



The
FlakSheet

September 2013
All the News We Make Up to Fit



**USS Missouri
BB-63
Pearl Harbor
08/19/13**





The Prez Sez!

It's September and I hope we're all coming off a great Labor Day Weekend! This Prez Sez is going to have to be short for reasons that will become obvious in a few lines. I have unfortunate news for the club this month that is unavoidable and will require several members to step up to the plate and help out.

This week I received an email from Mr. John Walen, our Vice President, informing me that due to a combination of family circumstances and some residual health issues, associated with his fall from his roof, he will no longer be able to exercise the duties and responsibilities of Vice President of the Club. I have worked with John for many years and I know he does not take this step lightly. I wish him all the best and appreciate everything he has done for our club throughout his long service to the program. His family requirements will not allow him to attend either the October meeting or the December Christmas Party but I am sure we will continue to see him from time to time in the coming months.

The second announcement of unfortunate news for this newsletter is that I too will have to step down as your President. The 2013-2014 Academic year for the college happens to be the year in which we must prepare our re-accreditation documents for our

accrediting body the Southern Association of Colleges and Schools. I have been assigned to write sections on four separate committees and as a result simply cannot discharge my duties effectively until the reports are submitted next June. I have already been dissatisfied with my ability to participate in the growth of our club and this is simply too much additional work-related obligations for me to take away from the little time I have to work at our club. I have enjoyed every minute of the Presidency and appreciate the confidence you've all placed in me. However, I cannot continue under these schedule circumstances. I truly hope you understand and will help us identify replacement officers.

At the upcoming meeting we will need members to step forward for nominations for Vice President and President. I will be at the meeting and we will make time to accept those nominations and hear from the candidates. We will then conduct a special election to select an interim Vice President and President to complete the current terms which expire in 2014. This will likely take up any time that would have been devoted to a presentation on the 2013 Nationals. John pointed out in his email to me that there are at least three different web sites at which the photos can be viewed.

I hope we can count on some of you to take on this obligation and continue the efforts that so many members have worked towards these past several years. I will make an effort to continue to attend meetings as my schedule allows and I hope you will all understand the circumstances that have triggered both mine and John's resignation.

Happy Modeling
Don

Don Capone, IPMS 45394
Proud IPMS NCT member since 2001





<http://www.ipmsusa.org/>

Membership

IPMS/USA is an organization dedicated to the fun of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1963. There are now branches of IPMS all over the world. Many of our Local Chapters and Regions sponsor Model shows and contests every year. Of course, you needn't be a member to just visit the shows, or attend the clubs.

As part of your IPMS/USA Membership, you will receive **The Modeler's Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, figures, you name it. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in IPMS/USA sanctioned **Regional Contests**, as well as our World-famous **National Convention**, held each summer. As a member, you'll also be able to access our online Member's Forum where a wide variety of Society and Modeling topics are discussed, and enjoy real-time access to other Modelers for help with questions about Modeling or the Society in general.

In addition, many Hobby Shops around the county offer discounts to IPMS/USA Members. Memberships are available in several packages:

Junior 17 years old or Younger, \$12.00 per year

Adult 1 Year, \$25.00 2 Years \$49.00 3 Years \$73.00

Family Adult Membership plus \$5.00 (Additional Membership cards as requested)

Canada or Mexico \$30.00 per Year

Foreign \$32.00 per Year (Journal via Regular Mail) or \$55.00 per year (Journal via Air Mail)

Payment Information: Payment may be made via Personal Check, Money Order, or Credit Card. Applications using payment via Check or Money Order should be printed upon completion of the registration process, and mailed to:

**IPMS/USA
Dept. H
PO Box 2475
N. Canton, OH 44720-0475**

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney, at manager@ipmsusa.org



The VP's Notes!

September 8, 2013 (Senter East)

Show and Tell, Techniques and Voting!

Bring your goodies from Nationals (even if you didn't go); Bring your favorite modeling technique; and voting for Theme award / Club Build Project and October meeting program!

October 13, 2013 (Senter East)

TBD

November 10, 2013 (Garden & Arts)

Auction!

Come one, come all! It's that time of year again to Buy High and Sell Low! So clean out your closets and price 'em right! Don't forget to put your name and minimum price on the label.

December 14, 2013

IPMS NCT Christmas Party

John and Pat Huggins volunteered to host this year's chapter Christmas party. The Party will be on Saturday, December 14th and start at 5:00. Be sure to mark this date on your calendar. John and Pat hosted last year's party, be in the November issue of the FlakSheet.

John Walen

***John Walen, IPMS 17482
Proud IPMS NCT member since 1982***



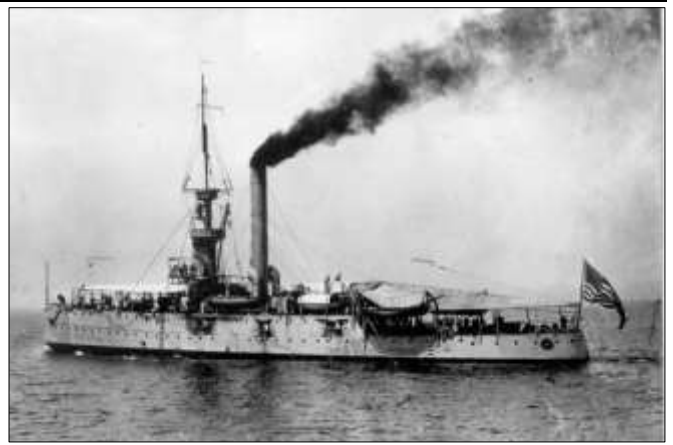
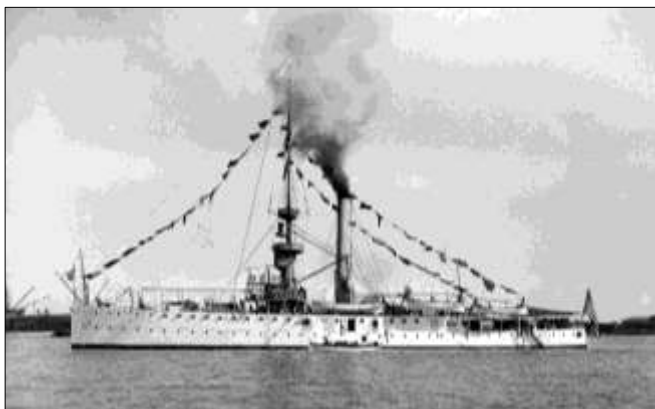


The Ships of the US Navy USS Helena PG-9 Aisiatic Fleet River Gunboat



USS Helena PG-9 at anchor

Combrig Models recently released exquisite 1/350 and 1/700 scale models of the purpose-built river gunboat USS Helena (PG-9). Since I purchased the 1/350 scale kit and wanted to learn more about the history of this ship it became the subject for this article. This will be the last regular monthly article in “The Ships of...” series. Any future articles will be the result of an unusual ship catching my interest.



