

SPRUE



The Official Newsletter of the Roanoke Valley Chapter of the IPMS/USA

Message from the Prez...

Well what a month this has been. As I write this we have just survived a winter storm which only brought basically a skiff to nothing for most of us in this area. Other than a little rain and slush here and there we escaped what can usually be a tough March snow storm as in the past. February spoiled us to say the least and I think everyone knew we probably had one more cold blast due to hit before we can start looking for spring and summer.

On the modeling front we had a great turnout for the annual trip to Richmond for the ODO and the following weekend at MDA. Richmond was once again a great show to kick off the year and was well attended by several members of the club. As usual the show brought out tables full of top notch models as well as a large vendor area that I'm sure most of our members spent a few bucks at. The following weekend at MDA we had several members up and moving early to help get the vendors unloaded and set up as well as setting up the model tables and registration.

I think the hot item at both shows was the new chrome marker pens out by Molotow. These are actual art markers that the company makes in numerous colors but the modelers have found out about their chrome marker and I must say that in trying a couple of them they WORK! I think companies have been trying to make a good-looking chrome pen, paint and any other thing they can for years with no success. These markers come in 1mm, 2mm, 4mm and a refill for the markers but most are using the refill to airbrush with. They work great for emblems, trim, handles and anything else you can think of you want chrome.

Well with that I guess this is my last Presidents message. I'm not going anywhere so don't think you are getting off that easy. I will still be at the meetings, shows and demos giving everyone a hard time as usual. I look forward to having Devin take over as President and being able to work with him on anything he may need help with.

Keep the glue and paint flowing!

Rocky

Just A Reminder

* Club Officers will be voted upon during the business meeting on 3/23/17. Bob Rohrback will be providing refreshments for the evening.

*Welcome Back to Bob and Carolyn after his recent illness.

*The South County (Roanoke County) Library on Merriman Road will be having a presentation on drones on Saturday, March 25th, from 2 to 4pm.

* Club membership dues are now due Please see Greg Clower.

Quarterly Contest Standings

- 1st place Mike Powell (5 points)
- 2nd Place Devin Bledsoe (4 points)
- 3rd Place Cliff Young & Bob Rohrback (3 points)
- 4th Place Rocky Sink & Mike Basham (1 point)

THE UNSINKABLE WOMAN by: Emily Upton (submitted by: Greg Clower)

Violet Jessop, "Miss Unsinkable," the woman who survived the sinking of the sister ships the *Titanic* and the *Britannic*, and was also aboard the third of the trio of Olympic class vessels, the *Olympic*, when it had a major accident. Violet enjoyed incredible "luck" from a young age. Born in 1887 in Argentina to Irish immigrants, she contracted tuberculosis as a young child and was given just a few months to live. Somehow, she managed to fight the disease and went on to live a long, healthy life.

When her father passed away, her mother moved the family to Britain, where she took a job as a stewardess on a ship. Violet decided to follow in her mother's footsteps and become a ship stewardess herself.

The first in a long line of struggles for Violet was finding a ship that would take her. She was just 21 years old at the time and most women working as stewardesses in the early 1900s were middle-aged. Employers believed that her youth and good looks would be a disadvantage to her, "causing problems" with the crew and passengers. (Over the course of her career, she did get at least three marriage proposals while working on various ships, one from an incredibly wealthy first-class passenger.)



After a brief stint aboard the *Orinoco*, a Royal Mail Line steamer, in 1908, she was hired by the White Star Line. Violet started out on the line's *Magestic*, switching to the *Olympic* in 1910. Despite the long hours and minimal pay, she enjoyed working aboard the massive ship. She had initially had some concerns about the rough weather conditions while traveling across the Atlantic, but she reportedly liked that the Americans treated her more like a person while she served them. It was just one year later when the trouble started. In 1911, the *Olympic* collided with the *HMS Hawke* (a ship designed to sink ships by ramming them). Both ships sustained considerable damage, including the *Olympic* having its hull breached below the water line, but did not sink. They were able to make it back to port, and Violet disembarked without being harmed. A year later, the White Star Line was looking for crew to cater to the VIPs aboard the unsinkable ship, the *Titanic*. It took a while for her friends and family to convince her that it would be a wonderful experience, but Violet eventually decided to take a job on board the ship. As you already know, the *Titanic* struck an iceberg and sunk, killing more than 1500 people.

