



# SPRUE



The Roanoke Valley Chapter of the International Plastic Modeler's Society

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2007 REGION 2 CHAPTER OF THE YEAR

December 2009

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## From The President..

This year has brought it share of bad news and continues still. It is with deep sorrow that I report to you the passing of Lieutenant John Charles Macgill Jr. Most of you met Charlie at our club cookout last year and when he attended one of our club business meetings. He brought in his 1/48 scale B-24 to give to Jeff Hinchee so he could apply the decals to replicate the bomber that Charlie actually flew over Europe during WWII. Cliff Young recently completed a 1/48 scale B-24 with the Virgo nose art on a diorama base with vehicles and crew including Charlie standing by the bomber. It was to be presented to Charlie in January at our first business meeting of the year, but unfortunately that event won't take place. Charlie was a very humble man and it was great to have met and talked to him for the short time that we were friends. The full story of Charlie's life and passing is on page 5.

In light of the impending loss of our meeting rooms at the Center in the Square in downtown Roanoke where construction is due to start no later than July 1, Don Moser extended an offer to the club to hold our monthly meetings at the Virginia Museum of Transportation. The membership in attendance at the November business meeting voted to move the monthly club meetings to the museum beginning with the January 14th build meeting. We will be supplied with a key to the meeting room so times will not be a problem with the museum. The cost is less per year to the museum and



The crew of Virgo, front row (L to R): Bill Nestle (CP), Charlie Macgill (P), Monroe Meltzer (B), Ken Leonard (N). Back row (L to R): Paul Jacobson (WG), Jim baker (NG), Al Demitry (R/O), Bill Nelson (BG), Cliff Bodin (FE/Top), Vester Wilson (TG).

## Inside this issue:



LaFayette Scale Modelers



November Club Pictures

one of the other advantages to meeting at the museum is that parking is free. The map and directions on how to get to the new meeting place is on page 2 of this issue of Sprue.

Another year has passed at lightning fast speed. We seem to say the same thing every year, "where did the time go". I know half of the things I planned to get done this year went by the wayside so I'll have to double up on the duties this coming year. Maybe I'll be able to make a dent in that wall of unassembled kits that's been threatening to cave in on me. It's a rap for this year for the newsletter but make sure you plan to attend the club Christmas dinner on Saturday the 12th at the Roanoker Restaurant at 6:30 pm.

Merry Christmas and Happy New Year.

Dennis Smith  
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# New Meeting Place Starting in January

In 2010 we will embark on a new odyssey with a new meeting place at the Virginia Museum of Transportation. Most of you have already heard the news that Don Moser extended the offer to the club. The room looks great with a larger floor area and extra amenities including a bar and sink. I'm sure that this move will prove to be beneficial to both the club and to the transportation museum.



OK Guys, I drew you a picture on how to get to the new meeting place at the Virginia Museum of Transportation. From Salem Ave. turn onto 1 1/2 St. or 1.5 St. Follow it around and drive under the overpass and then to the right. The parking lot is behind the museum as indicated in the picture. Enter through the rear door, walk down the hallway and turn right. Don't try to enter though the main entrance, the doors will be locked.

Newsletter Editor - Dennis Smith  
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IPMS/Roanoke Valley meets the second and fourth Thursday of every month at the Science Museum located in downtown Roanoke at the "Center in the Square". The second Thursday building meetings are held in the classroom on the fifth floor and the fourth Thursday meetings are held on the same floor in the Conference room. All meetings start at 7:00pm.

If you have any questions about the club, meetings or need directions us.

Please mail all correspondence to:

Roanoke Valley IPMS  
P.O. Box 20841  
Roanoke, VA. 24018



## November Contest WINNERS

### First Place

Chris Webb  
Su-27 "Flanker"

### Second Place

Terry Eastman  
Ki-44 "Tojo"

### Third Place

Cliff Young  
"Angels"

## Carrier Landings WINNERS

### First Place

Tim Ward

### Second Place

Jay Dennis

### Third Place

Tommy Carr



## RVIPMS CHRISTMAS DINNER

DECEMBER 12th  
6:30 PM

ROANOKER RESTAURANT  
2522 COLONIAL AVENUE  
ROANOKE, VIRGINIA

# November Contest



Built by Chris Webb, this Su-27 "Flanker" with it's intricate paint job took home first place at the November club contest.