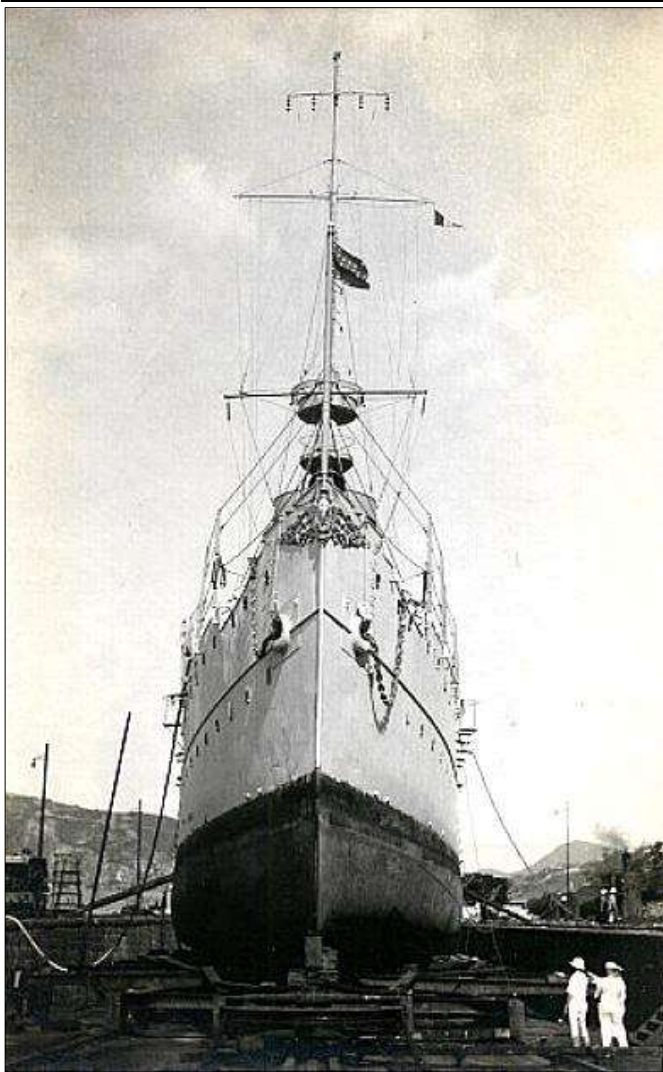
USS Helena PG-9

Named after the capital of Montana, USS *Helena* (PG-9) was a 1,571-ton steel gunboat built by the Newport News Shipbuilding Company, Newport News, Virginia, and was commissioned in July 1897. The ship was approximately 250 feet long and 40 feet wide, had a top speed of 13 knots, and had a crew of 175 officers and men. *Helena* was armed with four 4-inch guns, four 11-pounders, and one 3-inch rifle. The *Proceedings of the United States Naval Institute* wrote an interesting description of the ship: “She is designed to meet the requirements of roomy and well-ventilated quarters, so as to provide for refugees, as in the case of missionaries, and to enable her to carry a large landing party. She has berthing capacity for many men besides her crew, and carries ships' boats of an unusual size, her steam cutter and sailing launch being each 33 feet long, or as large as those supplied to the heaviest battleships.”

Helena was initially assigned to the North Atlantic Fleet and her primary function was to patrol the waters off the east coast of the United States. During the Spanish-American War, *Helena* was sent to Cuba where she was part of the US naval blockade and saw action on several occasions. On July 2-3, 1898 *Helena* exchanged gunfire with Spanish shore batteries at Fort Tunas. On July 18, as part of the small US task force blockading the port of Manzanillo, she assisted in the sinking of eight enemy ships during the naval attack on that port.

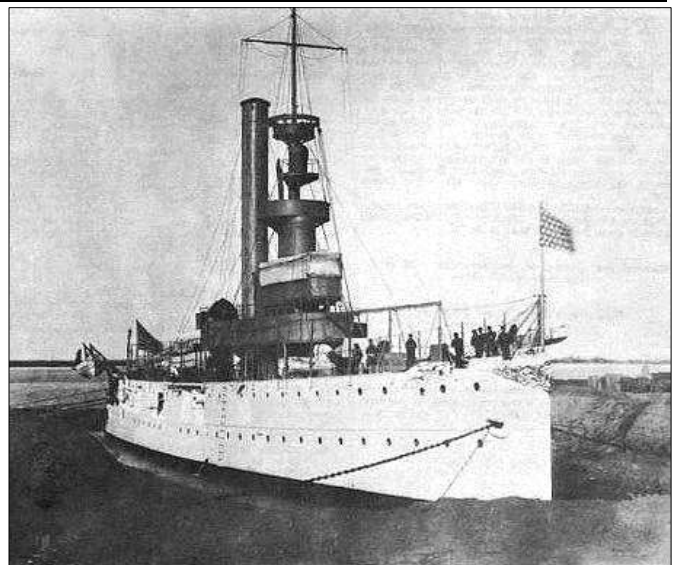
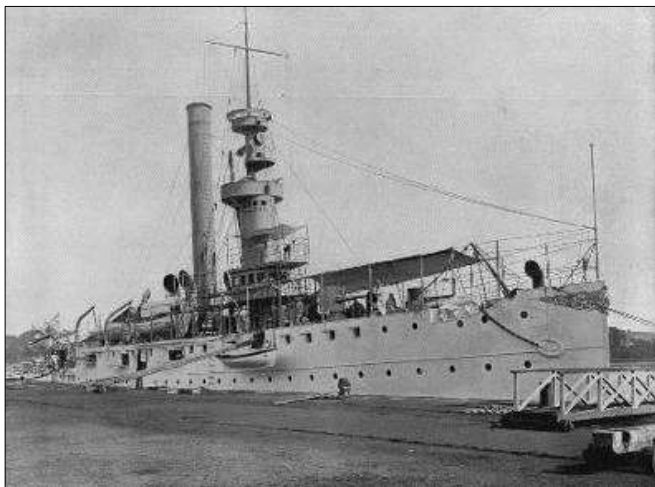


Helena crew Picture – 1910



*Helena in Drydock at Taikoo Hong Kong, China
September 1925*

At the end of the Spanish-American War ended, *Helena* was assigned to the US Asiatic Fleet and arrived in the Philippines in February 1899. The gunboat saw extensive service during the “Philippine Insurrection” assisting US Army forces in coastal and river counter-guerrilla activities. On May 21, 1899 *Helena* assisted in the landing of American troops at Jolo and in June



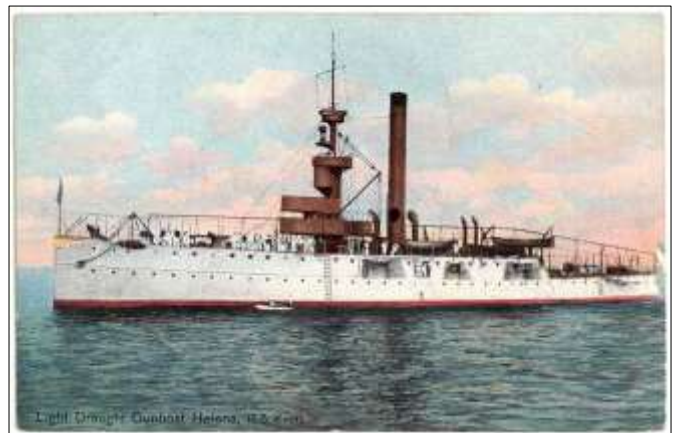
*USS Helena PG 9 in a mud dock on the Liao River, China.
During the winter of 1903 and 1904*

supported the Army in Manila Bay as US troops launched an offensive operation south of the capital city of Manila into Cavite Province.

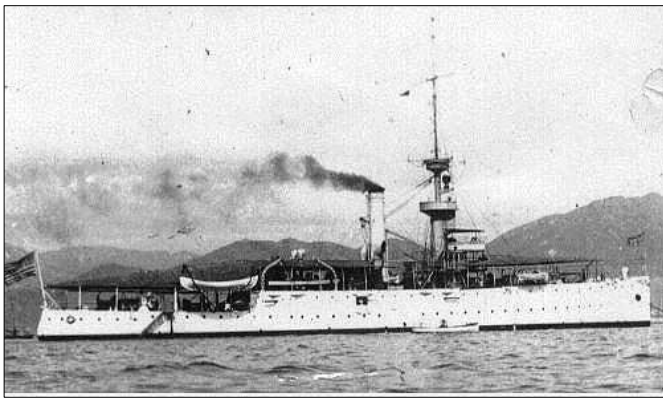
On June 13, Army troops on board *Helena* were ferried ashore, using the gunboat’s launches, where they assaulted strong enemy defenses along the Zapote River.

