnum Ave.

Richmond, VA 23222



December's Meeting: Feast, Fun, Models and Prizes

Our December 18 meeting drew approximately 40 people and marked our annual Christmas dinner and club contest. After dining on a sumptuous buffet catered by Mike Lyons' brother (Richmond's popular Lunch and Supper Restaurants), ballots were cast, counted and awards presented to winning modelers in our annual model contest. Concluding the highly enjoyable evening was the members' prize drawing. This year had a twist as wrapped and secret prize model kits were shuffled at each table per Mike Lyons' "poetic" instructions. Mike and his brother once again hosted and fed us well, with Mike also procuring a variety of excellent models for prizes. Mark Groth capably managed our contest registration, tabulation of ballots and presentation of awards.

This year's dinner/contest was our first holiday event since the chapter moved to Deep Run Park Recreation Center last spring. The new venue's downstairs Ballroom provided plenty of space with ample table area and seating. Our buffet tables could be placed at the end of the room without cramping our dining and contest area. And the room's acoustics spared us the usual loud din we often endured at our former meeting place.

The December contest spanned the usual eight categories with models entered in every one except Dioramas/Vignettes. There were two additional categories: this year's theme, "Movies & TV," and our James Alvis Memorial Build. The category honoring James had an extra incentive as First Place (won by Tony Lackey with his Revell F-89D Scorpion) also included a Hobby Town gift certificate generously donated by James' brother. The night's "grand prize" went to Adam South who won "Best Model" overall for his Tamiya 1/350 scale *Tirpitz* battleship. A full list of the contest award winners follows in this issue of *Spare Parts* as well as John Robinson's color photo gallery of the contest models. Altogether, the contest featured 37 models entered by 22 modelers.

IPMS Richmond 2023 Holiday Chapter Contest

December 18 - 22 Modelers - 37 Models

Best Model

Adam South, *Tirpitz*

Category 1: Figures

First Place: Doug Hayes, Bride of Frankenstein

Second Place: Bob Walls, Clint Eastwood

Category 2: Armor/Artillery/Softskins

First Place: Alex Valz, M-46 Patton, Korean War

Second Place: Tom Pulliam, East Eight Sherman

Category 3: Civilian Cars/Trucks

First Place: Mike Lyons, Cement Mixer

Second Place: Richard Leininger, Asphalt Modified

Third Place: Jamie Brannan, 1969 Camaro Pace Car

Category 4: Maritime

First Place: Adam South, *Tirpitz*

Second Place: Alexs Valz, PT-109 John F. Kennedy

Category 5: Aircraft

First Place: Alex Valz, FW-190A2/R2 Butcher Bird

Second Place: Bill Paserelli, Spitfire VC

Third Place: Adam South, Sea Plane

Category 6: Real Space/Sci-fi

First Place: Scott Oates, First Space Walk

Second Place: Donald Worley, Tie Fighter

Category 7: Dioramas/Vignettes

(No Entries)

Category 8: Other Subjects

First Place: Donald Worley, VW Bulli Box Motor

Category 9: Theme, TV/Movies

First Place: Tom Dailey, Jim Belushi "Sahara 1995"

Second Place: Jamie Brannan. Batman Forever Batmobile

Third Place: Scott Oates, Forbidden Planet

Category 10: James Alvis Memorial Build

First Place: Tony Lackey, F-89D Scorpion

Second Place: Richard Leininger, Ford Tri-motor

Third Place (tie): Ashley Abernathy, Harrier

Third Place (tie): Mike Lyons, Captain Scarlett Transport

Third Place (tie): Steve Bruce, Junkers JU-88

December Chapter Contest

Photographs by John Robinson



Scott Oates' lighted flying saucer from the movie, "Forbidden Planet," won Third Place in the Movies & TV theme category.

Bill Paserelli's nicely done 1/72 Airfix Spitfire VC took Second Place in Aircraft.



Beware the "Butcher Bird." Alex Valz's 1/48 Tamiya FW-190A2/R2 German fighter was the First Place winner in aircraft.



Alex also won a Second Place Award in Maritime for his 1/72 Revell model of John F. Kennedy's PT-109 motor torpedo boat.





Forever the Duke... John Wayne brought Bob Walls' a Second Place Award in Movies & TV.



Scott Oates won First Place in Real Space/Sci-fi with this tribute to the first U.S. space walk and the Gemini program.



