



SPRUE



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

Volume 18, Issue 2

2007 REGION 2 CHAPTER OF THE YEAR

February 2010

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From The President..

As we head into the final days of February hopefully we've seen the last of the heavy snow storms for one season. Although we'll most likely be dodging the snow flakes while heading out to the contest and shows for the next few weeks at least. Anyway, speaking of contests and shows, the Big Go to the ODO is coming up this weekend. The Old Dominion Open hosted by IPMS/ Richmond will be held at the Richmond International Raceway Complex. It will be a unique show with three different styles of judging from the AMPS style for the armor awards, to the NNL style for the automotive classes to the conventional judging for all of the other classes. I talked to Glen Martin a few days ago and he stated that they have sold well over 100 vendor tables so there'll be plenty item to spend your hard earned cash on. Make sure to contact Tim Ward if you're wanting to ride up to Richmond on the official RVIPMS party van.

Saturday March 6th is the MDA Model Car Contest and Swap Meet at the Roanoke Civic Center. The show is shaping up well with twice as many vendors as last year. In addition to the model car contest the Star City Hot Wheels club will be displaying their modified Hot Wheels and will have their multi lane drag track at the show. We will have a table for our display and tables for those of you who would like to work on your latest projects. Remember this is an RVIPMS recruitment opportunity and you'll receive points for the year long club championship for attending. For those who wish to help with the show contact me at 540-818-8162.



Cliff Young's TMB Avenger

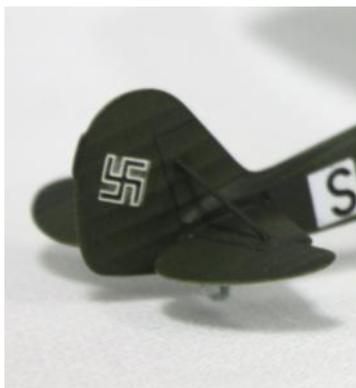
It's time for the club elections with the end of the fiscal year coming up at the end of March. Next months newsletter will have the list of candidates for you to chose from. If you wish to be added to the ballot contact Bob Rohrback as soon as possible . Voting will be conducted at the March business meeting so bring all of your family and friends if you wish to control one of the offices. They'll have to join the club to vote though.

It's that time again and the club membership dues are due by the end of March and it's still just \$25.00 for the year. See Greg Clower at the meetings or mail payment to RVIPMS, P.O. Box 20841, Roanoke, VA. 24018

Club Vice-President Terry Eastman has arranged for a visit from Major Frank H. McFadden who served as a Marine Corps pilot. He will be sharing some of his experiences from his extensive career in the armed forces. To give Mr. McFadden more time he will be speaking on what is usually our build meeting on March 11th at 7pm. Terry will be providing refreshments. Make sure to attend !!
Happy Modeling,
Dennis Smith
eastsmith1@aol.com
540-818-8162



Inside this issue:



Terry Eastman's Fieseler Storch



January Club Pictures

Fieseler Fi 156 C-3 Storch

By Terry Eastman



The Storch is primarily remembered in history for its role in the rescue of imprisoned Benito Mussolini on 12 September 1943 by Otto Skorzeny's commandos. Mussolini had been arrested and imprisoned when the Fascist state was overthrown on 5 September 1943, following the invasion of Salerno. At first Mussolini's

whereabouts were unknown, but Skorzeny finally located the dictator at the hotel on the Gran Sasso Massif in the Abruzzi Molise. The hotel, accessible only by cable car, was at an altitude of 9,600 feet. Skorzeny originally planned to use a Focke-Achelis Fa-223 helicopter for the rescue, but it was unserviceable just before the



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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

mission. The rescue team then used a Storch which landed on a narrow plateau near the hotel, and then take off in a overloaded condition. The Storch was piloted by a Captain Gerlach, and carried both Mussolini and Skorzeny successfully away.

This 1/72 scale Academy Kit was built "out of the box". Some research was required to determine the code on the aircraft. The placement of the letters in a white square was unusual. The splinter camouflage scheme consisted of RLM 70 and 71 on the superior surfaces with RLM 65 on the inferior portions. Note: The wooden propeller was painted RLM 66.

Terry

JANUARY CLUB CONTEST WINNERS



Cliff Young's first place winning Accurate Miniatures TBM Avenger.