On November 7, 1899 *Helena* provided gunfire support for 2,500 US Army troops landing at San Fabian in Lingayen Gulf; the same beach that would again be assaulted by US troops 45 years later.

Helena remained in the Far East for the balance of her naval service, doing what river gunboats did best, projecting power and protecting US citizens and interests in foreign countries. She was based in China from October 1900 to December 1902 and returned to the Philippines and she was stationed until March 1903. *Helena* was then briefly sent back to China, but returned to the Philippines in December 1904. While based there, she was temporarily decommissioned in April 1905.



*USS Helena PG 9 post card
issued by Hugh C. Leighton Co. around 1910 - 1912*



USS Helena around 1931 - 1932

Helena was re-commissioned in July 1906 and in June 1907 assigned to the “China Station” where she served in both the “South China Patrol” and the “Yangtze River Patrol” at different time until June 1929, when she was placed in “reduced” commission. *Helena* continued to serve with the South China Patrol until May 1932, when she was officially decommissioned and struck from the Navy list. *Helena* was sold for scrap in July 1934, after serving in the Navy for 35 years.

Amazing model of the *Helena* built by Vladimir Yakubo on display at National Museum of the United States Navy, Navy Yard, Washington, DC.





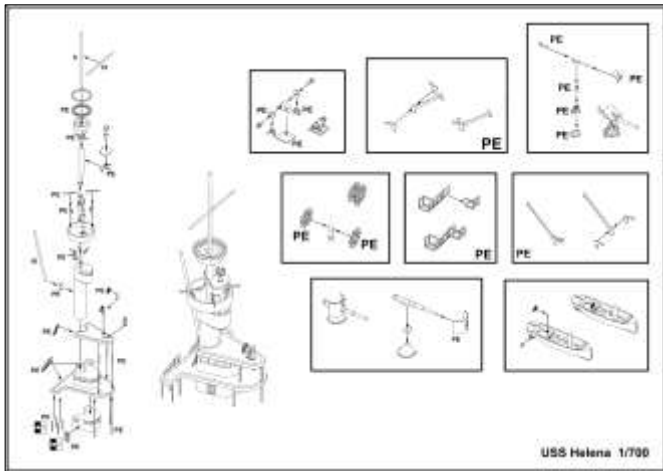
John Walen

*John Walen, IPMS 17482
Proud IPMS NCT member since 1982*

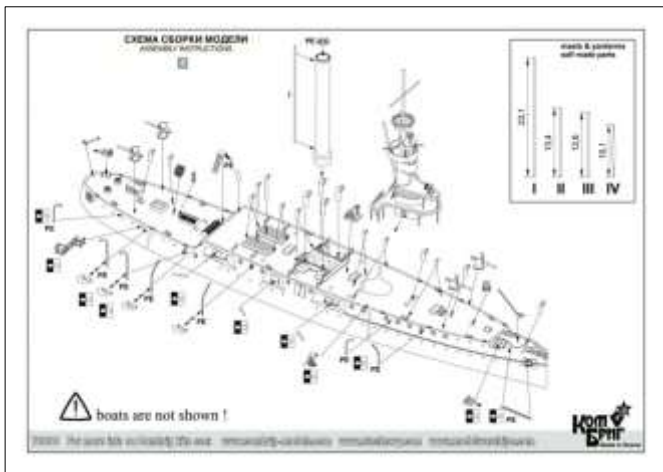
Models of the USS Helena



Combrig Resin Models 1/700 Scale Kit 70088



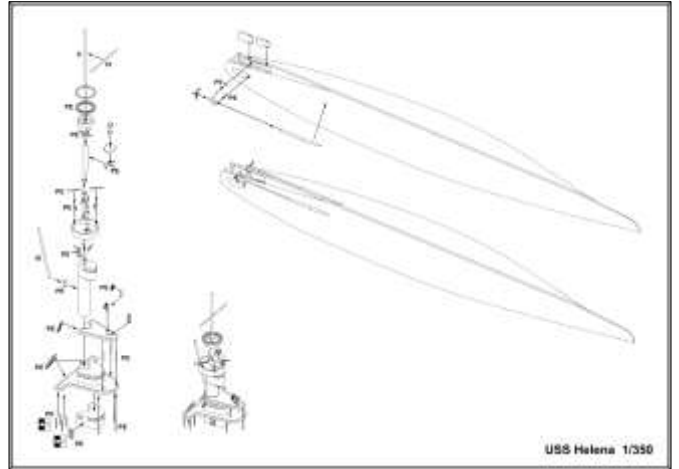
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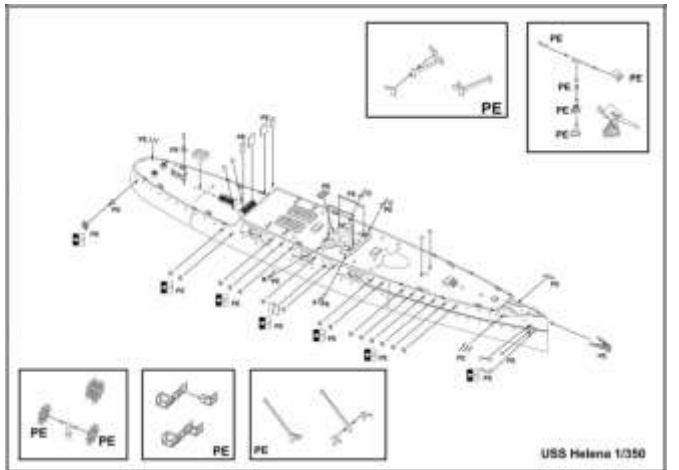
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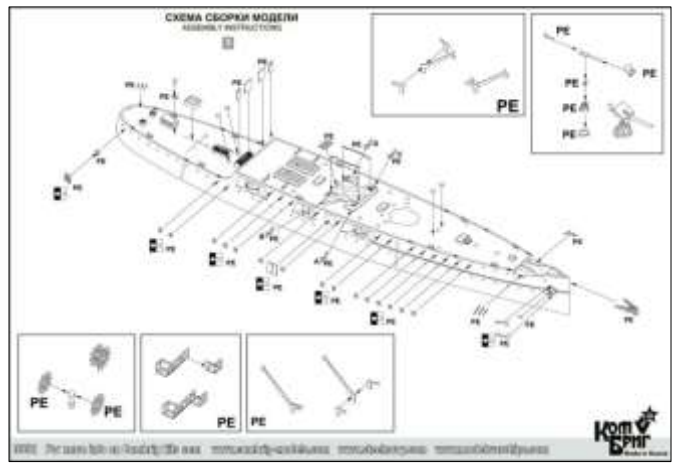
Combrig Resin Models – 1/350 Scale Kit 3552



Combrig Resin Models – 1/350 Scale Kit 3552



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Combrig Resin Models – 1/350 Scale Kit 3552

John Walen

John Walen, IPMS 17482
Proud IPMS NCT member since 1982

Spit and Polish

By John Walen



This is the first of three or four articles centering on the seven Polish squadrons flying Spitfires in the RAF during WWII. With the end of the Cold War thousands of WWII pictures from eastern European sources have appeared on the Internet and in several outstanding publications, including Kagero and Stratus. Along with these pictures has been avalanche of information that sheds new light on the vastly under-appreciated Polish and Czechoslovakian contributions to the Allied defeat of Axis powers.

During the Second World War, the Royal Air Force welcomed into its ranks thousands of exiles from German-occupied Poland. Polish personnel served in all RAF commands and in all theatres, and earned a reputation for exceptional courage and devotion to duty. On the outbreak of WWII, on September 1, 1939, the Polish Air Force's 300 obsolete aircraft were opposed by the German *Luftwaffe* equipped with over 1,300 first-line fighters and bombers. Despite this, the highly-trained Polish pilots fought courageously and bravely, and in the brief campaign shot down 126 enemy aircraft. Following the Soviet invasion and German victory, many Polish airmen escaped to France to continue the war.