Donald Worley's large "Star Wars" Tie Fighter won Second Place in Real Space/Sci-fi.



Bill Paserelli's 1/72 Boulton Paul Defiant.



Donald Worley's 2017 Chevrolet Camaro in the Automotive Category.

Tom Dailey's North Africa campaign diorama depicts Jim Belushi's 1995 movie, "Sahara." This took First Place in the Movies & TV theme category.



Highly detailed yet in 1/350 scale! Adam South won Third Place in Aircraft with this beyond tiny German floatplane.

The Royal Navy and the RAF tried for three years to sink this battleship...the *Bismarck's* sister, the *Tirpitz*. Adam South won First Place in Maritime and Best in Show overall with this 1/350 Tamiya model of the World War II German Dreadnought.



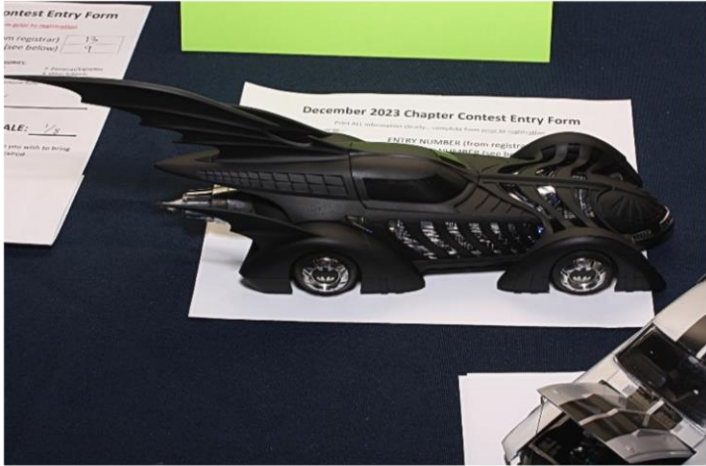
Jamie Brannan's 1969 Chevrolet Camaro Pace Car won Third Place in Automotive.



This Easy Eight Sherman tank brought Tom Pulliam the Second Place Award in Armor and Military Vehicles.



The Second Place winner in the Movies & TV theme category: Jamie Brannan's highly detailed and blue-lighted Batmobile from "Batman Forever."



Intricately modeling a piece of German engineering, Donald Worley won First Place in the Other Subjects category with his Volkswagen Bulli Box Motor.





Bob Walls' Clint Eastwood took Second Place in Figures.



Tom Pulliam's B-9 Robot was among the impressive entries in Movies & TV.



Mike Lyons' hefty Cement Mixer truck rumbled into First Place in Automotive.

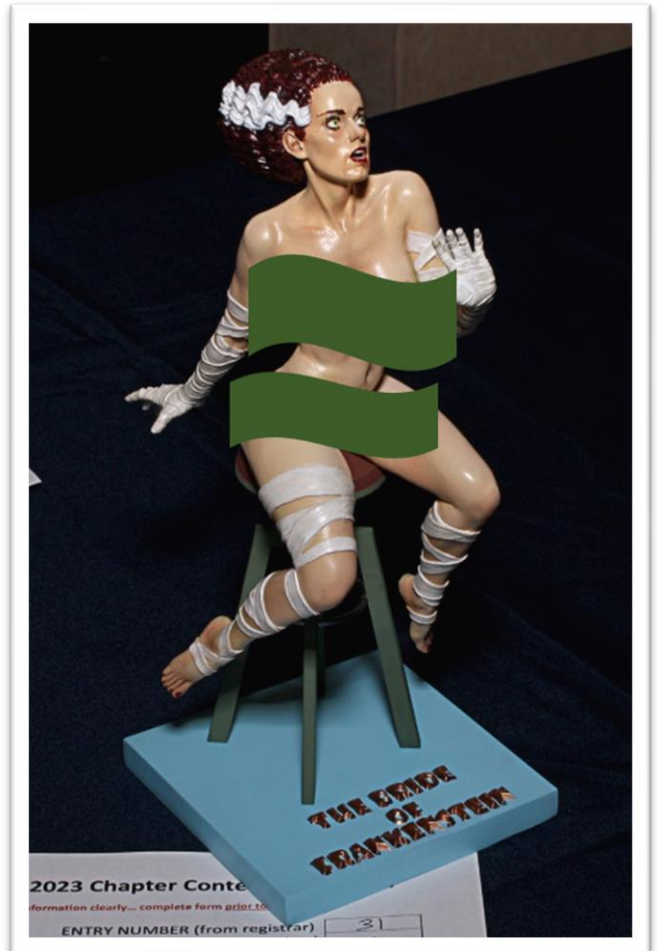


Jack Patterson's "Eleanor" Ford Mustang in the Movies & TV category.



