

SPECIAL EDITION

MARCH 2024

## NEXT MEETING:

Monday, March 18, 2024

Time: 6:30 PM

*Deep Run Recreation Center,*

*Deep Run Park, 9900*

*Ridgefield Parkway,*

*Henrico, VA*

*Hall Opens at 6:00 PM*

### Program:

Bob Walls on using two-part epoxy putty

## VISIT US AT:

WEBSITE: [www.ipmsrva.org](http://www.ipmsrva.org)

FACEBOOK: IPMS Richmond

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# SPARE PARTS

## IPMS RICHMOND



## THE 2024 OLD DOMINION OPEN



David Vickers has now won back-to-back Best in Show trophies at the Old Dominion Open. Last year, David won the show's top award with his outstanding Abrams tank. This year, David once again won Best in Show with this amazing diorama, "Warriors' Communion." See a complete 2024 award winners list and more ODO coverage inside .

## ***At Our Next Meeting:***

# **ODO Review, Looking Ahead and some Sticky Stuff**

Our March 18 chapter meeting will feature post-show reports on our extremely successful 2024 Old Dominion Open, discussion of what we can do to make next year's show better and what we should do to keep the ODO rolling along into the future. We'll also look ahead to IPMS-R's programs and activities for the upcoming months. And if you haven't already paid your chapter dues, please bring your ten bucks and pay our Treasurer Ashley Abernathy. For approximately the cost of a good bottle of glue or a couple of small jars of Tamiya paint, you'll remain on the roster as a member in good standing of IPMS Region 2's best chapter.

As *Spare Parts* went to press, we were still waiting to hear from the Deep Run Recreation Center's staff on the details of the kids' Spring Break Camp that we have promised to assist with. We will probably need about six to ten IPMS-R members for a couple of hours on April 2 to show youngsters age 8-12 the basics of model building. Our "senior" members who are no longer driving a desk, punching a time clock or calling on customers are encouraged to step up and help.

For our March program, Bob Walls will discuss two-part epoxy putty and how best to use it. We will have Show & Tell as usual. If you somehow didn't see enough available model kits at the Old Dominion Open three weeks ago, Mike Lyons will preside over a raffle to conclude the meeting.

With the spring and summer months approaching, Prez Glen wants to line up demos and programs for our monthly meetings. In April, Doug Hayes will give a presentation on scanning an object or piece of sculpture and then converting it to a printable file as part of 3-D model making. We need your input on a demo or program for May.

At our June 17 meeting, Francis Gary Powers, Jr., the son of famous U-2 pilot Francis Gary Powers, will speak to us about the Cold War and his father's ill-fated flight over the Soviet Union. In July, we may once again have our "Just for Fun" summer chapter contest. What would you like for IPMS-R to do in the months ahead? If you have some particular hobby hack or building or painting technique you can show over the course of 10-20 minutes, please share it with us as a demo at an upcoming meeting.

## ***In this issue of Spare Parts:***

Along with news of IPMS Richmond chapter activities and upcoming events, you'll find color galleries of 2024 ODO contest and award-winning models and coverage of this year's blockbuster show. Scott Oates updates us on IPMS-R's display case. Alex Valz continues his story of the Supermarine Spitfire with a well-researched article detailing the RAF's urgent task to counter and defeat Germany's FW-190 fighter and the resulting Spitfire Marks VII, VIII and IX.

**WE'LL SEE YOU MONDAY, MARCH 18, 6:30 PM, AT DEEP RUN CENTER!**

# Minutes of the February 12, 2024, Chapter Meeting

President Glen Martin called the meeting to order at 6:30 PM. There were 30 members in attendance with no visitors. Glen informed the group of the passing of Mel Kennedy, a long-time IPMS Roanoke Valley member. Treasurer Ashley Abernathy gave a quick treasurer's report, stating that our State Corporation Commission annual report has been filed and that he was preparing to submit our 2023 tax forms online. Ashley also reminded the members that our annual IPMS Richmond board meeting will be held in August. The State Corporation Commission, IRS and Virginia tax filings, and our annual board meeting are all requirements for maintaining our status as a non-profit organization. Secretary Bob Walls reminded the group that the Deep Run Park Recreation Center Spring Break day camp is still on, but we are waiting for more details on how IPMS Richmond members can help out.

Vice-President and Old Dominion Open Chairman Richard Leininger gave a detailed update on the show and discussed work assignments for Friday, February 23, and Show Day Saturday, February 24. The areas of need were the hall set-up Friday afternoon in both display and vendor areas. Manning registration on Saturday is most important, then general admission and the raffle area. Richard was pleased to inform the group that our IPMS USA liability insurance certificate was accepted by the Raceway.

Our ODO Head Judge Mark Groth stated that organizing model contest judging was going well. Scott Oates will assist Mark as Head Judge, and all Category Judges are in place. The usual call for judges will be made on Show Day Saturday; all those willing to judge should then attend the Saturday morning judges' meeting. Glen Martin suggested that the Category Judges contact members of other clubs to help fill out the judging teams.

Show & Tell followed the chapter business and Old Dominion Open planning. We had five presenters discussing a total of ten models.

Because of the time needed to cover ODO preparations, we did not have a modeling demonstration or kit raffle.

Glen adjourned the meeting shortly after 8:30 PM. Our next meeting will be at Deep Run Recreation Center on Monday, March 18, at 6:30 PM.

Bob Walls, Secretary

<b>IPMS Richmond Chapter Meeting Dates</b>	
<b>Deep Run Park Recreational Center</b>	
<b>2024</b>	
<b>2nd Monday</b>	<b>3rd Monday</b>
	<b>March 18th</b>
	<b>April 15th</b>
	<b>May 20th</b>
	<b>June 17th</b>
	<b>July 15th</b>
	<b>August 19th</b>
	<b>September 16th</b>
	<b>October 21st</b>
	<b>November 18th</b>
	<b>December 16th</b>
<b>Meetings start at 6:30PM and end around 9:00PM</b>	

# ***Announcements, News and Upcoming Events***

**PLEASE MAKE SURE YOUR CLUB DUES ARE CURRENT.** IPMS Richmond annual dues are \$10.00 and are due by March 31, 2024. If you haven't paid Ashley already, please bring some "friends" with you (either one "Alexander," two "Abe's" or ten "George's") to the March meeting and bring your dues current. This will keep you aboard as a member in good standing.

**IPMS RICHMOND'S WEBSITE IS NOW UP AND RUNNING!** Visit [www.ipmsrva.org](http://www.ipmsrva.org) and see everything from great ODO photos to archived newsletters and interesting articles written by IPMS-R members. Thanks, John Robinson, for your fantastic job on setting up our website!

**CONGRATULATIONS TO IPMS-R'S AWARD WINNERS AT ODO.** Several of our IPMS Richmond members won model contest trophies at the 2024 ODO:

Kimiyoshi Okabe (First Place, Military Vehicles, for his Char B1 bis tank);

Ashley Abernathy (First Place, Military Vehicles, for his Sdkfz 232 FU 8 Rad; First Place, Automotive, for his 1950 Chevy Truck);

Jamie Brannan (First Place, Automotive, for his 1941 Plymouth Faded Glory; also in Automotive: Second Place, Bear Foot Monster Truck; Second Place Bumble Bee; Third Place, 1996 Dodge Viper Indy Pace Car; and Third Place, 1970 Plymouth Road Runner);

Richard Leininger (First Place, Maritime, for his USS Missouri; and in Automotive, First Place, Lotus 79; First Place Lotus 49B; and Second Place, McLaren MP 4/4).

**IPMS-R'S HELP NEEDED AT DEEP RUN CENTER ON APRIL 2.** Our chapter has offered to help the Deep Run Park Recreation Center staff with the children's Spring Break day camp on the morning of April 2. We will show youngsters the basics of building models; only several hours max will be needed. More details to follow as we hear back from the Deep Run staff.