*Mk IIa of 315 (Deblinski) Squadron RAF based at Northolt, in the August of 1941. Camouflage pattern is "Temperate Land Scheme" of RAF Dark Green and Dark Earth on the upper surfaces and Sky underside.
(Kagero – Polish Spitfires)*

During the Battle of France, Poles serving in the French Air Force destroyed 56 German aircraft but, in June 1940 France too, was defeated. Some 8,400 Polish airmen were evacuated or fled to the United Kingdom, which they called *Wyspa Ostatniej Nadziei* or "The Island of Last Hope." RAF commanders were at first skeptical about the flying skills and abilities of Polish pilots. They had believed German propaganda, which had insisted that the Polish Air Force had been destroyed in the first day or two of the 1939 war, and that this was largely attributable to the ineptitude of the Polish flyers. Neither was true. Once the Poles demonstrated their skills, there was a total reversal in British attitudes. RAF squadron leaders' misgivings disappeared completely and they became staunch supporters of the Poles, challenging negative comments from any source, even Churchill and Dowding. The three RAF officers assigned to form and command the first Polish RAF squadron (No. 303) became outspoken supporters of the Poles; one (Squadron Leader Johnny Kent) would later bloody a British officer's nose for not standing for the Polish national anthem.



First-rate artwork and decals and great reference source for Spitfire enthusiasts



Spitfire Mk IXc of 306 (Torunski) Squadron RAF based at Northolt, autumn of 1942. Camouflage pattern is "Day Fighter Scheme" with Sky spinner and rear fuselage band and yellow leading wing edges. (Kagero – Polish Wings)

The skill of the Poles was largely owed to their excellent training and air-combat experience gained over Poland in 1939 and France in 1940. The Poles specialized in close-range combat against Luftwaffe planes. More than any other "kill" claims made during the Battle of Britain, Polish claims were largely validated by direct observations. Far from being undisciplined as sometimes claimed, Polish fighters exhibited considerable discipline in breaking off their own attacks in order to protect colleagues in battle.

There were 15 Polish Squadrons in the RAF during WWII. While logistically and operationally under the RAF, these squadrons were legally under the Polish government in exile. As a point of interest, Poland was the only occupied European nation not to have a collaborationist government.

- No. 300 Polish (Mazowian) Bomber Squadron
- No. 301 Polish (Ziemia Pomorska) Bomber Squadron
- No. 302 Polish (City of Poznan) Fighter Squadron
- No. 303 Polish (Kosciuszko) Fighter Squadron
- No. 304 Polish (Ziemia Slaska) Bomber Squadron
- No. 305 Polish (Ziemia Wielkopolska) Bomber Sqdn



Spitfire LF Mk XVIe of 317 (Wilenski) Squadron RAF Alhorn, Germany in late 1945. Camouflage pattern is RAF "Day Fighter Scheme" with rear fuselage band over-painted and black spinner. (Kagero – Polish Wings)



Polish ace Jan Zumbach (left) (13 confirmed kills) of the 303 (Kosciuszko) RAF Polish Squadron poses with his Spitfire MK V and RAF colleagues, 1942. The plane bears Zumbach's distinctive Donald Duck symbol. He survived the war.

- No. 306 Polish (City of Torun) Fighter Squadron
- No. 307 Polish (City of Lwow) Fighter Squadron
- No. 308 Polish (City of Krakow) Fighter Squadron
- No. 309 Polish (Ziemia Czerwinska) Fighter Reconnaissance Squadron
- No. 315 Polish (City of Deblin) Fighter Squadron
- No. 316 Polish (City of Warsaw) Fighter Squadron
- No. 317 Polish (City of Wilno) Fighter Squadron
- No. 318 Polish (City of Gdansk) Fighter Reconnaissance Squadron
- No. 663 Polish Artillery Observation Squadron



303 Squadron Spitfires in Channel Dogfight by Gary Eason (Early Spitfire MK IXc)



Polish Spitfire Mk. Vb BM597, Duxford ©Les Chatfield

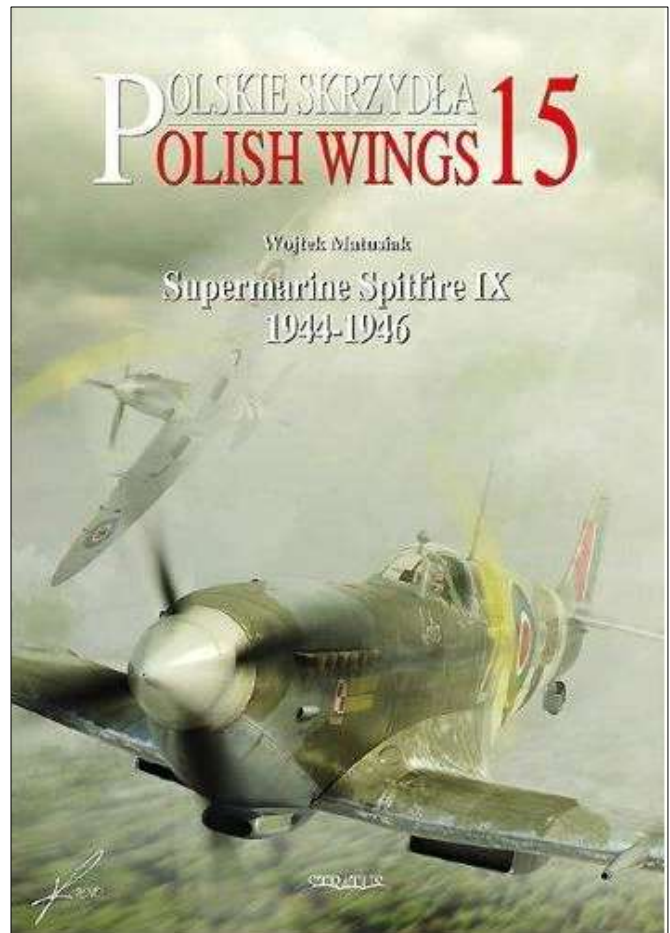
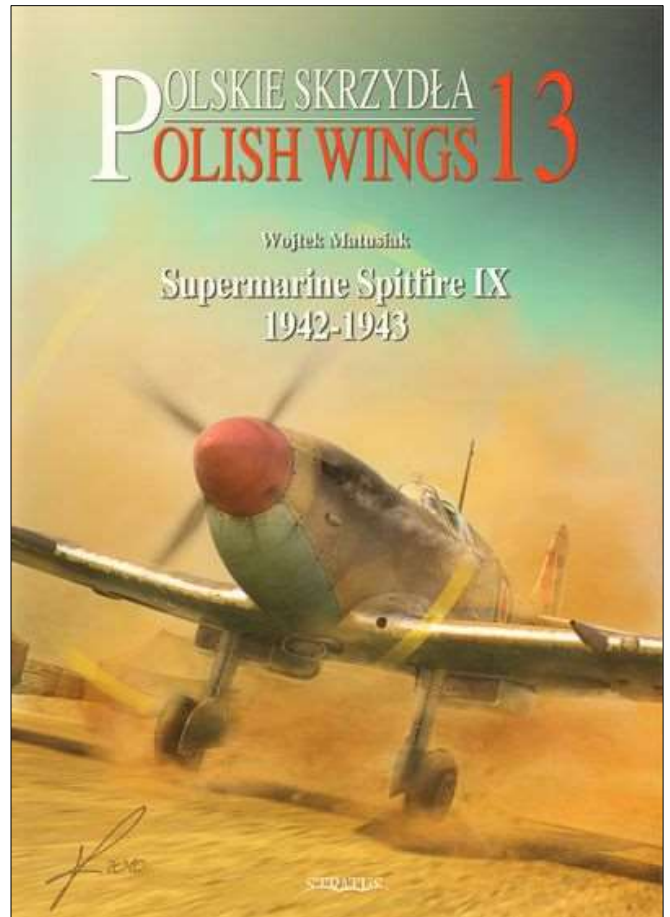


Flight Officer Jaworski of No. 317 Squadron by his Spitfire Mk IX (JH-Z) at Advanced Landing Ground (ALG) Chailey, May 1944 (Great forward fuselage detail, including cigar-shaped drop tank)

Poles Flying Spitfires Issues

Polish Wings - Issues 6, 13, 15, and 16

Polish Wings is an excellent publication focusing on Polish aviation history. There are both Polish and English language editions. I have these four issues and in terms of artwork, layout, format, and content I consider these books to be among my favorite Spitfire references.