Second place went to Chris Webb with his 1/72 scale Russian Sukhoi Su-34



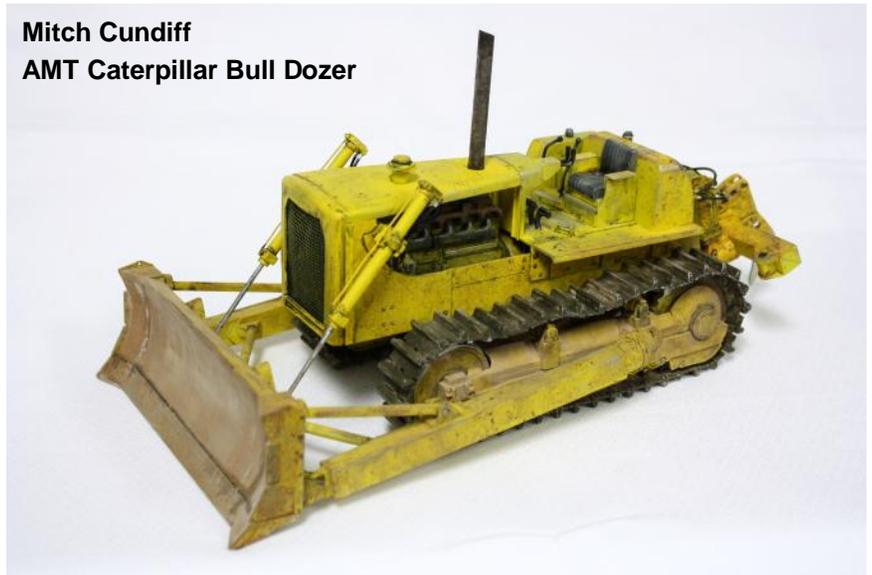
Mitch Cundiff placed third for his M48A5 Tank

ADDITIONAL PICTURES FROM THE JANUARY MEETINGS

Mike Powell
"Farewell My Comrade"



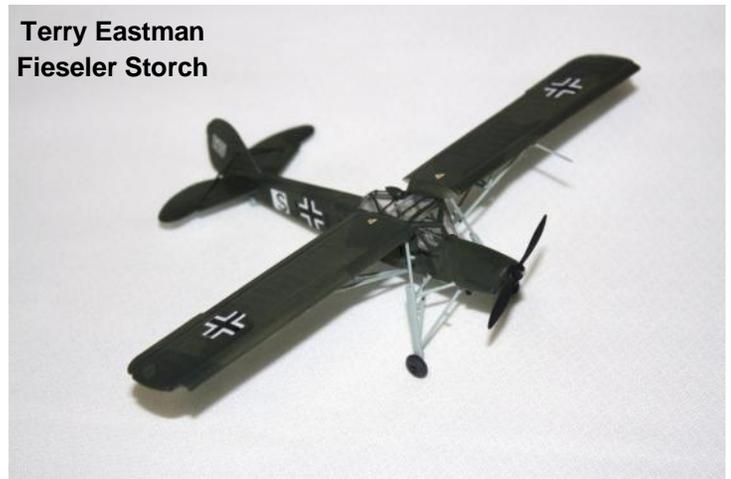
Mitch Cundiff
AMT Caterpillar Bull Dozer



Mitch Cundiff
Sd.Kfz.221 German Armored Car



Terry Eastman
Fieseler Storch



German Mounted Infantry
Mike Powell



Mark Crouch
Beastman Chariot



For Your Infomation

By Greg Clower

The other night I happened to catch one of the episodes of Band of Brothers. This mini series followed E Company, 2nd battalion, 506th parachute Infantry Regiment from its training in the USA and its combat record through Europe to the end of the war in 1945. The 101st is made up of 3 regiments the 502nd, the 506th and the 327th Glider. The following scenario made history in World War II.

During a lull in the action on December 23, a small group of Germans carrying a white flag entered the lines of 2/327 GIR southwest of Marvie, and the two officers in the group presented a written message that suggested that the surrounded and outnumbered American forces in

Bastogne should surrender immediately or face annihilation by several German artillery corps. The officers were blindfolded and led to a forward command post of the 327th, while their message was carried to the 101st's divisional command post for a formal reply from the Bastogne garrison's commander. When General McAuliffe was handed the German ultimatum, he read it, became increasingly angry, dropped it to the floor, and replied, "Aw, nuts!" McAuliffe was known to his staff as an officer who never swore, but the word nuts was one of his strongest and most frequently used expletives. Minutes later, when his staff members informed him that the Germans expected a formal written reply, McAuliffe was at a loss for what to

say. Lieutenant Colonel Harry Kinnard, the divisional G-2 said, "General, your first remark would be hard to beat."

"What was that?" McAuliffe asked.

You said, "Nuts," Kinnard reminded him.

All officers present seemed to approve of the idea, so McAuliffe wrote on a piece of paper: To the German commander: NUTS!"