## **UPCOMING SHOWS:**

IPMS Northern Virginia Modelers' Model Classic on Saturday, April 13, at Fairfax High School, from 9:00 AM to 4:00 PM. Theme is "The Road to Victory," commemorating the 80<sup>th</sup> anniversary of D-Day, June 6, 1944. For more information, visit the IPMS Northern Virginia Modelers' website: [www.novaipms.org](http://www.novaipms.org).

IPMS New Jersey's 2024 MosquitoCon on Saturday, April 6, at the Wayne PAL Hall, 1 Pal Drive, Wayne, NJ, from 9:00 AM to 5:00 PM. For more information, e-mail Bill Schwarz at [whsch@optimum.net](mailto:whsch@optimum.net).

**HELP KEEP EVERYONE INFORMED....** There are often car shows, air shows, or similar events in our region that are related to our hobby but don't show up on IPMS/USA's events calendar since they are not "official" or registered IPMS events. If you come across something that's not too far away from the Richmond metro area that would be of interest to our membership, please let us know so it can be publicized in *Spare Parts* or the next meeting notice and announced at the next monthly meeting. E-mail E. L. Motley at [motleysel@comcast.net](mailto:motleysel@comcast.net) or if you belong to the "Friends of IPMS Richmond" group page, you can post the event information.

# Northern Virginia Modelers Model Classic 2024



**The Road to Victory**  
80th Anniversary of D-Day  
June 6, 1944



**Saturday, April 13, 2024**  
9:00 AM - 4:00 PM  
Fairfax High School  
3501 Lion Run, Fairfax, VA 22030

**General Admission**  
\$10.00 Single Adult  
(18 and older)  
\$15.00 Family

**Make & Take**  
FREE for the Kids!  
(17 & under)

**Contestants**  
\$15.00  
Unlimited  
number  
of models

**Award Sponsorships**  
Category: \$30.00  
Best of Class: \$50.00

**Juniors**  
(17 & under)  
and  
Active Duty Military  
(with ID)  
FREE !

**Vendor Tables**  
\$30.00 per table

**On Site Food Concession**

## Super Raffle

Tom Henderson  
15491 Wheatfield Rd.  
Woodbridge, VA 22193  
(703) 680-9354  
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For  
Information  
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[www.novaiipms.org](http://www.novaiipms.org)

Show Sponsorship & Food Concession  
Fairfax High School  
PTSA All Night Grad Committee



# HobbyTown Display Case: Update, Next Steps and a Group Build

By Scott Oates

Greetings Fellow Modelers! The rejuvenation of our display case of chapter models is underway.

The James Alvis Memorial Shelf is in place, featuring models from IPMS-R Chapter activities. Currently, the winning models from the December chapter contest are on display. The shelf features Tony Lackey's F-89 Scorpion, his winning tribute to James (First Place Alvis Category), and Tom Dailey's inspired diorama from the movie "Sahara" (Best in Show). Additionally, the display case includes our inaugural "Spotlight on a Modeler", featuring the eye candy of John Mullins' fantastical busts and figures from nostalgia horror and obscure sci-fi. One of the figures, from the Japanese sci-fi "Attack of the Mushroom People," was sculpted entirely from scratch by John.

Looking forward, I have been having informal conversations with chapter members about creating a shelf focused on cars, specifically . . . HOT RODS! And, for the aviation minded, informal conversations have focused on the Supermarine Spitfire. Look through your collections of hot rods and Spitfires and identify what you can bear to part with for about six months so that the public can enjoy and learn about the subject modeled as well as about our hobby. Our target is to have the hot rod and Spitfire shelves on display no later than our April 15 chapter meeting.

Looking even farther down the road, I see a shelf coming that will be dedicated to military vehicles. We will initiate a chapter group build to support this. Two elements will anchor the focus of this shelf: the 80th anniversary of D-Day and Allied vehicles with at least two wheels that were part of the Western European Theater in 1944-45. Bob Walls will talk about the guidelines for the build at our March 18 meeting.



Perhaps a perfect subject for the Allied Wheeled Vehicles build: The M8 Greyhound armored car.



One of John Mullins' movie and horror figures now displayed in IPMS-R's case.

# **Raising the Roof at the 2024 Old Dominion Open**

**By E. L. Motley**

We've forever heard the saying, "Everything's bigger in Texas." But over the past few years—even with a 2021 hiatus thanks to the pandemic—the Old Dominion Open has followed that maxim of the Lone Star State's and in the middle of Virginia has grown into an ever larger event. The ODO has been described as a "One-day IPMS Nationals." The 2024 edition of IPMS Richmond's annual show more than met that description.

Everything looked bigger at this year's Old Dominion Open. While remaining in the familiar Richmond Raceway Complex venue, this year's show moved across the parking lot to the large and historic Old Dominion Hall (named many years ago for the Commonwealth of Virginia and not the hobby event held inside). This former stables building proved perfect for one of IPMS's signature scale modeling shows. On Saturday, February 24, this wide brick expanse soaring up to a high sky lighted roof steadily filled with hobby enthusiasts, contest entrants, well-stocked vendors and IPMS-R's Show Day volunteers. It was a big day for celebrating the Plastic Arts and scale model building in a suitably big house.

The numbers confirmed how large an event this ODO was. On Show Day Saturday, a total of 1,077 patrons attended (850 general admission plus 227 model contest entrants). That figure does not include the vendors and IPMS-R workers present. On the contest tables sat 960 registered models spread across 80 categories. If something could be made into a scale model, chances are it was on display. Once again, the contest judging teams had a tedious and challenging task picking award winners from row after row of outstanding, and in a number of categories, museum or professional quality models.

Shoppers and bargain hunters had an excellent day, too. This year's show featured 51 vendors offering 140 tables laden with model kits, books, accessories, paint, and hobby supplies. Mike Lyon's ODO raffle offered a variety of prizes including a number of top dollar special raffle kits. As in past years, the event hosted hobby club tables with excellent displays. The 2024 ODO was even covered "live" with the Model Geeks Podcast crew onsite.

Many thanks go out to all who attended and supported the 2024 Old Dominion Open—our great vendors, the benefactors who donated prize drawing kits and merchandise, our visiting hobby clubs, the patient and diligent judges who officiated the contest and its huge variety of incredible models, and all of the IPMS Richmond guys who worked hard behind the scenes on Hall Set-up Friday and Show Day Saturday. Our appreciation and special thanks, too, for all the guys manning the registration and general admission tables on Show Day, and for the long hours ODO Chairman Richard Leininger, Vendor Manager Craig Norris and Head Judge Mark Groth invested in making the 2024 ODO an amazingly outstanding event.

A full list of all of the contest winners follows as well as color photos from the show. Thank you, John Robinson for all of your excellent photographs, and also thanks, Ed Franz and Doug Hayes of IPMS Richmond and James Texan Scott of the Richmond Automotive Modelers Society for your contributions of contest and show pictures and Doug's great video posted online.