John Walen

*John Walen, IPMS 17482
Proud IPMS NCT member since 1982*

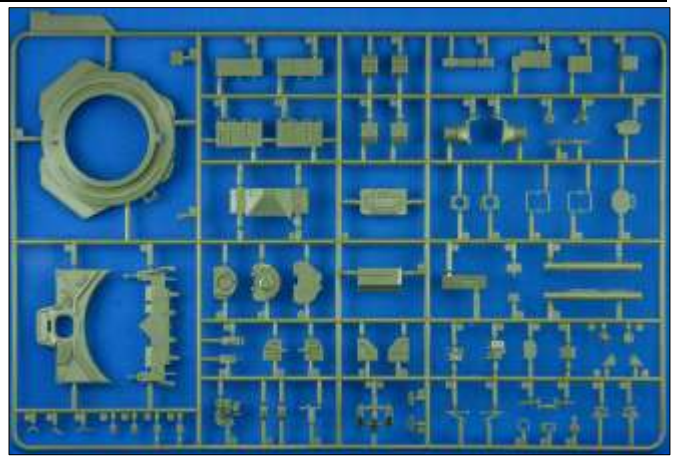
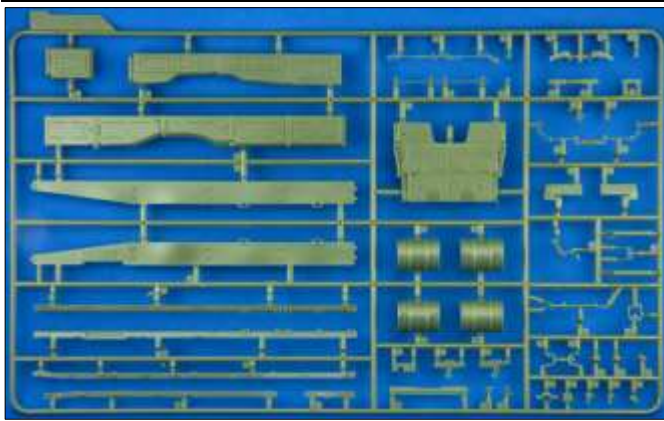


Meng 1/35 Russian Main Battle Tank T-90A By Cookie Sewell



- Kit Number:** TS-006
- Media:** 1,498 parts (579 in black styrene, 488 in dark green styrene, 404 black vinyl, 13 clear styrene, 10 etched brass, 3 light tan vinyl, 1 nylon string)
- Pros:** Most detailed model of a modern Soviet/Russian tank extant; tremendous amount of detail provided; only one other than the SKIF T-55 to include an engine in the kit
- Cons:** With 980 parts to them and five-part track links the tracks are not likely to win many fans
- Recommendation:** For all modern Russian armor fans
- Price:** US \$ 79.99





As I noted a while back with the Zvezda T-90 kit, timing, as the advertising men say, is everything. In 1989 the Ural Railway Wagon Building Factory (Uralvagonzavod) under its chief designer, Vladimir Potkin, reworked their T-72B design to both add built-in second generation reactive armor and the new "Shtora-1" active protection defense system among other modifications.

They dubbed the new Article 188 tank the T-72BM (for modified, but it was also called T-72BU for "usovershenyy" or "improved") and prepared to offer it to the government for acceptance and foreign sales in 1990. But...

The disastrous performance of the Iraqi army in Desert Storm in early 1991 with the total destruction of T-72s in Iraqi service by M1A1 and Challenger 2 tanks with no confirmed friendly losses turned any T-72 offered for sale into a drug on the market. While the UVZ knew their new model could survive against most foreign tanks, being a "T-72" meant nobody wanted it. Faced with this dilemma, and then the collapse of the Soviet Union in December 1991, the UVZ was not in a good position.

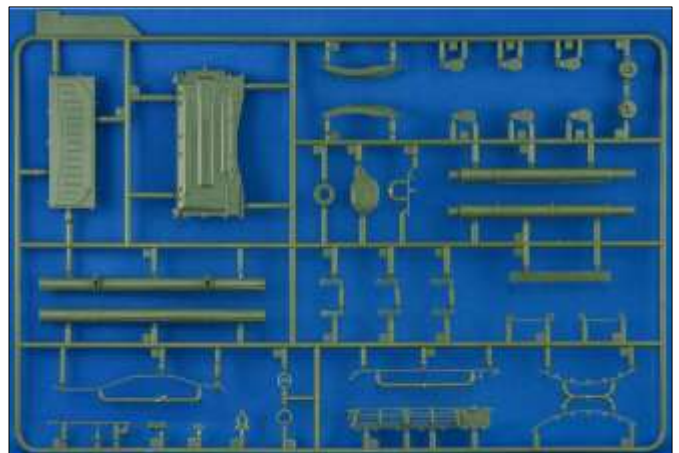
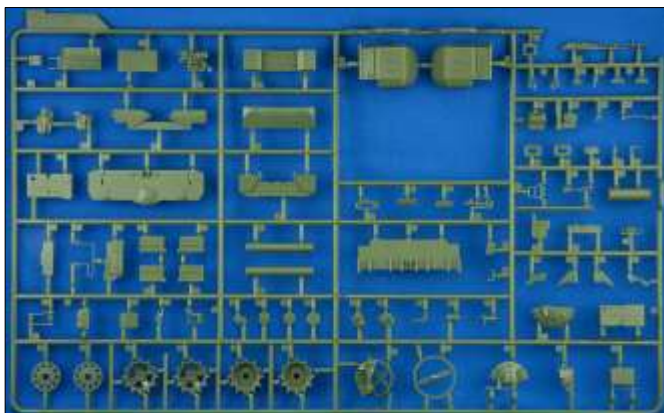
However, President Boris Yeltsin solved the problem when the tank was accepted for service in October 1992 as the "T-90 - the First Russian Main Battle Tank" as it was announced to the world. Dubbed the T-90 Model 1992, the new tank was now offered for sale as a new vehicle (which it was not).

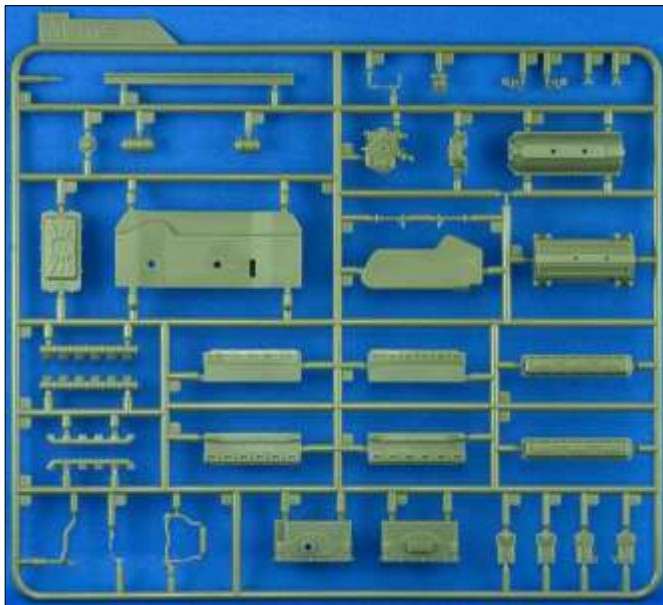
The new variant was a big improvement over the T-72 series, and also was going to be offered for foreign sales on a nearly equivalent model to the Russian one – the T-90S. Previously the Soviets had marketed downgraded versions (derisively referred to as "monkey models" as they were so simple monkeys could operate them) but with the failures of the T-72M and T-72M1 variants in Iraq they had little choice.