The America commander, Col. Joseph Harper, the CO of the 327th GIR was in the command post and was chosen to deliver the reply to the German officers who had brought the ultimatum to the perimeter. Harper took great delight in doing so, although none of the officers present when the reply was authored (including General McAuliffe) had any idea that this rather frivolous reply would become an immortal statement in the annals of military history. The simple one-word response of "NUTS!" was quite characteristic of (and widely endorsed by) the unconventional and cocky minions of McAuliffe's 101st Airborne Division. It defined their identity and attitude in a single, short word. Despite the gravity of the current situation, the soldiers on the U.S. perimeter knew that they were beating back every German attempt to take Bastogne, and in light of that fact, they thought a German surrender to them would be more appropriate.

After the German surrender delegation returned to their lines, the U.S. troops on the perimeter braced themselves for the threatened deluge of artillery. All that actually happened, however, was a small local attack, easily beaten back in the 327th sector, and some relatively minor artillery barrages of short duration. The German bluff had been called by McAuliffe, and despite much hard fighting yet to come, the Screaming Eagles weren't going anywhere.

Greg Clower

Directions to the club meeting room at VMT.

Virginia Museum of Transportation
303 Norfolk Avenue SW
Roanoke, VA 24016



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.

Angel In The Cockpit

By Capt Norman J. Jasper, Jr.
Roanoke, Virginia, Chapter



In September, 2008, I forwarded a letter to Colonel Russell Walden, USAF Air Force Detachment #875, Blacksburg, Virginia, strongly recommending Maj Frank H. McFadden, a Companion of the Roanoke Chapter, for induction into the Virginia Tech Aviation Wall of Fame. Every September, Virginia Tech's AFROTC Detachment 875 hosts a ceremony to induct a Virginia Tech Alumnus who has made important contributions or distinguished

themselves through personal heroism in the field of aviation. "Major Frank McFadden is a Virginia Tech Alumni who has distinguished himself through service and sacrifice in the field of aviation," this letter began, then followed with the facts of 2nd Lt. McFadden's career: "From January to July 1945, 2nd Lt. Frank H. McFadden flew (113) combat missions in the Pacific, from Guadalcanal to the South China Sea, as a SBD Dive Bomber Pilot. He participated in 11 Campaigns. He earned (4) Distinguished Flying Crosses, Purple Heart Medal, (12) Air Medals, the Asiatic Pacific Campaign Medal with 11 Battle Stars, and the Presidential Unit Citation, National Defense Medal, Philippine Liberation Medal with Star and other Decorations. His service was Army CMTC, (Civilian Military Training Camp) Fort Meade, Maryland 1938-1939; Army ROTC 1940-1941; Coastal Artillery, Fort Monroe, Virginia, Virginia Tech, Navy 1942 and Marine Corps 1942-1964. Cadet McFadden was in the US Navy V-5 Program. He left Virginia Tech as a Mechanical Engineering Student in 1942. Cadet McFadden took Preflight Training at the University of Georgia for (3) months. He transferred to Norman, Oklahoma for Primary Training, (3) months, Stearman N2S-3 and Advanced Training, Pensacola, Florida for (9) months. He flew SNVs and SNJs. He took the Marine Corps option to be commissioned in 1943. 2nd Lt. McFad-

den went to Opalocka Air Field near Miami to qualify as a Fighter Pilot. He trained as a Landing Signal Officer then was sent to an Active Duty Squadron on the West Coast. 2nd Lt. Frank McFadden took dive bombing training for two months. He reported to San Diego, California. He left Conus with a convoy of APAs (Attack Transports) and other ships and nineteen days later they landed on Guadalcanal. There were (5) Squadrons of SBDs, 18-20 planes per Squadron. 2nd Lt. McFadden was assigned to VMSB-236, heavier than Air Marine Scout Bombers. 2nd Lt McFadden flew combat missions at Munda and Bougainville. Later, he flew combat missions at Rabaul and the Philippines. The VMSB-236 supported the 37th Army Division. On

January 9, 1945, 2nd Lt. McFadden landed on Luzon as a Marine Platoon Commander, after going through the Surigao Strait, south of Leyete and north of Mindanao. He was in the South China Sea and Lingayen Gulf.



Then-1st Lt. Frank McFadden's shot-up SBD-203, February 14, 1945. [The caption for the photograph reads: Enemy antiaircraft artillery fire could tear big holes in a dive bomber, as this SBD shows after a mission over Manila. The pilot, 1stLt Frank H. McFadden of VMSB-236, made it back to his base on this one of the 113 missions he flew in the Philippines. MARINE CORPS HISTORICAL CENTER

On February 14, 1945, 2nd Lt. Frank McFadden dive bombed a Japanese AA (Antiaircraft gun) position. He dropped a 1,000-pound Torpex bomb, knocking out the position at Fort McKinley near Manila. His plane was hit in the Horizontal Stabilizer by AA fire from Neilson Field (see photo, bottom page 4).