**2024 Old Dominion Open**  
**Scale Model Show and Contest hosted by IPMS Richmond**  
**Richmond Raceway Complex February 24, 2024**

Contest Highlights:  
 227 Entrants; 960 Registered Models; 850 General Admission (800 Paid); 51 Vendors with 140 Tables

**Judges' Best in Show**  
**David Vickers**  
 "Warriors' Communion"

<b>Best Aircraft</b> Kevin Farris LVG	<b>Best Military Vehicle</b> Jeff Feller British Churchill AVRE Mk.III	<b>Best Automotive</b> Jay Savarese Dale Jr.'s 2002 #8 Monte Carlo
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<b>Best Maritime</b> Bill Kluge IJN Yamato Leyte Gulf	<b>Best Figure</b> Ethan Lindquist Fantasy Goblin	<b>Best Gundam</b> Cavan Irvine HGUC Baund Doc
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<b>Best Real Space &amp; Sci-fi</b> TJ Haller Y-Wing	<b>Best Diorama</b> David Vickers "Warrior's Communion"	<b>Best Junior</b> Eli Samuel The Victor – Gundam
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Aircraft	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
1	1/73 & smaller, all types	Chip Jean B-1B	David Key MiG-21 IBIS	Trystan Bennett Bell P-39D Airacobra	7	11
2	1/72 to 1/49 prop, rigged, single- & multi-winged	Rob Willis SPAD 13	Keith Hudson Fokker D.19	Robert Bradford Albatros DV	8	8
3	1/72 to 1/49 single-engine prop, Axis	Barry Numerick Bf-109 F4	Dave Matiko Kawasaki Ki-6/10 Hein	Shane Hedlund Niko Ja George	11	9
4	1/72 to 1/49 single-engine prop, Allied & all other nations	Barry Numerick Avic S-199	Chip Jean P-47D	David Key F6F Hellcat	9	14
5	1/72 to 1/49 multi-engine prop, all nationalities	Keith Hudson CAC P175 Cackattack	Chip Jean P-38J	Derrick Beard C-47 Skytrain	10	11
6	1/72 to 1/49 single-engine & multi-engine jet, all nations	Chris Derks C-32A	Hagan Klause OA-4M	Chip Jean Buccaneer	10	13
7	1/48 single-engine prop, Axis	Rick Troutman Kawasaki Ki 100-1a	Jeff Wharton Bf 109 F-2 I/JG3	Nelson Kee NIK2-J George	14	14
8	1/48 single-engine prop, USAAF/USAF	Rick Troutman Bell P-39Q Airacobra	Chip Jean P-40E	Ed Dixon P-51D	3	2
9	1/48 single-engine prop, USN & all other nationalities	Mike Witkowski IL2 Sturmovik	Rick Troutman Blackburn ROC000	Patrick Hoff RAF Mustang Mk III	4	16
10-A	1/48 multi-engine prop, all nationalities; US	Nelson Key P-38J Twin Tail Dragon	Chip Jean B-26K Counter Invader	Andrew White C-47A Skytrain	10	12
10-B	1/48 multi-engine prop, all nationalities; non-US	Rick Troutman Ju-88G6	Mike Witkowski Si-204A w/DM-1	Colin Tatusko Beaufighter Mk X	8	
11	1/48 single-engine jet,	Chris Derks	Nelson Key	David Neely	14	13



	all nationalities	X-62 Vista	F-104C Starfighter	Cuban MiG-21R		
12-A	1/48 multi-engine jet; Single tail	Chris Derks QF-4N	Chip Jean RF-4E	Scott Samo Grumman EA-6H	8	14
12-B	1/48 multi-engine jet; Multi-tail	Danny Vazquez Mig 29 SMT	Chris Derks A-10C	Mike Witkowski F-15B Demonstrator	9	
13	1/48 & larger prop, rigged, single- & multi- winged	Kevin Farris LVG	Chris Durden Hansa Brandenburg W.29	Rick Reinart Jeanin Stahltaube	7	9
14	1/32 & larger jets & prop, all nations (excluding rigged)	Chip Jean P-39	Wesley Shull He 219 Uhu	Tim Clark Mitsubishi A6M5	15	11
15	Rotary-winged	Mike Terre Dobhoff WNF 342	Chester Jean Focke Wulf Triebflugel	Matt Lunn AH-1G Marines	7	11
16	Civil Aviation	Keith Hudson Comper Swift	Chip Jean Z-526AFS Akrobat	Ron Verberg LS8-T + Engine	16	18
17	Out of the box, small scale (1/72 scale and smaller)	Scott Samo Ki-84 "Frank"	Scott Bregi Boeing SST	Vince Mankowski V-22 Osprey FSD #1	14	9
18	Out of the box, large scale (1/71 scale and larger)	Nelson Kee U-2A	Rick Troutman Blackburn SKVA Mk II	Andrew Frill Claude	13	15
<b>Total Aircraft</b>					197	210

Military Vehicles	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
19	AFVs, closed-top, tracked, semi-tracked through 1945, Axis, larger than 1/48	Dave Vickers "For the Emperor," Japanese Type 95	Randy Korish Panzer III Ausf. F	Lee Rothgeb Factory Hetzer	17	15
20	AFVs, closed-top, tracked, semi-tracked through 1945, Allied, larger than 1/48	Jackson Stanton USMC M4A2 OV	Peter Espada LVT-(A)1 "Alligator" Amphibious Tank	Cliff Trimble M4A3E8 Easy Sherman WWII	19	27
21	AFVs, closed-top, tracked, semi-tracked post-1945, larger than 1/48	Dana Sadarananda Polish Production T- 55A	Carl Eckmyre Finnish T-72	Bob LaPadura Russian T-90A	17	24
22	AFVs, open-top tracked: visible interiors, open hatches, with & w/o figures (interiors judged), larger than 1/48	Jeff Feller British Churchill AVRE Mk.III Normandy 1944	Scott Bregi M728 Combat Engineer Vehicle (CEV)	Joe Koenig 4x4 MRAP	11	15
23	Wheeled AFVs, armored cars & trucks, railroad vehicles, larger than 1/48	Dana Sadarananda HIMARS	Scott Bregi BT-7M	Randy Corish M1926 Dragoon	5	14
24	AFVs, tracked, semi- tracked or wheeled, 1/72 and smaller	Ashley Abernathy Sdkfz 232 FU 8 Rad	Jared Nuss SAM-6	Brian Eberle Minenraumers	5	9
25	AFVs, tracked, semi- tracked or wheeled, 1/71 to 1/48	Lee Rothgeb Syrian Civil War T-55	Patrick Brown 1956 Suez War Egyptian T-34	Mikkel Petrich KV-2 Big Turret	6	6
26	Soft Skins, trucks, Jeeps, and cars, 1/48 and smaller	David Key LRDG Truck w/2cm Gun	Jackson Stenton Chevy C60L	Brian Brown WW2 Opel Blitz	6	3
27	Soft Skins, trucks, Jeeps, and cars, larger than 1/48	Derrick Beard M51 Weapons Carrier	Jon Emery Gamma Goat 8 <sup>th</sup> ID	Eric Kalamaja Old Survivor British Desert SAS Jeep	11	6
28	Towed ordnance, artillery, missiles, with or without their loaders/movers, all scales	David Shaw IJA 28cm Howitzer, 1905	Bob LaPadura Germman Rheinmetall Rheintochter R2 w/Launcher	Zachary Grizzle 37mm Maxim Gun	11	4
29	Conversions, all scales	Scott Bregi M-60 LRIP#1 (M-60 Prototype)	Brian Eberle M106 A3 SICPS Command Post System	Scott Huber Getting Ready for the Next Raid, SAS N. Africa	3	6
30	Out of the box AFVs, small scale, 1/48 and smaller	Kimiyoshi Okabe Char B1 bis	Mikkel Petrich Afrika Corps Sdkfz 261	Ron Verberg Humber Mk II	3	3
31	Out of the box AFVs,	Randy Corish	Dana Sadarananda	Mikkel Petrich	12	13

	large scale, larger than 1/48	Flakpanzer T-34	Canadian Leopard 2A6	Kurganets-25 APC		
<b>Total Military Vehicles</b>					126	145