**Bob Rohrback**



**Cliff Young**



**Bob Rohrback**



**Bob Stull**



**Cliff "Zero's" in on the landing deck**

# La Fayette Scale Modelers

## Contest & Show

November 7, 2009

Fayetteville, North Carolina





**Charlie standing next to his B-24 Liberator**

John Charles Macgill Jr., a decorated World War II bomber pilot who flew 30 combat missions and was decorated with the Distinguished Flying Cross, died of heart failure Oct. 22 at Montgomery Regional Hospital in Blacksburg, Va. He was 88.

The son and grandson of physicians, Mr. Macgill was born in Baltimore and raised at "Eureka," the old Macgill family home on Frederick Road in Catonsville. Mr. Macgill was interested in flying since he was a child. "Coming from a long line of doctors, it became embedded into Charlie's mind what his future would be. However, at the age of 9, he saw an airplane, and as happened so often in the early days of flight, he became enamored with flight," wrote Robin Smith, historian for the 486th Bomb Group Association, in a profile. "To his bewilderment, his dad never tried to change Charlie's mind," Mr. Smith wrote. After graduating from McDonogh School in 1939, he earned his pilot's license the next year.

Shortly after the attack on Pearl Harbor, Mr. Macgill learned that the Army Air Corps had established the Aviation Cadet Program, which meant that those without a college degree, if they could pass an examination, would be taken into the program.

"It took Charlie a matter of seconds to realize that he could be paid for flying rather than have to pay if he could get his wings," Mr. Smith wrote. "Having flying time already made it somewhat easier, but he had to learn the 'Army Way,' which was some different than the barnstorming he had been doing," he wrote. After flight training in Texas and Louisiana, he com-

pleted a short stint piloting a submarine chaser bomber assigned to the Ninth Anti-Sub Squadron in Miami. Mr. Macgill was sent to Davis-Monthan Field near Tucson, Ariz., and after completing combat crew training, he was sent to Sudbury, England, where he joined the 834th Zodiac Squadron of the 486th Bomb Group of the 8th Air Force. He flew half of his 30 combat missions aboard Virgo, a Consolidated B-24 Liberator four-engine bomber; with the remainder aboard Boeing B-17 Flying Fortresses.

While flying a B-17 bomber on a mission, an engine was hit by flak and set afire, causing the airplane to lose altitude and be flipped on its back and into a spin by the propeller wash from the bomber in front," said his nephew, J. Wistar "Pete" Huey III of Ellicott City. In order to stop the spin and in an effort to extinguish the flames and save the damaged wing, Mr. Macgill dove straight down some 10,000 feet, his nephew recalled. "He leveled out having been successful in putting out the engine fire, only to be jumped by several German fighter planes, which caused additional damage," Mr. Huey said. "Just as he was about to give the order to jump while there was still sufficient altitude to do so, the fighters disappeared, scared off by two P-51 Mustangs, who then escorted the crippled B-17 as far as the English Channel," Mr. Huey said. Through his flying skills and with more than a little good luck, Mr. Macgill was able to fly the severely damaged plane across the English Channel before crash landing in England. "The entire crew survived with only minor injuries," his nephew said. For his courageous exploits, Mr. Macgill was decorated with the Distinguished Flying Cross for "extreme gallantry in combat." Discharged with the rank of lieutenant at war's end, Mr. Macgill's other wartime decorations included six Air Medals and two Air Force Commendation Medals.

After the war, Mr. Macgill, he returned to Baltimore and purchased two surplus Boeing Stearman biplanes and established a crop dusting business that was based at the old Curtiss-Wright Airport on Smith Avenue in Northwest Baltimore. This proved to be a short-lived venture when it became apparent that Charlie was having entirely too much fun in buzzing the family house, on one occasion removing the weather vane with his landing gear," his nephew said.

"Another of his stunts was to, after dark, approach a car traveling on Route 40, glide over it and briefly place his landing gear on the hood - not the sort of thing the authorities would find amusing these days," Mr. Huey recalled, laughing. One day Mr. Huey and his sister Louisa

took a ride with their uncle. "We were strapped into the front seat of one of the Stearmans, while Uncle Charlie flew it from the rear cockpit," Mr. Huey said. "Our mother, watching from the ground, was horrified to witness what we thought was even more fun than the roller coaster at Gwynn Oak Park, as he exhibited his aerobatic skills. Obviously, she wasn't amused."