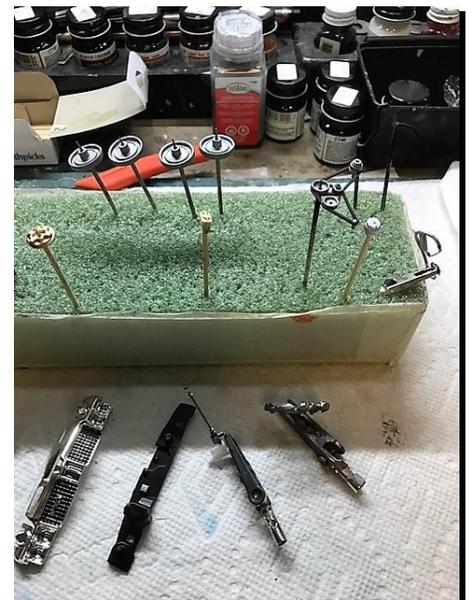
Violet was able to escape the disaster on lifeboat 16. In her memoir, she recalls, I was ordered up on deck. Calmly, passengers strolled about. I stood at the bulkhead with the other stewardesses, watching the women cling to their husbands before being put into the boats with their children. Sometime after, a ship's officer ordered us into the boat first to show some women it was safe.

As she was jumping into the lifeboat, she was handed a baby to care for. When they were rescued by the *Carpathia*, the baby's mother (or at least Jessop thought it must be) found her and whisked the baby away (literally grabbing the baby out of Jessop's arms and running off). Once again, Violet lived to sail another day. Although, she did later state the first thing she missed after the Titanic sank was her toothbrush that she'd left on board. You'd think she'd stop getting on ships at this point, or at least ships of the Olympic class, but not Violet. In the lead-up to World War I, she decided to serve as a nurse on board the Titanic's other sister ship, *Britannic*, which was operating in the Aegean Sea. Given her track record, you can probably guess what happened next. The *Britannic* ran into a mine that had been planted by a German U-boat. The ship sustained substantial damage and quickly started sinking. This time, Violet wasn't lucky enough to jump into a lifeboat as the ship was sinking too fast. Instead, she jumped overboard. In her own words, "I lept into the water but was sucked under striking my head. I escaped, but years later when I went to my doctor because of a lot of headaches, he discovered I had once sustained a fracture of the skull!" She stated this time she remembered to grab her toothbrush before evacuating, unlike with the Titanic. Even this latest disaster was not enough to deter Violet. After the war, ships were becoming a more and more popular form of transport. Even cruise ships were starting to emerge. Violet left the White Star Line for the Red Star Line and worked on a ship doing world cruises for several years.

Luckily for Violet and everyone traveling on the ships she was aboard later, no such vessel she worked on ever sustained significant damage again. She did take a clerical job for a while after World War II, but went back to working on Royal Mail ships for a few years before she retired at the age of 61. The rest of her life was spent gardening and raising chickens. She died in 1971 of congestive heart failure at the age of 84.

Another 24 Hour Build In The Books (submitted by: Rocky Sink)

On January 28th and 29th I once again participated in the 24-hour build held basically through Facebook. The participants are from all over the United States and most everyone has participated in the past. This year there were almost a hundred-people taking part in the build that started 12 pm on Saturday and ended at 12 pm on Sunday. This year's build took me 23 and a half hours to finish but there were a couple down times in there for things to dry, grab a snack a few times, about a hour nap early Sunday morning and just to walk away for a few minutes to





give my brain a few minute break.

Bossily it was like last year's build if you remember reading about it. First up was the gluing of parts that needed to be glued together before it could be sanded and painted. As those parts were setting up to be sanded I worked on the body sanding seams and imperfections than got coat of paint put down on it.

After getting the body painted it was time to get down to business on painting individual pieces and some detail painting of parts as well as dipping the glass in Future floor wax. After allowing some time for the parts to somewhat set up it was on to some assembly of parts that were dry enough to work with. Slowly over time sub-assemblies started coming together.

By this time, midnight-early morning, it was time to decal the body to allow those to set up before clearing of the body. Luckily the decals went down rather quickly and without a hitch. As the body was set aside for the decals to set up it was back to finish up some of the rest of the sub-assemblies (interior and rest of suspension) which would get me to a stopping point after applying the clear coat to the body. At that point I took a break to get ready for the stretch run.