Automotive	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
32	Competition, open wheels, 1/20 and smaller	Richard Leininger Lotus 79	Jamie Brannan Bear Foot Monster Truck	Garry Thorner Family Operated Dirt Track Racing	4	7
33	Competition, straight line, 1/20 and smaller	Lewis Hicke Grumpy's Vega Comp Straight Line	Jim Strauss 1929 Highboy Roadster Dragster	Paul Anthony Sillard '65 Chevy II Gasser "Rigamortis"	14	10
34	Competition, closed wheels, 1/20 and smaller	Jay Savarese Dale Jr.'s #8 Budweiser Monte Carlo	Chris Colur Goodwrench Monte Carlo	Richard Leininger Mercedes AMG GT3	21	20
35	Factory Stock, all eras	Chris Colur '70 Barracuda	Rocky Sink Jaguar E-type	Jamie Brannan '96 Viper Indy Pace Car	22	19
36	Small Scale, 1/26 and smaller, all eras	Steven Simmons Reliant Bond Bug	Steve Strauss Flying "A" Shop Truck	Eric Terry Jimmy Flintstone Frankenstude	4	6
37	Large scale, 1/19 and larger, all eras	Richard Leininger Lotus 49B	Todd Beeidy Honda RA-301 1969	Robert Doss Kubelwagen	6	5
38	Street Rods, 1948 and older	Jamie Brannan '41 Plymouth Faded Glory	Lewis Hicks '30 Model A	Jason Jennings Dooky Boys	6	7
39-A	Street Rods, 1949 and newer; 1968 and later	Eric Terry 1970 Ford Torino GT	Paul Sillard 1968 Firebird	Jamie Brannan 1970 Road Runner	8	11
39-B	Street Rods, 1949 and newer; Pre-1968	Jack Cairns 1966 Chevy Nova	Robert Brooks '57 Ford Fairlane	Robert Morris 1965 Chevelle Wagon	10	
40	Pro Street (Street Legal Drag Style)	Robert Brooks '69 Nova	Paul Sillaro 1970 Chevy Impala	Mike Hall 1963 Chevy	6	5
41	Customs/Lead Sleds	Lewis Hicks '60 Impala	Eric Terry '57 Ford Delrio	Chris Kirby '71 Beetle	7	6
42	Curbside, Slammers & Tuners	Andy Behrens Foose Eldorod	Steven Simmons Mini Cooper Uncle Si	Chris Kirby 1959 Cadillac Ambulance	13	13
43	Trucks, vans, non- & light commercial, light public service	George Hood 1972 Ford Snowplow	Eric Terry 1953 Ford F-100	Rocky Sink 1970 Ford F-100	16	15
44	Semi-trucks, heavy equipment, heavy emergency vehicles	Frank Head B73 Mack Truck	Eric Kalamaja Mack Bulldog	Scott Saylor Autocar w/Dozer	20	6
45	Motorcycles	Steven Simmons Luxury Trike Taxi	Ron Verberg Monkey 123	Harold Brooks Custom Motorcycle	5	6
46	Rust, Dust, and Junkyard, all types and eras	Ashley Abernathy 1950 Chevy Truck	Jamie Brannan Bumble Bee	Robert Doss Ford f-100	8	8
47	Out of the box 1948 and older	Rocky Sink 1934 Duesenberg SJ	Steve Strauss Bugatti Atalante Coupe		2	5
48-A	Out of the box 1949 and newer; Street use	Rocky Sink 1958 Corvette	Crawford Wilson Toyota GR Supra	David Matiko 1971 Demon	13	20
48-B	Out of the box 1949 and newer; Non-street use	Chris Kirby Free Candy	Richard Leininger McLaren MP 4/4	Jay Savarese #34 Goodys Lumina	9	
<b>Total Automotive</b>					194	169

Maritime	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
49	Surface, sail & oar	Chase Teal La Reale	Dale Still Clipper Ship "Flying Cloud"	Ron Verberg Skipjack Oyster Boat	3	2
50	Surface, engine powered 1/350 & larger	Rob Rode Russian Admiral Panteleyev	David Shaw HMS Cornwall 1942	Martin Quinn USS Alaska CB-1	9	7
51	Surface, engine powered 1/351 &	Richard Leininger USS Missouri	William Davis HMS Victorious	Brian Miller Prinz Eugen	3	6

	smaller					
52	Submarines	Mike Witkowski Necht Midget Sub	Ricky Haskin Jiao Long Submersible	Brian Starkes U-82	10	6
53	Civil (cruise & merchant ships, liners & pleasure craft)	Ron Verberg Southern Bell			1	2
54	Ships on water, all scales (water is judged)	Bill Kluge IJN Yamato Leyte Gulf	David Key German Z-38 Zestorer	Martin J. Quinn USS Bass (SS-164)	5	2
55	Non-plastic, wood-constructed	Dave Chelmow East Coast Oyster Sharpie	Stuart Winn Royal Yacht Mary		3	1
<b>Total Maritime</b>					34	26

Figures	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
56	90mm (approximately 3.5") & smaller	TJ Haller Marine National Sailor	Aaron Simmons Medieval Knight	Ethan Lindquist Mad Max	11	10
57	91mm & larger	Steven Simmons Student w/Notebook			1	5
58	Mounted	Mike Dutcher Paladin King	Dean Hoffman Turkish Standard Bearer		2	0
59	Busts (Military)	David Hoffman Roman Cavalry Officer	Jim Ritchie Roman Aquilifer	Aaron Simmons WWI Sikh Soldier	25	14
60	Busts (Non-Military)	Crawford Wilson Woman in Black & Gold	Christopher Quillen Predator	Jim Ritchie Irish Coal Miner	19	6
61	Sci-Fi & robots	Mike Dutcher Rey Skywalker	Brick RX-7 Machine Weapon	Ricky Hoskin Scope Dog and Cat	27	17
62	Fantasy	Ethan Lindquist Fantasy Goblin	TJ Haller Dante Aligieri	Aaron Simmons Shygo and Bery	20	13
<b>Total Figures</b>					105	65

Gundam	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
63	Gundam, 1/144 and smaller, UC	Cavan Irvine HGUC Baund Doc	Brick GPO2 Full Bucket Colonel	Jason Nguyen G3 Gunpla Kun	26	24
64	Gundam, 1/144 and smaller, non-UC	Justin Thepsombat RG Destiny Impulse	Brick Gundam RX-78 Demi	Jared Nuss Demi Trainer Chuu-Chuu	26	26
65	Gundam, 1/100 and larger, UC	Rhea Horton AOK Silveroaks Unicorn	Ricky Hoskin Gundam Mk II A.E.U.G.	Austen Thomas M.G. Jegan	18	11
66	Gundam, 1/100 and larger, non-UC	Ricky Hoskin "Gustav" Aile Strike	Christian Montiallo "My Boy Blue"	Ryan Berger Gundam Rail Buster	11	18
67	Gundam with bases. All scales, bases judged	Lo George PA-Sol	Justin Carroll Crossbone Gundam	Anthony Cooper Underrated Never Underrated	8	
<b>Total Figures</b>					89	79

Real Space & Sci-fi	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
68	Real spacecraft & vehicles, all types (including non-tactical missiles & rockets without prime mover)	Chris Derks Aurora 7	Scott Bregi Soyuz TMA-14 Launch Vehicle	Michael Newman Apollo & Soyuz	3	4
69-A	Sci-Fi Spacecraft & vehicles, flying; Star Wars & Star Trek	TJ Haller Y-Wing	Chad Bowser Snow Speeder	Jared Nuss Cavern Angels Y-Wing	17	22
69-B	Sci-Fi Spacecraft & vehicles, flying; All others	Ray Jensen Luna Diver Stingray	Bill Dedig Spaceship Apollo 27	Wayne Dippold Colonial Viper	7	
70	Sci-Fi Spacecraft & vehicles, ground	TJ Haller Pak Krote	Cavan Irvine New Spotter	Tabb Tharrington Maschinerkrieger	11	15
<b>Total Real Space &amp; Sci/Fi</b>					38	41

Miscellaneous	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
71	All Types (primarily plastic)	Jason Jennings Comic Viggen	Phillip Allen 76mm HE Projectile	Tim Stormer Little Box	11	8
72	All Types (paper and all other materials)	Chris King Wish Upon a Star	David Shaw 10 lb Parrot Rifle	Trystan Bennett Boeing B-17	20	2
<b>Total Miscellaneous</b>					31	10

Collections	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
73	All eras and genres	Aaron Simmons Gellerpox	Benjamin Muir Tactical Squad Alpha	Chris Huesinger Black Widow Company	50 (7 collect.)	93 (9 collect.)