The Indians were their first major customer and bought 300 of the new tanks, followed by at least 300 more later. The Russian Army was not as quick to buy them for a myriad of reasons, and surprisingly has only purchased around 700-800 of them over 20 years of the tank's production run.

The T-90 has been produced in four basic models. The first two were the T-90 Model 1992 and its equivalent foreign sales version, the T-90S. But in 1999 UVZ introduced a new all-welded turret to replace the B model's cast/welded turret with a state-of-the-art one that is easier to upgrade.

The new tank was dubbed the T-90A Model 1999 and the equivalent export variant is the T-90SA. Over the years the tank has been continually upgraded as well, and the engine has gone from a V-84M of 840 HP to first the V-84MS and then the 1000 HP V-92S2. The "S" on the latter two engines means "silfon" or a tube that draws fresh air into the exhaust to suppress the



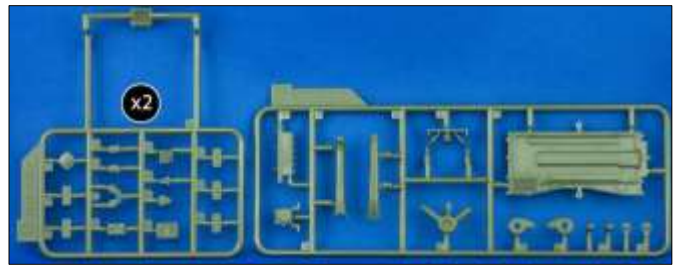
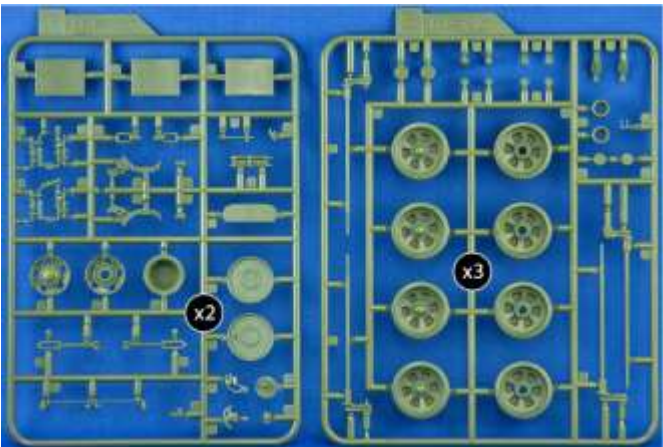


tank's infrared heat signature, which is shown by a completely new exhaust port on the left side of the tank. Also "Shtora" which originally included two IR searchlight/missile suppression jammers on the front of the turret has replaced them with more reactive armor boxes.

Most visible to most people was the replacement of the RMSH single-pin "dead" tracks with the new UMSH twin-pin "live" tracks (called the "Universal" track as it will be the only large tracks in use when all tanks and tank-based AFVs are upgraded).

The Zvezda kit has now been joined by another kit of the same variant, the T-90A Model 1999, by Meng Models. This kit is interesting in that it was designed with the cooperation of Aleksey Khlopotov, a Russian armor historian and writer.

While Aleksey is a modeler and analyst of Russian armor, what he rarely notes is that he once worked for the Nizhniy Tagil Technical Institute for Metallurgical Research (NTIMI) which was a research arm of the UVZ tank plant. As they say in the underworld, consider Aleksey "connected".



I do not know how long he had been working on this project, but I do know he produced a rather critical assessment of the Zvezda kit when it was released and panned it for a number of errors; for the moment let us note that the errors were not something 99.99% of Western modelers would ever have caught.

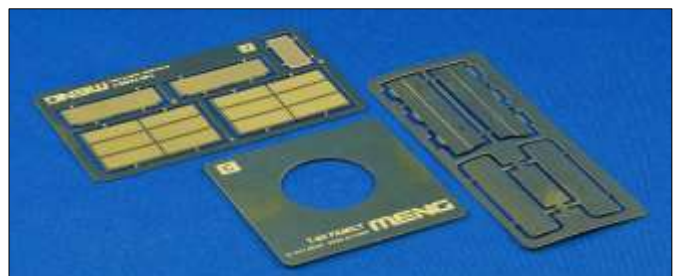
So how is this kit? In one word, stunning! The amount of detail that Meng has given this kit is truly incredible. It provides the Russian armor modeler with a kit of similar detail level to the DML Tiger I and Panzer III/Sturm III kits with separate torsion bars and detailed shock absorbers among other nice touches.

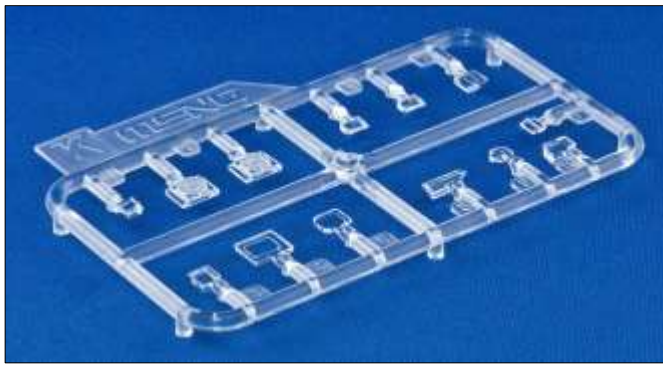
It also provides a complete V-92S2 1000 HP diesel engine complete with the new exhaust nozzle with thermal shrouding and also the curious "Sil'fon" device: this draws cold air from the air cleaner to suppress the heat signature of the tank.

There are 43 steps in the construction of this kit, about the same as those used on the Xact T-80U kit. One thing that Meng has done and few others attempt is to provide aids to assemble the kit. I don't see it mentioned in the directions but etched brass part C is a wheel stencil for painting the road wheels prior to installation as it masks off the tire from the wheel center.

Most of the kit assembles in the fashion most armor modelers expect, starting with the lower hull and suspension. There are holes that need to be drilled in some spots so it will require following the directions closely. If you have assembled either the Zvezda T-90A or Xact T-80U then little in the parts breakdown will be a surprise.

This kit does provide the best Soviet-style lever action shock absorbers (parts E-7, E-9, B-14, B-22 and they even may be permitted to operate if care is used on assembly. As this is a T-90 there are six of them vice four on older tanks.





Step 7 covers the tracks, and this is a very tedious step. Each track link consists of a link, guide tooth, and two end connectors; a separate part covers the rubber track face pads (part H-2) for those who want the newer "asfal'tnyy" (pavement) tracks. The good news is that Meng provides a three piece assembly jig (Parts J) for assembling sets of six links at a time. The end connectors are vinyl so I am not sure how well they will hold; some comments on the Internet would indicate they work well but take a lot of time to fiddle around with during assembly. (I was amazed that the best tracks so far are the ones from the Zvezda kit that are link and length with separate teeth; they did that with less than 40 parts.)

The V-92S2 is a nice kit on its own and consists of some 39 parts to include etched brass covers. A firewall is included but no radiator, oil cooler, transmission or fan are provided for the engine compartment.

The upper hull assembly is as before similar to the other two kits mentioned. But the entire fender tips are slide molded and one piece styrene affairs, a nice touch. A styrene spring and fillet finish off each one.