After getting back to the build it was time to work on finishing body pieces (detailing grille, wheels, lights, etc.) and trying to get the chassis rolling. Thankfully I could get all four sitting on the ground first thing. Sometimes in the past this has taking some tweaking when doing a 24-hour build.

Finally, with just a couple hours to go we had the body meet the chassis and then it was just some small detailing and polishing left.

So, 23 and a half hours was pushing the time but at least I could complete it. Maybe next year we can have some other members participate.



Rail Days Demo Rolls Along: (submitted by: Rocky Sink)

On February 11, several members of the club participated in the Rails Days event at the Virginia Museum of Transportation. The Museum holds this event each year to showcase the many Railroad associated items on hand along with allowing the public to view the various layouts the Model Rail Road club has on display both upstairs as well as downstairs. Our club members worked on models (yes even Tim Ward) as well as

answered questions about the club and the hobby for those that came by our tables to see what we were about. A Lot of guest reflected on their days of model building as well as family members they had that did model building. Thanks to everyone who helped out with the demo and to the Museum for the invitation to come down and spend the day. Also thanks to the Museum for providing lunch to all our members plus a free t-shirt or hat of our choosing.



Just building along.... Singin' a song.....



Come on in and see what we have to show you!!



Tim Ward building a kit???
WOW!!!



Some nice lookin' automotive kits!!



Let's check out the magazines and books.



The club's full advertising display



Display center piece

Upcoming Shows & Events

- March 25th Tricon 2017 Allison Park, PA
Contact: Scott Scariot trekmanscott@outlook.com
- April 1st MosquitoCon 2017 Wayne, NJ
Contact: Bill Schwarz whsch@optimun.net
- April 29th NoVA Classic Fairfax, VA
Contact: Tom Henderson tomhenderson51@verizon.net
- May 13th Smokey Mtn. ModelCon Knoxville, TN
Contact: Peter Bos peterb@musfiber.com
- May 20th MMC of Louisville Louisville, KY
Contact: Dr. Terry Hill thill35434@aol.com
- July 26th IPMS Nationals Omaha, NE
Scott Hackney scott.hackney@cox.net
- Aug. 12th VA Shoot-Out Salem, VA
Contact: Greg Clower gclower@aol.com
- Sept. 16th PennCon 2017 Carlise, PA
Contact: Chester Mohn magnus47@aol.com
- Oct. 14th D&J Hobby Model Show Galax, VA
Contact: Darrell Burris darrellwilliam443@yahoo.com
- Nov. 11th RDU Con 2017 Raleigh, NC
Contact: David Shaw dashaw127@gmail.com



Club Officers

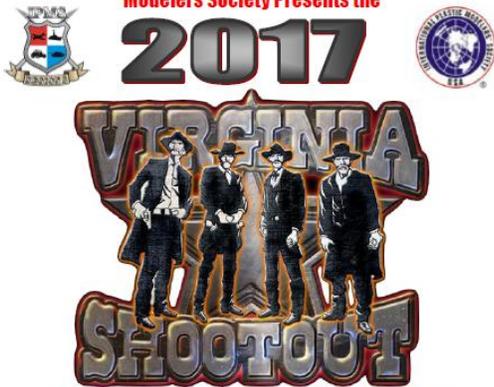
President: Rocky Sink
snkchevcol@aol.com

Vice President: Terry Eastman
Terry.eastman33@gmail.com

Secretary: Bob Rohrback
rjrohrback@aol.com

Treasurer: Greg Clower
gclower@aol.com

The Roanoke Valley Chapter of the International Plastic Modelers Society Presents the



Scale Model Contest, Show and Swap Meet

General Admission..... \$5.00
Entry Fee for Models:
First 5 Models..... \$10.00
Each Additional Model..... \$1.00
Junior Entries..... \$5.00
Vendor Tables..... \$30.00

Contest Chairman & Vendor setup contact
Greg Clower
540-650-1552 or
gclower@aol.com

SATURDAY
AUGUST 12th 2017
SALEM CIVIC CENTER
1001 Roanoke Blvd.
Salem, VA 24153

NEW LOCATION!

Co-Chairman
Rocky Sink
540-580-2023 or
snkchevcol@aol.com