Dioramas	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
74	Small Composition: 1 model subject and/or 1-5 figures, all scales	David Vickers "Warrior's Communion"	Jeff Feller "Gone Fishing"	Zach Becker Russia 1812	25	34
75	Large Composition: 2 or more model subjects and/or more than 5 figures, all scales	Tabb Tharrington "The Dogs of War," Ukrainian Diorama	David Vickers "Recon Report"	Randy Corish "Out of Fuel, Out of Luck"	17	13
76	Photos in Time	David Vickers "Sickening Silence"	James Herndon Chuck Yeager's F-4C	Wayne Dippold 1956 Jaguar XK-120	3	7
<b>Total Dioramas</b>					45	54

Scratchbuilt	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
77	All subjects	Duncan Lindbo Mobile Fortress Wintermute	Stephan MacNeil Just a Goofy "Pear"sonality	Zachary Grizzle Cabin Facade	9	5

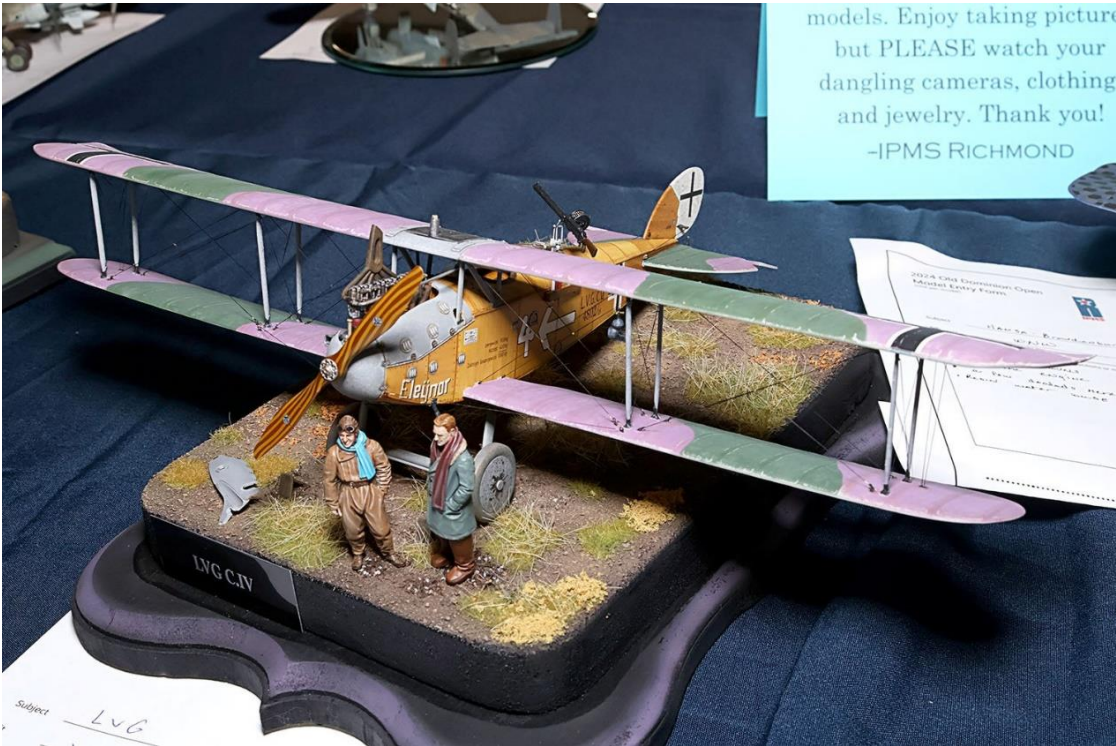
Weekend Warrior	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
78	All Subjects	Ryan McBride Gangar	Mark Hopkins Tiger I	Andy Garcia LAV 3-ton	4	5

Juniors	Category	First Place	Second Place	Third Place	Entries	
					2024	2023
79	All subjects by modelers aged 12 and younger	Madeline Maust D&D Dragon	Bryor Mays Death Trooper	Everett Amos Tiger Two	19	12
80	All subjects by modelers aged 13 to 17	Elias Samuel The Victor Gundam	Elizabeth Clarke RX-93-V2	Adrien Samuel Star Wars "The Sin"	19	13
<b>Total Juniors</b>					38	25

<b>GRAND TOTAL</b>	<b>960</b>	<b>927</b>
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# 2024 ODO BEST IN CATEGORY AWARD-WINNING MODELS

Photo Credits: John Robinson, Ed Franz, James Texan Scott and E.L. Motley



Best Aircraft: LVG by Kevin Farris



Best Auto: Dale Earnhardt Jr.'s 2002 No. 8 Monte Carlo by Jay Savarese



Best Military Vehicle: British Churchill AVRE Mk.III by Jeff Feller



Best Maritime: IJN Yamato Leyte Gulf by Bill Kluge



Best Gundam: HGUC Baund Doc  
by Cavan Irvine

Image not available

Real Space & Sci-Fi: Y-Wing by T.J. Haller

**EDITOR'S NOTE:** Unfortunately, we do not have pictures of two of the Best in Category prize-winning models. These were the awards to Ethan Lindquist, Best Figure, for his "Fantasy Goblin," and to Eli Samuel, Best Junior, for his "The Victor—Gundam." Sincere apologies go to both of these excellent modelers. However, always wanting to make things right, if anyone can secure or provide color photographs (in JPG or JPEG format) of these two models, I will display them prominently in the next issue of *Spare Parts* which will be sent out around June 10.



Great interest in the large Automotive Category tables at the ODO.



# IPMS RICHMOND MEMBERS' WINNING ENTRIES



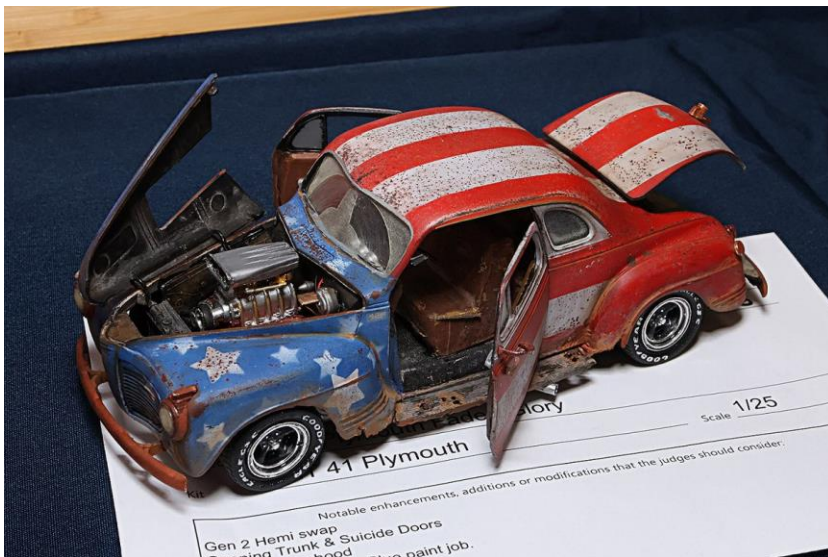
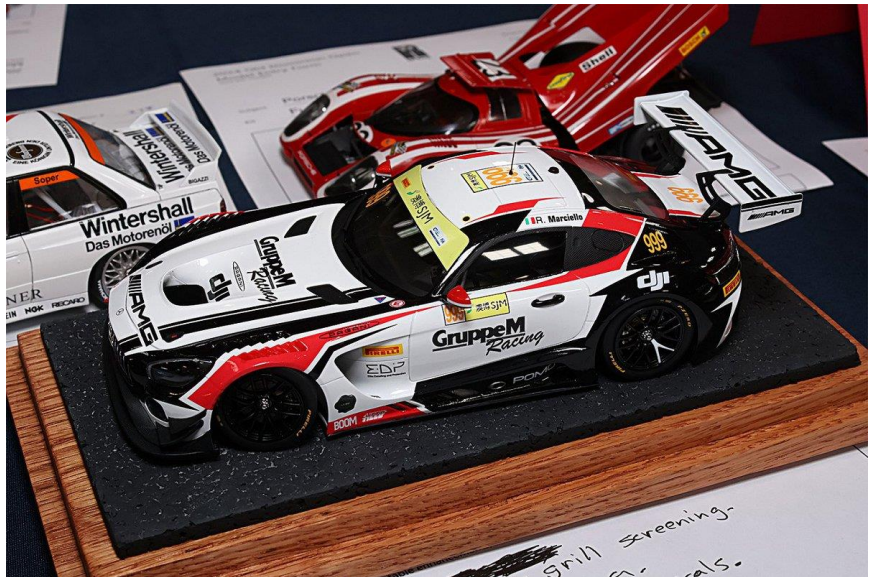
Ashley Abernathy's rusty 1950 Chevy Truck took First Place in Automotive Category 46.