Richard Leininger's Second Place winning Asphalt Modified racer.

First Place in Figures (and figures literally) was won by Doug Hayes' Bride of Frankenstein.



Mike Lyons' 1971 Olds 442 looks ready to run with a full tank of 35 cents per gallon gas.





Richard Leininger's box scale Monogram Ford Tri-Motor took Second Place in the James Alvis category.



John Robinson's Japanese Air Self Defense Forces 1/72 Hasegawa Mitsubishi F-1 was an Alvis category entry.



One of a trio of models tied for Third Place in the Alvis category: Mike Lyons' Captain Scarlett Transport.



Tony Lackey won First Place in the James Alvis category with this Revell F-89D Scorpion.



From one of James' kits that had everything except the canopy...Dieter Thomassen's Swiss Bf-109G-14. This is the 1/48 Hobbycraft model.



E. L. Motley's 1/48 Hawk P-47D in the James Alvis category. Interestingly, this kit offered the choice of building either "razorback" or "bubbletop" versions of the P-47D.



A "Luftwaffe 1946" model in the James Alvis category...Doug Burton's 1/72 Revell Focke-Wulf TL Jager Flitzer German jet fighter.



Doug Hayes built this 1/72 Revell Ju-87-G-2 Stuka with winter camouflage in the James Alvis category.



Steve Bruce's rendition of the very old 1/64 scale Lindberg model of a Junkers Ju-88 bomber. This tied for Third Place in the Alvis category.



This "undocumented" (Monogram 1/48?) P-51B Mustang by an unknown builder showed up with no entry form.



Bob Walls' 1/72 British Aerospace Hawk jet trainer was in the James Alvis category.



Ashley Abernathy's 1/72 Hasegawa Sea Harrier tied with two other models for Alvis Third Place.



Possibly one of the oldest models built and entered was Ed Franz's 1/72 Mikko LWS Czapla Heron Polish fighter plane in the James Alvis category.

Spitfire: The Legend, Part 3

MALTA BESIEGED AND AN UNLIKELY HERO

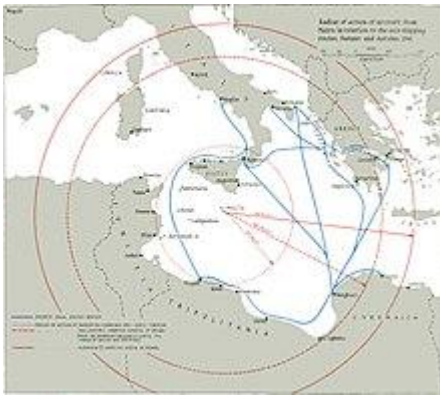
By Alex Valz

Target Malta: Britain's Vital Mediterranean Base



This part of the Spitfire discussion will concentrate on the siege of Malta, which lasted 29 months from June 1940 to November 1942. Malta would turn out to be one of most heavily bombed places during World War II, enduring 3,000 raids concentrated around the island's Grand Harbor. In a repeat of the Battle of Britain two years earlier, the Spitfire again proved to be the deciding factor in the struggle for air supremacy over this strategically important island.

British possession of Malta was absolutely critical to the Allies' war effort in the Mediterranean and North Africa. The loss of Malta would have meant that the British could no longer sail from Gibraltar to Alexandria, Egypt, to supply and reinforce their army and naval forces in Egypt. Moreover, Britain would lose control of the Suez Canal and access to its possessions in the Far East. The map below shows the effective radius of Allied air operations from Malta. As well as providing airfields for the RAF, Malta had been an important British naval base dating back to the time of Lord Nelson.



In the early years of the war, Malta had no air defenses. The RAF was reluctant to station any fighter squadrons outside of the United Kingdom, especially during the Battle of Britain. If Malta were to be equipped with aircraft, it would have to be through the Royal Navy's initiative. In April 1940, the Air Officer Commanding on Malta, Air Commodore F.H.M. Maynard, received permission to use four crated Gloster Sea Gladiators that had been left on the island by an aircraft carrier earlier in the year. In June 1940, ten Italian SM.79 bombers appeared over the island and the Sea Gladiators rose to meet them. And so the two and a half year ordeal of the Maltese people began.