He saved the plane and his rear gunner, Sgt. Charles Hamilton, USMC. Frank had "an Angel in the Cockpit." "In February, March, April, May and June 1945, 2nd Lt. McFadden flew (74) Combat Missions with over 181 hours of flight time. MAG-24 (Marine Aircraft Group 24) lost (12) Officers and (18) Enlisted Marines. 1st Lt. Frank McFadden was released from active duty in 1946. He returned to Virginia Tech and graduated as a Mechanical Engineer in 1948. He worked for the Norfolk and Western Railroad in management positions. Major Frank McFadden was recalled to active duty during the Korean War. He flew F41PS. With the arrival of helicopters, Major McFadden trained at Pensacola, Florida flying HTVs, HTLs, HUPs, HRSs, and HOKs. During (48) years of flying Military and Civilian aircraft, Major McFadden flew (37) different aircraft including the B-17 Bomber. He was involved in improving the development of better tactics for Helicopters. Major McFadden was on the team that developed the first Standard Operating Procedures for use of Helicopters for Amphibious Operations from carriers to the beach at Vieques, Puerto Rico from Carriers Kula Gulf, USS CV-108 and USS Siboney CVS-112."

"He is very accomplished, having improved and keeping up to date on various aircraft. He is still flying at the age of eighty-seven. Major Frank McFadden USMCR is still a very active Patriot who presents Leadership Medals, Ribbons and Citations to Cadets every April at VPI, and VMI. These Medals, Ribbons and Citations are from the



Military Order of the World Wars, as a Perpetual Member of the the MOWW Roanoke Chapter. Major McFadden is a Life Member of the MOPH and Member of the Military Order of the Purple Heart, Chapter #510, in Roanoke, VA. His contributions as a Patriot and Companion to this Great Nation are "Superior In Every Respect." He has been a credit as a father and a grandfather." In May, I received a letter from Colonel Russell K. Walden, Commander AFROTC, Blacksburg, VA. Indicating that Major Frank H. McFadden had been "Selected as the 2009 Inductee

into the Arnold Air Society-Aviation Wall of Fame at Virginia Tech." Colonel Walden's letter reads, (in part): "It is my pleasure to inform you that Major Frank H. McFadden, USMCR (Ret.), the nominee you submitted,

has been selected as the 2009 inductee into the Arnold Air Society - Aviation Wall of Fame at Virginia Tech. We cordially invite you to attend the Induction Ceremony in his honor on Tuesday, September 15th at 1600 hours. The Aviation Wall of Fame was dedicated in 1998 by the Virginia Tech Board of Visitors and Officers of Air Force ROTC Detachment 875. Today the Wall and its affairs are conducted by the Robert E. Femoyer Squadron of the Arnold Air Society at Virginia Tech. The Wall is a memorial recognizing Virginia Tech alumni who have distinguished themselves through contribution of service and sacrifice in the fields of aviation or aerospace. We take great pride in recognizing Aviation Wall of Fame inductees each year..." When asked to share a favorite quote, Maj McFadden said, "We will be the land of the free as long as we are the land of the brave."

Special Guest Speaker March 11

RVIPMS is pleased to announce that at our March 11, 2010 meeting, we will have a special guest speaker. Mr. Frank McFadden is a decorated U.S. Marine Corps pilot who was engaged in the liberation of the Philippines. This will be a first person account of his recollections of this significant WWII engagement. For those who have served proudly in the Marine Corps, you will remember that every marine is first and foremost a rifleman.

Before Mr. McFadden's presentation, there will be a deli tray of sandwiches, potato salad, chips, and lemon aid.

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 & Swap Meet, RVIPMS Club Display Roanoke Civic 540-818-8162

11 - RVIPMS Build Meeting, Special Visitor: Frank H. McFadden 7:00pm, Virginia Transportation Museum

25 - RVIPMS Business Meeting, Virginia Transportation Museum

April _____

3 - MosquitoCon, IPMS New Jersey, Bill Schwarz, 732-567-3724

May _____

22- Northern Virginia Model Classic, IPMS/ Northern Virginia Modelers, Tom Henderson, 703-680-9354



2010 Old Dominion Open Scale Model Show and Contest



February 27, 2010
Richmond International Raceway Complex



www.ipmsrichmond.org



Model Car Contest

MARCH 6, 2010 ROANOKE CIVIC CENTER



Plastic Model Swap Meet



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 North Canton, OH, 44720-0475

ATTENTION !!!

The February Business Meeting will be on the 25th at the Virginia Museum of Transportation

February Business Meeting Contest is Open Category

**Build it
Bring it !!**

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