Ashley Abernathy also won a First Place award in Military Vehicles Category 24 with this Sdkfz 232 FU 8 Rad German armored car.



Richard Leininger's Lotus 79 Formula 1 car roared to a First Place award in Automotive Category 32.

Richard Leininger's Mercedes AMG GT3 took Third Place in Automotive Category 34.



Jamie Brannan's 1941 Plymouth Faded Glory won First Place in Automotive Category 38.

Richard Leininger's large-scale Lotus 49B was the First Place winner in Automotive Category 37.





Richard Leininger's impressive USS Missouri won First Place in Maritime Category 51.



Another checkered flag for Richard Leininger, taking Second Place in Automotive Category 48-B with his McLaren MP 4/4 racer.



Jamie Brannan's Bear Foot Monster Truck rumbled to a Second Place award in Automotive.

Jamie Brannan's splendid 1996 Dodge Viper Indy Pace Car won Third Place in Automotive Category 35.



Jamie's excellent 1970 Plymouth Road Runner won an award, taking Third Place in Category 39-A.



Fighting a losing battle in 1940 France, Kimiyoshi Okabe's Char 81 bis French Tank won First Place in Military Vehicles Category 30.

Jamie Brannan's Bumble Bee 1966 Volkswagen won Second Place in Automotive Category 46.



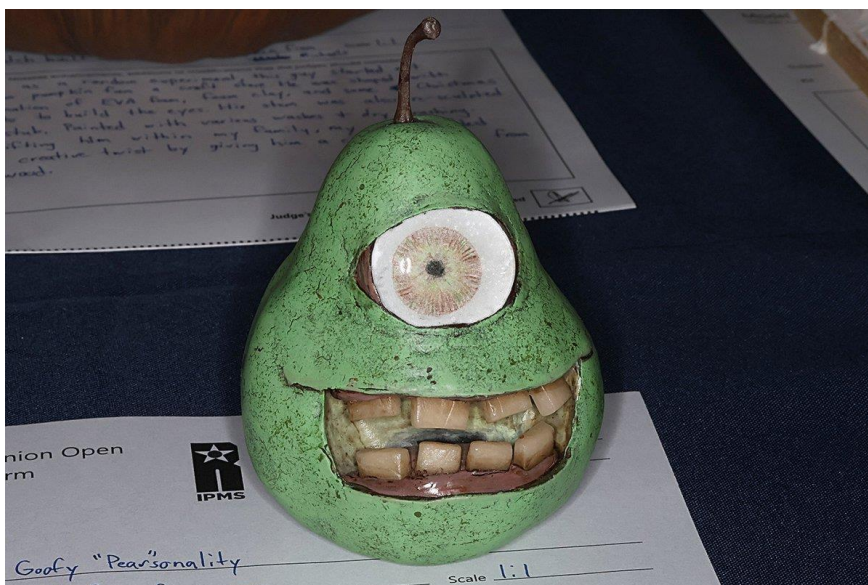
## MORE GREAT MODELS FROM THE 2024 ODO



A beautifully done World War I German Rumpler biplane.



A superb U.S. Navy F-4 Phantom.



A colorful "Goofy PEARsonality."

“Gone Fishing”...a very impressive diorama by Jeff Feller.



Fast and lethal in the English Channel...a fine model of German Schnellboot.



An excellent Russian-built tank.





Ever on the watch for Cylons was this “Battlestar Galactica” Colonial Viper.



A diving “Jug”...P-47D Bubbletop Thunderbolt.

A very impressive Soviet Cosmonaut bust entered in Figures.



Chris Bryan's highly detailed 1/32 F-100 was part of the Southside Modelers' club display.



"Fill 'er Up!" This was just one area of a large auto junkyard diorama.



One of the ersatz "King Tigers" (M47) from "The Battle of the Bulge" 1965 movie.

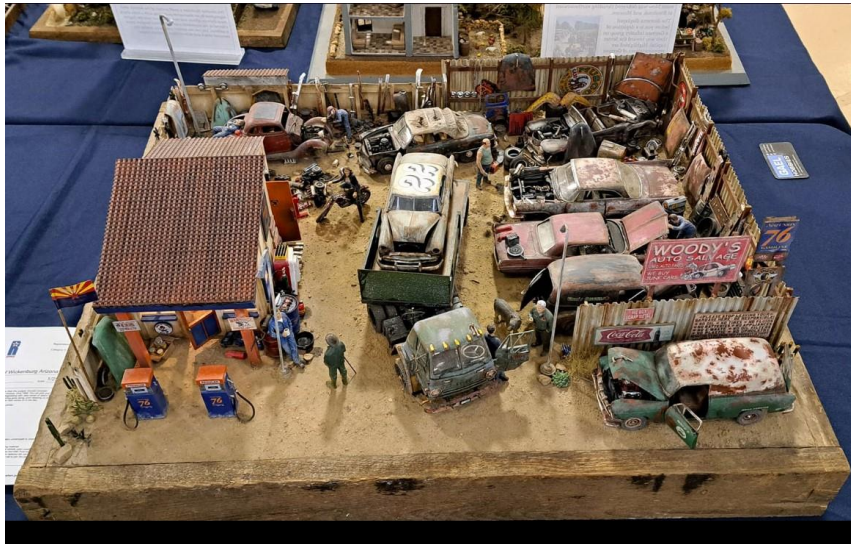




More of that large Arizona auto junkyard diorama.



Rusting metal under the desert sun....



A large and very impressive float plane diorama.





Not "Lawrence of Arabia," but another conflict with another Englishman giving the enemy fits out in the desert. Very well done North Africa campaign Jeep.



The Richmond Automotive Modelers Society's impressive club display, including a nice tribute to IPMS member and RAMS co-founder George Honeycutt.

# Spitfire: The Legend, Part 4

## MATCHING THE LUFTWAFFE'S NEW CHALLENGERS

By Alex Valz



Supermarine Spitfire Mk.IX c

### A New Generation of Spitfires

As 1942 wore on, it became apparent that if the RAF was to defeat the Luftwaffe and gain air superiority, the British would have to move past the Spitfire Mark V and develop fighters that could match the new Focke-Wulf 190A and the Messerschmitt 109G. The Spitfire V had failed in its missions over the English Channel and Western France as the Germans had taken advantage of the strengths of their fighters to devise a winning strategy. Over Malta, one of the most bombed places on Earth during WWII, a small number of Mark V's had fought the German and Italian air forces in a gallant but losing battle for over a year and a half. Finally, large formations of Spitfires V's were launched from aircraft carriers in the Mediterranean and had flown to Malta to bolster the island's defenses. These Spitfires had ultimately won the day, destroying a large number of the enemy force so that the Germans and Italians had to discontinue their campaign to capture Malta. The RAF's Mark V's performed well against the Bf-109f's and the Macchi 202's. However, the new and more advanced FW-190's and the Bf-109G's were not deployed against Malta.