During June 1940, 15 Hurricane fighters arrived on the island. These planes were designated No. 261 Squadron. Other air elements on the island included Wellington bombers, Maryland reconnaissance planes, Sunderland flying boats, and Swordfish torpedo planes. Even though the British were optimistic about Malta's survival in 1940, this would change with the arrival of the Germans in the Mediterranean in 1941.

The Germans Arrive

Disappointed by Italy's dismal performance in North Africa, Greece and the Mediterranean, Hitler sought to bolster his ally by sending the Afrika Korps under General Erwin Rommel to North Africa. Additionally, he sent X Fliegerkorps to Sicily to deal with the British forces in Malta. X Fliegerkorps contained 80 Ju-88A and 50 He-111 bombers along with 80 Ju-87R-1 dive bombers. An undisclosed number of Bf-110C heavy fighters were also sent as escorts for the bombers. In January, 1941, these forces wasted no time in attacking a British supply convoy consisting of four merchant ships escorted by the Royal Navy's Force H. Based at Gibraltar, Force H included the aircraft carrier *Illustrious*, which was hit by six 1,100 pound bombs dropped from the Ju-87's, but managed to limp into Grand Harbor. The ten days during which the *Illustrious* took refuge in Grand Harbor became known as the "*Illustrious* Blitz". The Luftwaffe and the Italian Regia Aeronautica conducted numerous sorties against the *Illustrious* during this time but failed to sink her. To counter these air attacks, the RAF and Fleet Air Arm could only muster a few Hurricanes, Sea Gladiators, and Fulmars. Finally, the *Illustrious* sneaked out under cover of darkness and made her way to Gibraltar.

With German domination of the Eastern Mediterranean now complete, the X Fliegerkorps was transferred from Sicily to bases in Greece, Crete, and Rhodes. This move gave Malta's embattled defenders some much needed rest. The RAF's fortunes began to improve after the end of the Axis bombing campaign. A supply convoy made it through from Gibraltar in March, 1941. In April, 35 Hurricane IIA's flew off the deck of the aircraft *Ark Royal* and into Malta. RAF bombers from the island began to fly anti-shipping strikes again, and the Royal Navy sent four destroyers to operate from Malta.

Malta on the Offensive

Air Vice Marshal H.P. Lloyd arrived to take over command from Maynard in May 1941, and Malta's defense was augmented by an additional 47 Hurricanes. By early summer 1941, Malta had once again become a base from which Axis supply lines to North Africa could be attacked and disrupted.

By October and November 1941, Malta-based ships, submarines, and planes sank 127,000 tons of shipping per month (20% of all materials sent from Italy to Axis forces in North Africa). In order for Axis forces to succeed in North Africa and Russia, a new offensive to capture the oil fields in Middle East and Southern Russia would need to be undertaken. A preliminary objective of any new offensive by Rommel and his desert army would be the elimination of Malta.

Kesselring Arrives in Sicily

The vulnerability of the Axis supply line and the retreat of Axis forces after the Allied "Crusader" offensive led to rethinking of the Luftwaffe's aerial strategy in the Mediterranean Theater. Luftflotte 2, under the command of General Feldmarschall Albert Kesselring was transferred from the Central Russian Front to Sicily in preparation for a new offensive against Malta. Kesselring would station II Fliegerkorps, led by Major General Bruno Loerzer and containing 400 aircraft, in Sicily.

Arrayed against three squadrons of Hurricane II's (36 aircraft plus a number in reserve) were 160 Messerschmitt Bf-109F-4's of JG 53 and JG 3. These fighters would screen 200 Ju-88A-4's and 40 Ju87D-1's. The German battle plan was straightforward: achieve air superiority over Malta's numerically inferior fighter squadrons. Then the Luftwaffe's bombers would destroy installations and military targets on the island.

The Hurricane II's equipping the three fighter squadrons on the island were outnumbered 4:1 by the Bf-109's and were outclassed by them, too. Bf-109 pilots taunted Hurricane pilots by dropping in front of them out of the effective range of their guns. If the Hurricanes tried to chase the Bf-109's, they could simply speed up and get farther out of range. The Germans' lack of respect demonstrated the need for Spitfires to defend Malta. Lloyd repeatedly pleaded with RAF headquarters to send Spitfires that could counter the Bf-109F, but to no avail.