The driver's hatch and the area called the "decolletage" by the Russians (the area in front of the driver's viewers) is a separate part that attaches to the hull top. The rear radiator air exhaust assembly (part B-27) is the most accurate rendering of this assembly I have seen yet.

In Step 19 note that the kit comes with two engine decks and the proper one to use here is N-7. The deflector flaps for the rear air exhausts are also included (parts F-12).



The unditching log and tow cables are pretty conventional; the former needs distressing with a razor saw scraped along it, and the latter may be better using twisted steel or brass wire.

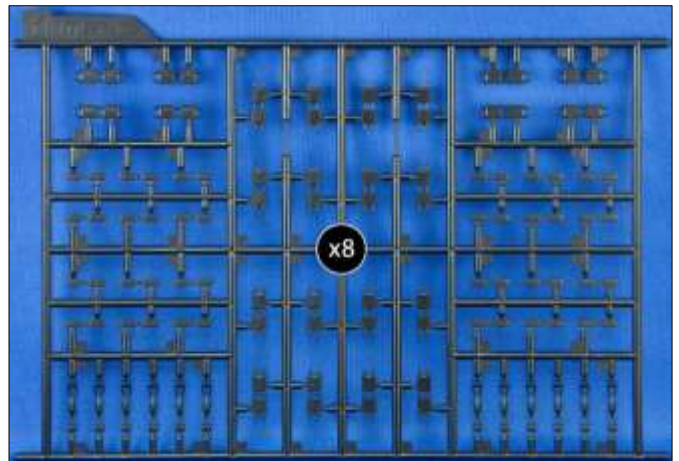
The tank like other T-72/T-90 models uses the "demand" fuel access to the two auxiliary tanks on the rear and provides the correct plumbing (parts C-32/C-34) for them.

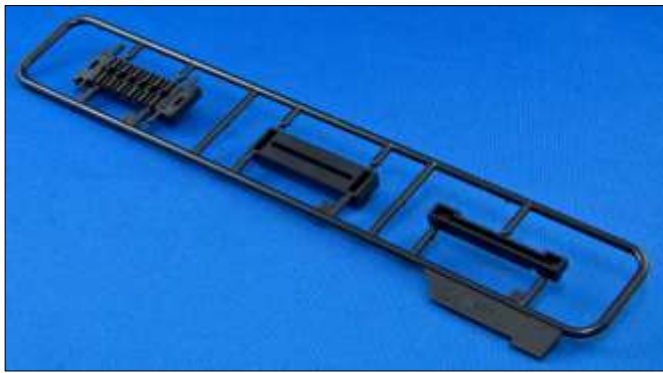
The main gun consists of 8 parts in styrene - no brass trim rings - but does come with the correct cutback behind the muzzle protector (part A-73) for the mounting of an MRS (UII in Russian) mirror device; however this tank does not have that system fitted. The muzzle is also flattened on one side, so it is a good match for the 2A46M-5 gun fitted to this tank type.

Also like the other two kits, the model comes with the inner hatch details for the commander's and gunner's sights and controls. It took comes with the complete 1EhTs29 commander's weapon station with remote controlled NVPT machine gun, but unlike the early Zvezda kits all of the bits are there!

One surprise is the tiny amount of etched brass in this kit - only 9 parts if one ignores the wheel stencil. But it really doesn't need them and the molding of the parts is crisp and quite good.

As noted source is indicated as Aleksey Khlopotov ("Gur Khan") and a very nice instruction book is provided with history and information in English,





Sprue Layout

- 1 Upper hull
- 1 Lower hull
- 1 Turret shell
- 1 Nylon string
- 20 Vinyl poly caps
- 3 Vinyl mantlet cover, tanker's shlemofon helmets
 - A 75 Turret base, ERA arrays, smoke grenade bases, turret details
 - B 39 Wiring, shock absorbers, engine deck, unditching log
 - C 52 Fender bins, skirts, glacis ERA, lights, details
 - D 88 Turret details, NVPT machine gun, fender tips, drivers
 - E 29x3 Road wheels, smoke grenade launchers, torsion bars
 - F 30x2 Skirt ERA boxes, idlers, fuel tank racks and ends
 - G 15x2 Shtora search light bodies, laser warning sensors
 - H 72x8 Track pads, guide teeth
 - H 48x8 Black vinyl - end connectors
 - J 3 Track assembly jig
 - K 13 Clear styrene
 - M 41 V-92S2 engine, firewall
 - N 13 V-92S2 engine "silfon" fitting, engine deck
 - MA 5 Etched brass
 - MB 4 Etched brass
 - MC 1 Etched brass (stencil)

Russian, Chinese and Japanese.

Finishing instructions and decals are provided for six different tanks: two from the 27th Guards Motorized Rifle Brigade, Victory Parade, Moscow May 2011 (overall dark green with Guards badges and bort numbers); one for the 19th Motorized Rifle Brigade, North Caucasus Military District (tricolor with bort numbers and armored markings); and three more tanks from the 27th Guards Motorized Rifle Brigade, Victory Parade, Moscow May 2008 (tricolor with Guards badges and bort numbers).

A number jungle of bort (turret or side) numbers is included along with four different subunit markings on a Cartograf decal sheet.

Overall other than the overwrought tracks this is an excellent kit, but overall it will be up to the modeler how much he really wants that last bit of accuracy.

If this kit is a 10 (and it really is!) the Zvezda one is about an 8-8.5 – and half the price.



Cookie Sewell



Walen's Kit Pick of the Month



This is probably the best 1/48 scale Spitfire Mk IX kit available today. Eduard has released three versions of the Mk IX – early “c”, late “c”, and “e” corresponding to the wing armament of the respective version. As with many of their earlier kits, Eduard has already released several photo-etch and/or resin sets to “upgrade” or enhance these kits



Brent Green – Hyperscale



...and if that doesn't wet your whistle, how about one with beer kegs!



Eduard's Royal Class Kit – two fuselages, all three different wing variants, lots of photo-etch and resin...and a commemorative wine class...what a deal!!!



*Model depicts Mk.IXe flown by W/Cdr J. E. Johnson,
144 Wing, June 1944*

John Walen

*John Walen, IPMS 17482
Proud IPMS NCT member since 1982*

Pictures From the IPMS National Convention Loveland, Colorado

IPMS NCT Chapter Group Project



There were 12 entries in the Chapter/Group Entry Category. Unfortunately, "Meet the Fokkers" did not win an award.

Local Modelers Win Several Awards at Nationals

Members wanting to see pictures of the models and products on display at the Nationals can use these links:

[2013 IPMS/USA National's Gallery](#)

[IPMS/USA 2013 National Convention - CyberModeler](#)

<http://s264.photobucket.com/user/carlomaha/library/2013%20Nationals%20-%20Loveland?sort=3&page=1>

Larry Litoborski – Four Awards



1/43 289 Cobra – First Place



1/24 Porsche 934 Turbo RSR – Second Place



1/25 Meyers Manx – Second Place



1/12 Yamaha Vmax – Third Place

Pat Villarreal – Three Awards



1/144 F-14A Tomcat – First Place



*1/72 Spitfire PR. XIX – Second Place
(New Planes in Flight category)*



1/48 SBD-4 Dauntless – Third Place

Kendall Brown – Three Awards



*1/72 Sikorsky S-38 - First Place
(and Nominated for Best Aircraft)*



1/72 MAS 540 Gunboat - First Place



1/72 E-2 Hawkeye - Third Place

John Walen – One Award



1/350 Destroyer USS Laffey – Second Place

Floyd's Fling

Lifelike Decals

1/32 Fokker D.VII- Part 2



Stock # 32-017

MSRP: \$ 16.25

Reviewed by

Floyd S. Werner, Jr. IPMS# 26266

Company Website URL:

<http://www16.ocn.ne.jp/~lifelike/>

The latest release from the Wingnut Wings is the family of Fokker D.VIIs. These late war beauties are beautifully adorned with artwork and colors. So Lifelike has decided to offer some unique decal options for the modeler.