### The Solution

As Spitfire losses over Western France rose alarmingly after the advent of the FW-190 in September 1941, RAF fighter pilots were far from reticent about the capabilities of their superb new opponent. Their concerns were relayed up the chain of command until they landed on the desk of Commander-in-Chief, Fighter Command, Sir Sholto Douglas. Douglas started the wheels turning by writing to the Ministry of Aircraft Production demanding a fighter that could engage the

FW-190 from a position of equality or preferably superiority. The Minister, in turn, relayed this demand to Britain's the aircraft manufacturers.

One answer would have been to design and build a new fighter plane, but this could have taken years to accomplish, and the RAF didn't have years. Another answer would have been to hurry along the further development of the Hawker Typhoon and correct some of its deficiencies to bring it up to FW-190 standards. Again, this was unacceptable because it could have taken a period of several months or more.

The solution to this quandary came from an unexpected place.

## **Development of the New Merlin 61 Engine**

Earlier in 1941, in an effort to improve the high altitude performance of the Merlin Engine, Rolls Royce engineers fitted a Merlin 45 with two supercharger blowers, one feeding into the other. Between the outlet of the first blower and the inlet of the second, there would be an extra cooling system—an intercooler—to reduce the temperature of the charge and, therefore, increase its density. This improved Merlin engine with the two-stage supercharger was designated Mark 60, and a revised version for fighters was designated Merlin 61. In the summer of 1941, engineers fitted a Merlin 61 in a Spitfire III employed as a test bed. The intercooler required two radiators, so the test aircraft was modified with two rectangular radiators, one mounted under each wing. To absorb the Merlin 61's extra power, the aircraft was fitted with a four blade propeller.

Early in 1942, the experimental Spitfire III went to the RAF's test establishment at Boscombe Downs for service trials. Here the plane showed considerable improvement over previous versions of the Spitfire. Maximum level speed at various altitudes was some 30 mph faster than in the Spitfire V. Additionally, the modified plane's rate of climb was much superior to the Spitfire V and its service ceiling was estimated at 41,800 feet. The experiment to solve high altitude performance increased the Spitfire's speed.

## **The Spitfire IX Becomes a Game Changer**

The new Merlin 61 engines were mated with Spitfire V airframes and became the Spitfire IX (shown below). This up-engined Spitfire version became an air superiority fighter which was equal to and perhaps superior in many ways to the Germans' FW-190. While the FW-190 was developed as an entirely new fighter, the Spitfire IX was a modification of an earlier airframe. The Spitfire IX and improved versions of the original Spitfire would fight on to the end of the war and then beyond in the hands of foreign nations.

The Merlin 61 engine's greatly improved performance led to the development of the Spitfire VII and Spitfire VIII. These improved versions were designed to eventually replace the Spitfire IX, which was only intended to be a stopgap fighter.



*Ready to roll: a Spitfire Mk IX*

## **The Spitfire Marks VII and VIII**

The Spitfire VII (shown below) was a dedicated high altitude fighter with a pressurized cabin. Like the earlier Spitfire Mark VI, it was fitted with pointed wing tips that increased the wingspan by three feet, four inches. To provide sufficient fuel for a high-speed climb to 40,000 feet, the internal fuel capacity was increased by 40 percent more than previous Merlin-engine Spitfires. The plane's airframe was redesigned and strengthened to enable it to cope with the extra weight. The Spitfire VII was fitted with a retractable tailwheel to reduce weight.



*A Spitfire Mk.VII in flight. Note the pointed wingtips.*

The Spitfire VIII was similar to the Mark VII except it did not have a pressurized cabin and it employed rounded wing tips. The Mark VIII offered an optimized combination of airframe and engine, while the Mark IX always required careful piloting since the airframe was weaker and the more powerful engine could lend to structural stress and possible accidents. The reason that the Marks VII and VIII were not sooner available is that redesigning the airframe and re-tooling the production took several months. Until the Mark VII and VIII were available in quantity, the RAF's priority was the interim Spitfire Mark IX, which despite being only a temporary measure, soldiered on for the remainder of the war. It was much easier and quicker to drop a Merlin 61 engine into a Spitfire V airframe than to build an entirely new airplane. Accordingly, the Mark IX was produced and available in large numbers.



*A Spitfire Mk. VIII in RAAF camouflage.*

The Spitfire Mark IX's success led to the later Mk XVI, whose Merlin engine was license produced by Packard. These two variants became the dominant Merlin engine Spitfires over Northwestern Europe in the later stages of World War II. The Mark VII was built in limited numbers and was eventually retired from service. The Mark VIII, while superior to the Mark IX, served primarily in the Mediterranean Theater and the Far East, including Burma and India. The Mark VIII also saw service in the Pacific islands with the Royal Australian Air Force.



*An "Aussie Eight" in another variety of RAAF camo.*



A great aerial view of the Australian Spitfire Mk.VIII in a scheme more similar to the RAF's camouflage. White was used to distinguish from Japanese planes.

## **The Spitfire IX in Combat over Dieppe**

The first production Spitfire Mark IX's were delivered in June, 1942, to Squadron No. 64 at Hornchurch. On July 30, they engaged enemy fighters for the first time and shot down two FW-190's with no loss of their own. By the middle of August three more units had re-equipped with the Mk IX: Squadron Nos. 401, 402, and 611. All four squadrons along with a number of Spitfire Mk V squadrons participated in the attack on Dieppe on August 19, 1942.

Although the Dieppe raid proved terribly costly and served no strategic purpose, it was launched to determine whether a coastal town in enemy territory could be seized and held for a period of time as a preview of a full-scale invasion. The Allies hoped that an invasion of the continent could take place sometime in 1943, but it was not to happen until June, 1944. British commandos and Canadian Infantry backed up by 30 Churchill tanks carried out the Dieppe raid. A small detachment of U.S. Rangers, a new formation modeled after the British commandos, was included in the raid.

After escorting B-17 Flying Fortress bombers in an attack on German fighter airfields at Abbeville, France, three of the four Spitfire Mk. IX squadrons conducted a defensive sweep over the Dieppe beachhead itself. Here No. 401 Squadron found itself in action against Dornier Do-217 bombers, escorted by FW-190's. These German planes were trying to attack shipping off the coast. Hits were claimed on two bombers and one escort. One RAF pilot dove on a FW-190 and destroyed it, but he flew through flying debris and his plane was damaged, forcing him to bail out over the English Channel. He was later rescued by a naval patrol boat.

By mid-day on August 19, all four Spitfire Mk IX squadrons were again airborne, this time to cover the withdrawal of Allied troops as the assault on Dieppe had turned into a disaster. RAF

Squadrons Nos. 401, 402, and 611 skirmished with German fighters while No. 64 Squadron attacked a force of Do-217's attempting to bomb the evacuation ships. Three German bombers were destroyed at the cost of one Spitfire.

In the course of the day's intensive fighting over Dieppe, the four Spitfire Mk. IX units flew 14 squadron-sized missions and claimed six enemy aircraft destroyed and two probably destroyed against losing seven of their own. A number of enemy aircraft were reported damaged and some of these German planes no doubt crashed somewhere between Dieppe and their home bases. Altogether, the Mk IX's had done a creditable job in their first combat.

## **The Spitfire Mk. VII in Service**

Three RAF squadrons of Mk VII's were organized from May, 1943, to March, 1944. This included Squadrons Nos. 124, 131, and 616. Only 140 Spitfire Mk VII's were built as those aircraft were intended for specialized missions.