In February, 1942, a group of seven British pilots who would later enjoy success in Malta arrived aboard a flying boat. The most important of these pilots was Squadron Leader Stanley "Bull" Turner. He had seen action over Dunkirk and during the Battle of Britain. In 1941, Turner led Spitfire equipped "Circus" operations over the English Channel. Turner was assigned to command Squadron No. 249 where he immediately imparted his knowledge of RAF Fighter Command's latest tactics.

Spitfires into the Breach

About this time, Air Vice Marshal Lloyd's repeated demands to bolster Malta's air defenses were finally heeded. Sixteen Spitfire VB's were packed into crates and shipped to Gibraltar accompanied by 18 pilots and supporting ground crews. These Spitfires were equipped with Vokes air filters for desert conditions. After some delay, the Spitfires were loaded aboard the HMS *Eagle* and began the 700 mile journey to Malta on March 7, 1942. Upon arriving they were painted blue grey which was better suited to maritime operations.

First combat for the Spitfires came on March 10 as nine Ju-88's entered Malta's airspace with Bf-109 escorts. Twelve Hurricanes and seven Spitfires were scrambled. The Squadron 249 pilots climbed to 19,000 feet and bounced the enemy fighters, downing one and claiming two as

probables while losing one of their own. Later that day, another raid was intercepted and two Ju-88's were damaged.

Spitfires and Hurricanes continued to harass the much larger German formations, and several kills were claimed on the following days. But on March 20, the Luftwaffe launched a massive four-day blitz against Malta's four airfields. Maltese airfield losses were heavy as Takali Airfield was put out of action. The aircraft stationed there were flown out to Luga on March 22. No. 249 squadron was now down to only two serviceable Spitfires. An additional nine Spitfires later replaced some of the losses. Delivery of aircraft to Malta by carrier became more frequent as USS *Wasp* dispatched 47 more on April 13. But the Germans had watched the delivery. Many of the replacement planes were either destroyed on the ground or were shot down as the Germans still enjoyed numerical superiority. By evening of April 21, the number of airworthy Spitfires on Malta totaled 17.

Between March 20 and April 28, 1942, the Germans flew 11,815 sorties against the island and dropped 6,557 tons of bombs. During that time, the Germans lost 173 aircraft to the island's defenses, including not only RAF fighters but planes shot down by the island's anti-aircraft batteries. On the British side, not only were many of the defending aircraft destroyed but the British lost 19 submarines which had inflicted heavy losses on Axis convoys up until that time.

Malta Saved by USS Wasp and HMS Eagle Deliveries

Relief was on the way for Malta in the shape of the two aircraft carriers that had already made much needed deliveries of Spitfires. On May 9, 1942, the *Wasp* and the *Eagle* delivered 64 more Spitfires in Operation Bowery. This gave Malta five full Spitfire squadrons. The impact of the additional fighters was apparent. On May 9 and 10, the Italians and Germans lost 102 aircraft in large air battles over the island. On top of the May 9 deliveries, *Eagle* made three more runs from May 18 to June 9 carrying another 76 Spitfires to Malta. With the May and June deliveries the RAF finally had the firepower to defeat any Axis attacks.

In March and April 1942, the Axis air forces were at their maximum strength with over 400 fighters and bombers. By May, the Luftwaffe forces had been reduced to 36 fighters and 34 bombers. The RAF had finally won air superiority.

Air attacks were much reduced in August and September, 1942, as much of the Axis airpower was shifted to North Africa. The intense pressure on the island during the previous months had given Axis convoys a chance to re-supply the Panzer Army in Africa. Rommel was now able to go on the offensive, and soon he was in Egypt at El Alamein.

Despite a reduction in the attacks on Malta, the situation on the island remained serious. Food and water supplies were greatly reduced as the bombing had damaged pumps and distribution pipes. Although the civilian population toughed it out, the threat of starvation was real. Soldiers' rations were also cut in half.

Supply Convoys to Malta Offer Some Relief

In June, 1942, the Royal Navy sent two convoys, Operation Harpoon from Gibraltar and Operation Vigorous from Haifa and Port Said. The western convoy lost a destroyer, three supply ships, and a tanker after being attacked by two Italian cruisers supported by destroyers and Axis aircraft. Two supply ships reached Malta and unloaded supplies. The eastern convoy was forced to turn back after a series of naval and air engagements. A cruiser, three destroyers and 11 supply ships were sunk. This time Malta struck back by sending Bristol Beauforts to engage the Italian fleet and German U-Boats attacking the convoy. The Beauforts torpedoed and sank the heavy cruiser *Trento* and damaged the battleship *Littorio*.