Despite all of the fun, Mr. Macgill itched to get back into the Air Force, and an old family friend, W. Stuart Symington, who had served as first secretary of the Air Force from 1947 to 1950 and later was a U.S. senator from Missouri, helped him reacquire his commission in 1948. Mr. Macgill, who acquired 600 hours of combat flying hours during his career, flew during the Berlin Airlift and later combat missions in Korea. He was flying with MATS - Military Air Transport Service - when he retired as a major in 1965.

After leaving the service, he moved to Aurora, Colo., where he established a real estate firm, and later lived in Salisbury. Since 2006, he had lived in Blacksburg.

After reading a newspaper article in 1976 about a reunion of 8th Air Force veterans from World War II, Mr. Macgill tried locating members of his crew and then other veterans who had served the 486th. Mr. Macgill spent endless hours on the phone and wrote thousands of letters in his attempt to track down his wartime comrades. This became a full-time job and led to the formation of the 486th Group Association, with Mr. Macgill serving as its second commander.

His wife of 56 years, the former Anne Margaret "Bobbie" Luber, died in 2004. A funeral Mass will be offered at 1 p.m. Nov. 14 at St. Peter's Anglican Catholic Church in Christiansburg, Va. Interment at Arlington National Cemetery with full military honors is set for 2:30 p.m. April 9, 2010.

Also surviving are a son, J.C. Macgill III of Denver; two daughters, Anne Macgill Davis of Roanoke, Va., and Jeannine Macgill Day of Stuart, Va.; four grandchildren; and three great-grandchildren.



December \_\_\_\_\_

**10 - RVIPMS Build Meeting**, 7:00pm, 5th Floor, Center in the Square (Last Meeting at The Center in the Square)

**12 - (Saturday) RVIPMS Club Christmas Dinner**, Roanoker Restaurant, 2522 Colonial Avenue Southwest, Roanoke, VA 24015, 6:30 PM

January \_\_\_\_\_

**14 - RVIPMS Build Meeting**, 7:00pm, Virginia Transportation Museum

**28 - RVIPMS Business Meeting**, 7:00pm, Virginia Transportation Museum

February \_\_\_\_\_

**11 - RVIPMS Build Meeting**, 7:00pm, Virginia Transportation Museum

**25 - RVIPMS Business Meeting**, Virginia Transportation Museum

**27 - IPMS/ Richmond Old Dominion Open Model Contest & Show**, Richmond International Raceway Complex, Aaron Winer 804-270-7898

March \_\_\_\_\_

**6 - MDA Model Car Contest**, Roanoke Civic Center



**2010 Old Dominion Open Scale Model Show and Contest**



February 27, 2010  
Richmond International Raceway Complex



[www.ipmsrichmond.org](http://www.ipmsrichmond.org)



**MDA**

**Model Car Contest**

MARCH 6, 2010  
ROANOKE CIVIC CENTER

*Barris*  
KUSTOMS



**Plastic Model Swap Meet**



[MDACARSHOW.COM](http://MDACARSHOW.COM)

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M LAST  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: \_\_\_\_\_ email: \_\_\_\_\_  
VISA/MasterCard: \_\_\_\_\_ Account #: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_  
Exp. Date: \_\_\_\_\_  
Signature: \_\_\_\_\_

\_\_\_ Adult \$25 \_\_\_ Junior (17 years old or younger) \$12 DOB: \_\_\_\_\_  
\_\_\_ Canada & Mexico: \$30 \_\_\_ Other Foreign: \$32 \_\_\_ Foreign Air Mail: \$55  
\_\_\_ Family (Adult Dues + \$5, one set magazines # of membership cards required: \_\_\_)  
\_\_\_ If recommended by an IPMS Member,  
List his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

**IPMS/USA** P.O. Box 2475  
Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org) North Canton, OH, 44720-0475

**ATTENTION !!!**

**The RVIPMS Christmas Dinner is Saturday December 12th at the Roanoker Restaurant**

**The January Build Meeting will be on the 14th at the Virginia Museum of Transportation**

**Build it Bring it !!**

Sprue is the official publication of the Roanoke Valley Chapter of the International Plastic Modelers Society. The content of Sprue does not necessarily represent the official views of, nor is it endorsed by IPMS/USA or IPMS/Roanoke Valley. Opinions expressed are those of the authors.