During preparation for the Normandy invasion, Nos. 131 and 612 Squadrons were part of a wing commanded by Battle of Britain ace Peter Brothers. The mission of these two squadrons was to protect the invasion ports in England from high-flying German reconnaissance aircraft and to provide top cover during the actual invasion.

The Mark VII often flew missions at lower altitudes and, accordingly, the long-pointed wingtips were replaced by standard round ones which provided more maneuverability.

*Spitfire Mk. VII in high altitude color scheme.*



These Spitfires were employed in fighter rodeos and sweeps across Northern France, destroying a large number of German fighters at the Luftwaffe's airfields at Le Valle and Le Mans.

Eventually, 616 Squadron re-equipped with Meteor jet fighters and 124 Squadron with Spitfire Mark IXs. No. 131 Squadron continued with the same pattern of operations as before, mainly escorting long-range bomber missions. The Mark VII was taken out of service in January, 1945, without proving its capabilities as a high-altitude interceptor. That function could already be performed by Mark IX's.

## **Spitfire Mark VIII Shines in the Far East**

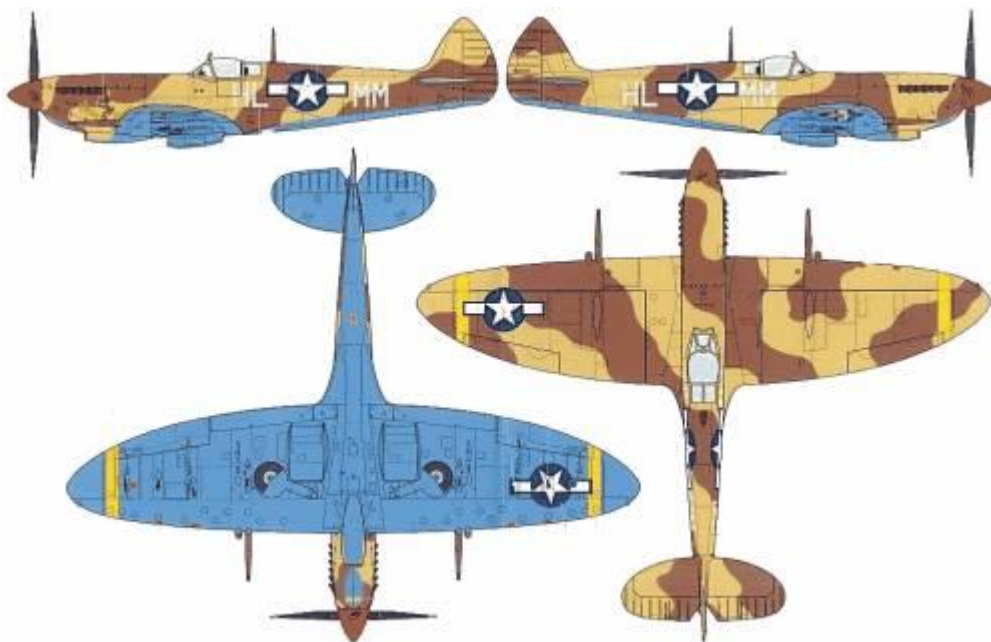
The Spitfire Mark IX's successful entry into service in 1942 reduced the urgency of getting the Mark VIII into mass production. It wasn't until June, 1943, before the Mark VIII would reach full production. Since the Spitfire Mark VIII had the same internal fuel capacity as the Mark VII



(124 gallons), it was decided to send the entire production run to theaters where superior flying range was a necessity, namely the Mediterranean and the Far East. In the Mediterranean, where few enemy aircraft remained, the Mark VIII's role was mainly as a fighter-bomber.

In the Far East, Nos. 81 and 152 Squadrons, equipped with the Spitfire Mark VIII, arrived at airfields in Eastern India towards the end of 1943. At first there was little to do other than to destroy Japanese Ki-46 "Dinah" reconnaissance aircraft, which had been nearly untouched prior to the arrival of the Mk. VIII's. In early 1944, two more Mark VIII units, Nos. 67 and 155 Squadrons, arrived.

The period of calm in India ended on February 6, 1944, when the Japanese opened a major offensive in the Arakan area. Japanese forces used a well-tryed tactic of infiltrating their forces through the jungle to slip behind British positions in order to sever supply lines and force the British to retreat. But his time, General William Slim, commander of the British 14th Army, ordered his 5,000 troops who were cut off at Sinzweyd to stand firm and fight while he supplied them from the air by C-46 and C-47 transport planes. Meanwhile, three Spitfire VIII squadrons were transferred to Ramu, close to the Indian-Burmese border, to establish air superiority over the battlefield area. The placement of these Allied units changed the air situation completely. The Spitfire Mark VIII proved vastly superior to the two Japanese fighter types in the area, the Ki-43 "Oscar" and the Ki-44 "Tojo." The Spitfire VIII had a speed advantage of 90 mph over the "Oscar" and 40 mph over the "Tojo." The Spitfires inflicted such heavy casualties on the Japanese Army Air Force that after a few days, the Japanese ceased their air operations over the area. With the Japanese lacking an effective way of transporting supplies through the jungle and the British army being well-supplied through the air, the Japanese were forced to withdraw by February 23, 1944.



*The USAAF flew the Spitfire Mk. VIII in Italy.*

Slim used the same tactics in March, 1944, to supply 55,000 Allied troops the Japanese had isolated at Kohima and Imphal. While Spitfire Mark VIII's maintained air superiority, Allied transport planes supplied the troops for 80 days, losing only three aircraft. By the end of the siege, three more Spitfire V squadrons had been re-equipped with Mark VIII's, further solidifying

the RAFs air superiority in Southeast Asia. The breaking of the siege of Kohima and Imphal effectively ended the Japanese campaign in Burma and India. For his tenacity and innovative tactics, General Slim is considered by many historians to be Britain's greatest general during World War II.

The Royal Australian Air Force received its first batch of a total of 410 Spitfire Mark VIII's in October, 1943. By this time, however, Japanese air activity over the Southwest Pacific area had essentially ended. Accordingly, these new Australian Spitfires were used mainly in a ground attack role.

## **Upgrading the Mark IX into the Mark XVI**

The Spitfire Mark XVI was a Mark IX fitted with a Merlin 66 engine, manufactured under license in the United States by the automaker Packard. The Packard-built Merlin engines were manufactured to American measurements which required those engines to have separate servicing tools and spare parts.

Most Mark XVI's were fitted with the "E" type wing, in which the .30 caliber Browning machine guns were replaced with the .50 caliber Brownings used in all US aircraft since the beginning of the war. Later versions of the Mark XVI were fitted with the cut-back rear fuselage and the bubble canopy which improved the pilot's all-around visibility.

Because of the need for separate servicing tools and spare parts for the Packard Merlin engine, many units quickly made the switch from the Mark IX to the Mk XVI, and it was rare for them to operate both of these Spitfire variants at the same time. By the end of the war in 1945, a total of 19 squadrons were equipped with the Spitfire Mark XVI.

*Later version of Mark XVI with bubble canopy and cut back rear fuselage.*



*Earlier version of the Spitfire Mark XVI before changes to the fuselage.*



In the next (June) issue of *Spare Parts*, Alex concludes his series of Spitfire articles with profiles of the aces who flew late-model Spitfires. He will also discuss the advent of the Griffon powered Spitfires, the ultimate versions of this magnificent aircraft.



## 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 for the remainder of 2024 are (THIRD MONDAY NIGHTS): March 18, April 15, May 20, June 17, July 15, August 19, September 16, October 21, November 18, and December 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. Whenever possible, we have demonstrations of model building and painting techniques presented by our members or local hobbyists. In December, we host a chapter model 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 we 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 Formula One race cars, movie monsters, and Gundam 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.

**VISIT US AT:** [www.ipmsrva.org](http://www.ipmsrva.org)

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

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