Undeterred, the Royal Navy conducted Operation Pedestal which brought some vital relief to the besieged island, but at a heavy cost. A huge force of German and Italian aircraft made relentless attacks on the Pedestal convoy. Particularly effective were the Italian SM.79 torpedo bombers. Out of the 14 supply ships sent, nine were sunk. Additionally, the aircraft carrier *Eagle*, which had rendered vital assistance to Malta, was sunk along with one cruiser and three destroyers. The American Texaco tanker S.S. *Ohio* (shown above in Valetta Harbor) made it into the harbor after a heavy pounding. She delivered a large amount of aviation fuel which would allow the island to fight on. British submarines also made a substantial effort to supply Malta. The ability of submarines to carry large loads enabled them to be of great value in the campaign to lift the siege.

Keith Park Arrives

In July, 1942, Lloyd was relieved of the RAF command on Malta. It was felt that a man with past experience in conducting fighter defense operations was needed. Vice Marshal Keith Park was Lloyd's replacement and arrived by flying boat on July 14, 1942.

Park was an old adversary of Kesselring and had commanded 11 Group during the Battle of Britain. During that time, Park had advocated sending small numbers of fighters into battle to meet the enemy. The reasons were because smaller groups were easier to coordinate and keep together. Also, he had to preserve his smaller force of fighters by avoiding casualties. During the second half of 1942, things over Malta were quite different, leading Park to reverse these tactics. With plenty of Spitfires now on hand, Park could be proactive by intercepting the enemy away from the island and breaking up their formations. Improved radar and quicker takeoff time plus improved air-sea rescue made all of this possible. Park's "Forward Interception Plan", issued on July 25, forced the Axis to abandon daylight raids on Malta within six days. Kesselring's response was to send fighter sweeps at high altitudes to gain tactical advantages. Park retaliated by stationing Spitfires no higher than 6,100 feet. This forced the Bf-109's to descend to an altitude more advantageous to Spitfires. Keith Park had won another chess match with "Smiling Albert."

British Offensive Operations Expand

In September 1942, Malta strike forces consisting of the RAF's Beaufort bombers and the Royal Navy's submarines had a devastating impact on Rommel's supply lines. The Axis organized a convoy to deliver fuel and ammunition to Rommel, but their communications were intercepted by Ultra (Britain's top-secret cracking of the Germans' Enigma code system). Five out of the nine Axis supply ships sent were destroyed by Malta's forces. During September, the Germans received only 24% of the 50,000 tons of supplies needed to carry on offensive operations. No fuel reached North Africa during the first week of October. On October 25, three Axis tankers and one cargo ship loaded with fuel and ammunition were sent with heavy naval escort. Ultra code breakers again intercepted the convoy route and alerted Malta's air units. Three of the convoy's vessels were sunk

by October 28. Consequently, Rommel lost the Battle of El Alamein which turned the tide in the North Africa campaign. It is hard to overestimate the value of Malta during the 29 month siege. Malta's defenders' stubborn resilience and determination tied down huge Axis resources and ultimately was a determining factor in defeating the Axis in the Mediterranean.

George Beurling, "The Knight of Malta"



George Beurling was born to fly. He pursued it at an early age and perfected his skills as a young man. His mastery of flying fighter planes enabled him to be arguably Britain's greatest fighter ace of World War II. He was the top ace from Canada.

Beurling's background seems unlikely for the prominence that he reached as a fighter pilot. He was born in 1921 in Quebec, Canada. He grew up in an extremely conservative religious group that had absolute and literal faith in the Bible. Alcohol, tobacco, and virtually all pleasures were forbidden. Because of his strict upbringing, Beurling never swore, drank or smoked. Flying was his sole passion. He was treated coldly by his parents. He was banished to his room for playing hooky from school and going to the airport. He spent hours in his room building model airplanes. With the money Beurling received selling these, working odd jobs

and selling newspapers, he paid for weekly flying lessons. He was 12 when he first took the controls of an airplane and 17 when he flew his first solo flight in 1938.

He dropped out of high school, jumped a train, and rode the rails to Gravenhurst, Ontario, where he worked as a navigating co-pilot carrying freight into the bush for mining companies. He picked up valuable experience on these supply flights and was soon able to obtain his pilot's license. Beurling began transforming his passion for flying into a promising livelihood.

When World War II broke out in 1939, Beurling found a new purpose. He tried to enlist in the Royal Canadian Air Force (RCAF) but was rejected because of his mediocre school record.

After sailing to England to enlist in the RAF, he was rejected because he did not have his birth certificate. Undaunted, Beurling returned to Canada to get it. Upon returning to England, he was accepted by the RAF. He performed brilliantly in training school. The RAF offered Beurling a commission, but he turned it down as he preferred to live and work with the sergeant pilots.

After completing his training, Beurling was posted to No. 403 Squadron. He was again offered a promotion but declined it once more. His commander thought little of him and gave him a "Tail End Charlie" flight position. This meant that Beurling would bring up the rear where the Germans usually first attacked. After a short stint in 403 Squadron, Beurling was transferred to

another squadron, but he was again forced to fly the same risky position. Flying over Calais, his squadron was attacked by five FW-190's which shot out his two 20 mm cannons but left his machine guns untouched. Beurling's flying skills saved his life as he zoomed straight up into the sun. The FW-190's followed but they lost Beurling in the sun's blinding glare and streaked right past, enabling him to shoot down one of them.

Two days later over Calais, Beurling's incredibly sharp vision allowed him to spot attacking German fighters before anyone else saw them. He radioed a warning but it was ignored. Beurling then broke formation without permission and attacked the incoming German planes, shooting down their leader. Beurling's initiative was considered to be insubordination, and he received another reprimand.

Fed up with the arbitrary and vindictive nature of his commanding officers, Beurling offered to take the place of a married pilot who did not want to be sent to Malta. Since Malta was anything but a plum assignment and the RAF's contingent on the island desperately needed pilots, his request was promptly accepted.

On June 9, 1942, Beurling flew his Spitfire off the deck of the HMS *Eagle* and landed in Malta. Upon arriving in Malta, he was assigned to No. 249 Squadron, where his reputation as a troublemaker preceded him. After sizing Beurling up, Wing Commander Laddie Lucas judged that what Beurling needed was encouragement instead of being smacked down. "I promised that I would give him my trust and that if he abused it, he would be on the next aircraft out of Malta," Lucas reported. Beurling never let Lucas down during his time on Malta.

Beurling soon shot down a Bf-109, but nobody saw it crash, so it was unconfirmed and he received only a "probable" in the scoring system. A lull in the action followed; this down time allowed Beurling to spend countless hours working out the principles of deflection shooting, that is, how far ahead of the enemy he had to shoot for the targeted enemy plane to fly into his bullets. He reportedly used some of the unfortunate lizards on Malta to substitute for 109's as his pistol targets.

His self-training seemed to have worked out. On July 6, three sorties resulted in three confirmed kills: two Italian Macchi 202's and a Bf-109. Added to his two victories over the English Channel, the three kills made Beurling an ace. On July 27, 1942, he shot down Italian ace Furio Doglio Nicolt and his wingman in their Macchi-202's. On July 29, it was another Bf-109. By the end of July, Beurling was credited with 17 confirmed kills, 15 during the "July Blitz." He was awarded the Distinguished Flying Medal and a bar by the end of the month. Since Beurling was now a leading ace, he was forced to accept a promotion to Flying Officer.

About this time Beurling earned the nickname "screwball" because of his outrageous behavior. In his book, Laddie Lucas recalled, "He possessed a penchant for calling everything and everyone---the Maltese, the Bf-109's, the flies---'those goddam screwballs.'"

After being awarded another medal in September, 1942, Beurling reeled off eight victories in five days during his "October Blitz." On October 10, he flew his last mission over Malta. He led three Spitfires in an attack on eight Ju-88's that were protected by 50 fighters. Beurling shot down a bomber but bullets from his foe's tail gun hit him in a finger and forearm. Then two Bf-109's closed behind him and shattered his canopy. He dove for the water at 400 mph and shook them off, then shot down another 109 as he came out of his dive. More Bf-109's jumped him and he was wounded several times by gunfire and shrapnel. As his engine began to catch on fire, he climbed out of his cockpit and managed to jump off his left wing. Beurling landed in the water and was rescued by a water launch.

No matter how much Beurling wanted to continue to fight he was too badly wounded to return to combat. He was patched up and readied for evacuation to Gibraltar. During his four month stay in Malta, he had compiled 28 victories. With two more over the Channel, his total now stood at 30.

On November 1, 1942, Beurling was one of many pilots and civilians who boarded a B-24 Liberator bomber bound for Gibraltar. But to add to his ordeals, the Liberator crash landed in Gibraltar with many casualties. Beurling survived the crash by swimming 160 yards to shore while wearing a heavy plaster cast on his injured foot.

Already a national hero in his homeland, Beurling was ordered back to Canada by the Canadian Prime Minister to campaign on behalf of the Third Victory Loan fundraising drive. But he was a disaster at public relations and was soon sent back to England. The RAF made Beurling an aerial gunnery instructor, but he was a failure at that also. Finally, he applied for admission to the RCAF which accepted him. He was assigned to 403 Wolf Squadron flying sorties over France where he bagged two more victories over FW-109's. However, his behavior became intolerable, and the RCAF finally gave him an honorable discharge.

From there, Beurling's life spiraled downward as his marriage failed, and he lost three civilian jobs. For a time, Canada's greatest air ace, with 32 confirmed kills, begged on the streets of Montreal.

In 1948, Beurling's luck turned. The newly formed state of Israel was struggling to create an air force. Israel was searching the world for planes and pilots and Beurling volunteered. After some Israeli reluctance, they signed him up. However, he never flew a fighter plane for Israel. On May 20, 1948, the Canadian-built Noorduyn Norseman aircraft he was piloting to Israel crashed near Rome. Though it was never proven, sabotage was suspected. Beurling was buried in Israel along with four other Canadian Christian veterans who died fighting for Israel. To this day, his grave is a place of honor in Haifa's military cemetery.

Whatever Beurling's many foibles were, he should be remembered for what he accomplished under the nicknames of "The Falcon of Malta" and "The Knight of Malta." He remains a legend of Canadian aviation. George Beurling was a flawed but truly gifted and courageous individual and proof that heroes can come in any form.



IPMS Richmond Chapter Information

The Richmond Chapter of the International Plastic Modelers Society (IPMS) was established in 1972 by five area model builders. Combining great talent and a passion for scale modeling, they formed IPMS Richmond with the expressed hope of spreading their enthusiasm for scale models with others in Central Virginia and beyond. IPMS Richmond is part of a national organization, IPMS-USA, with chapters serving modelers across the United States. The International Plastic Modelers Society is also worldwide with members in many countries, all united by their enthusiasm for scale modeling.

IPMS Richmond meets at Deep Run Recreation Center in Deep Run Park, 9900 Ridgefield Parkway, Henrico, VA 23233. Our meeting dates through September, 2024, are January 8, February 12, March 18, April 15, May 20, June 17, July 15, August 19, and September 16. All of our meetings begin at 6:30 PM and end about 9:00 PM. From time to time at our meetings, we have guest speakers and other special programs. In December, we host a chapter contest and enjoy a catered holiday dinner. Our members also organize trips to public events, museums or places focusing on history, aviation, military vehicles or other facets of our hobby. Each year, we travel to model shows and contests sponsored by other IPMS chapters in the area. IPMS Richmond publishes *Spare Parts* quarterly, an online newsletter featuring chapter news and a variety of hobby articles written by our members. In other months, a meeting announcement bulletin is prepared and sent. We are a non-profit organization and host special events to benefit charitable organizations which relate to our hobby.

Our annual model show and contest, the Old Dominion Open, is held the last Saturday in February at the Richmond Raceway. The Old Dominion Open (ODO) has grown over the years into the largest one-day scale modeling event in the Mid-Atlantic region. Our show usually draws as many as 1,000 people and has approximately 1,000 scale models of everything from World War II fighter planes to Ferrari Formula One racers and movie monster figures in competition. All genres of our hobby, from model ships to science fiction spacecraft, are represented on the contest tables. Over 200 trophies are awarded, covering scores of categories. The Old Dominion Open also features an excellent variety of vendors with the latest and vintage model kits, books, tools and hobby supplies.

Our annual dues are \$10.00 per year. Regardless of your model building experience or your preferred subject, we welcome you and invite you to join us.

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WE ARE ALSO ON FACEBOOK AND AT "FRIENDS OF IPMS RICHMOND."

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