Lifelike's website is always updated with things that may have changed since decals have been released. It is nice that they offer updated decals when the markings are found to be different than the original release. Does this mean that Lifelike Decals are wrong? No, not at all. Lifelike is not afraid to make educated guesses based on the latest information. When new information becomes available they let you know what has changed. This is unlike any other decal supplier in the world. That is just the level of professionalism that Lifelike embodies.

The instructions are printed on two A4 single sided sheets in full color. You get four views to each aircraft. It is here that you see the unique colors applied to these aircraft.

The decals themselves are printed by two of the best known decal makers in the world, Microscale and Cartograf. There are three sheets. The larger sheet has most of the individual markings in white, red and yellow. The middle size sheet includes the skull and cross bones, as well as, a coat of arms. Pay attention as you will have to use some of the WNW fuselage and wing crosses. They are clearly indicated on the instructions.

The aircraft on this sheet are quite colorful. The first aircraft is a Fokker built D.VII from Jasta 10 flown by Lt. Friedrichs. The upper wing sports a yellow upper surface with green surrounded crosses. The nose is also yellow with the streaked fuselage. It becomes apparent when reading the history of the markings that Lifelike is not your typical decal company. They go into the history of the man and it adds a depth of knowledge that is never found in decals.

The second aircraft is an Albatross built aircraft flown in Jasta 30 in the Summer of 1918. I love the orange color along the horizontal tail surfaces. There is a white comet on a large black field on the fuselage. It also has a light grey nose area.

The third aircraft is from Jasta 54, a Royal Saxon unit. The green and white striped tail will catch your eye every time. While it has a 'normal' four color lozenge camouflage but sports the 'giraffe' mauve and green on the nose. The stylized V and the skull and cross bones are reminiscent of "The Blue Max".

The final aircraft is quite unique with a fuselage resplendent in bright green with a red nose and yellow zigzag. The tail was outlined in red. Flown by Lt. Freidrich Vollracht he scored a couple of victories, but continued to fly with ZG2 in WWII and scored another two victories.

The four aircraft will add some distinctive markings and colors to your Fokker. Lifelike is to be commended for offering some very unique looking aircraft. The decals are perfectly in register and color. Printed by the world's best decal companies Lifelike continues to be one of my favorite decal manufacturers. Not only do you get the great decals but you also get the history lessons.

Highly recommended

Thanks to Lifelike Decals for the review copy. You can obtain your copy by contacting them at <http://www16.ocn.ne.jp/~lifelike/>.

*Floyd S. Werner, Jr., IPMS 26266
Proud IPMS NCT member since 1989*

Upcoming Contests Fort Worth



Scale Modelers

September 14, 2013

SuperCon 2013

<http://www.fortworthscalemodelers.org/>

IPMS Fort Worth Scale Modelers

Bob Duncan Community Center - Vandergriff Park

2800 S. Center Street

Arlington, Texas



September 21, 2013

13th Annual Sproo-Doo Model Show

IPMS Central Arkansas Scale Modelers

Arkansas Health Center

6701 Highway 67

Benton, Arkansas 72015



September 21, 2013

AMPS South Central Region Show 2013

AMPS Centex

Georgetown Community Center

San Gabriel Park

445 East Morrow Street

Georgetown, Texas

Northshore



Scale Modelers Club

September 28, 2013

AutumnCon 2013

Theme: "What If?"

IPMS Northshore Scale Modelers

<http://www.northshoremodelers.com/contest.html>

Clarion Inn

501 North Hwy 190

Covington, Louisiana



FROM RUSSIA WITH LOVE



Region 6
2013 Convention



October 5, 2013

2013 Region VI Convention

Theme: "From Russia With Love"

IPMS Austin Scale Modeler Society

<http://www.austinsms.org/contest.php>

Norris Conference Centers

2325 West Anderson Lane

Austin, Texas

Upcoming Contests



October 12, 2013

ConAir 2013

Theme : "The 60th Anniversary of Korea : The Forgotten War 1950-1953"

<http://www.ipmswichita.org>

IPMS Air Capital Modelers
Kansas Aviation Museum
3350 South George Washington Blvd.
North-West corner of McConnell AFB
Wichita, Kansas



November 10, 2013

Veteran's Day Bassett Mall Model Display

IPMS El Paso <http://www.ipmselpaso.us/>
Bassett Place Mall
6101 Gateway West, Suite M-36
El Paso, Texas 79925

SOUTH WEST AREA MODELERS OF PLASTIC



January 25, 2014

CALMEX 28
IPMS SWAMP
Managan Center
1000 McKinley St
Westlake, Louisiana



February 15, 2014

Model Fiesta 33

<http://www.alamosquadron.com>

IPMS Alamo Squadron
San Antonio Event Center
8111 Meadow Leaf Drive
San Antonio, Texas 78227



March 8, 2014

MCMA 2014 Showdown 24 Model Car Contest

<http://www.themcma.net/>

IPMS Metroplex Car Modelers Association
Dr. Pepper Star Center
12700 North Stemmons Freeway
Farmers Branch, Texas



March 20-22, 2014

2013 Lone Star Figure Show

www.lonestarfigureshow.com

Lone Star Military Miniature Society
Renaissance Hotel
2222 Stemmons Freeway
Dallas, TX 75207

Local Events of Interest



September 5, 2013 (Thursday)

Lone Star Aero Club

www.lonestaraeroclub.org

Jim Hirsch, President of Air Tractor
DFW Airport at Hyw 360 & FAA Road
American Airlines C.R. Smith Museum
Fort Worth, Texas 76155



September 8, 2013 (Sunday)

IPMS MCMA <http://www.themcma.net/>

Monthly Meeting

Heritage Park, 217 South Main,
Irving, Texas 75060



September 10, 2013 (Tuesday)

EAA Chapter 34 Meeting <http://www.eaa34.org>
TBD

UTA Campus Room 100, Nedderman Hall
416 Yates Street,
Arlington, Texas



September 11, 2013 (Wednesday)

Marauder Men of the Metroplex

<http://webspaces.webring.com/people/oj/jobiz/>

BBQ Meeting

Spring Creek Barbecue, Cooper Street,
Arlington, Texas



FORT WORTH, TEXAS



September 14, 2013 (Saturday)

OBA / FACM / VMAP

2nd Saturday Work-Party 9:00 am to 2:00 pm

<http://www.b-36peacemakermuseum.org/>

<http://www.ov-10bronco.net>

<http://www.facmuseum.org>

3300 Ross Avenue, Meacham Airport
Fort Worth, Texas

Fort Worth



Scale Modelers

September 16, 2013 [Monday]

IPMS Fort Worth Scale Modelers

<http://www.fortworthscalemodelers.org/>

No meeting – See you at SuperCon 09/14/13!!!!

Baptist Church of Benbrook

1015 McKinley Street, Benbrook, TX 76126

Local Events of Interest



September 17, 2013 (Tuesday)

B-36 Peacemaker Museum

<http://www.b-36peacemakermuseum.org/>

Dale Ford: B-58 Flight Engineer

UNT Health Science Center Room 124, West Building
3500 Camp Bowie Blvd., Fort Worth, Texas



September 28, 2013

Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

No Meeting – See Y'all at the Hanger Dance 09/27/13!!!

Tyler Pounds Airport, 2198 Dixie Drive

Tyler, Texas 75704



FRONTIERS OF FLIGHT MUSEUM



September 14, 2013

Frontiers of Flight Museum

<http://www.flightmuseum.com/>

“Dutch” Van Kirk and the Flight of the Enola Gay

6911 Lemmon Avenue

Dallas, Texas



October 19 & 20, 2013

Fort Worth Alliance Airshow

<http://www.allianceairshow.com/>

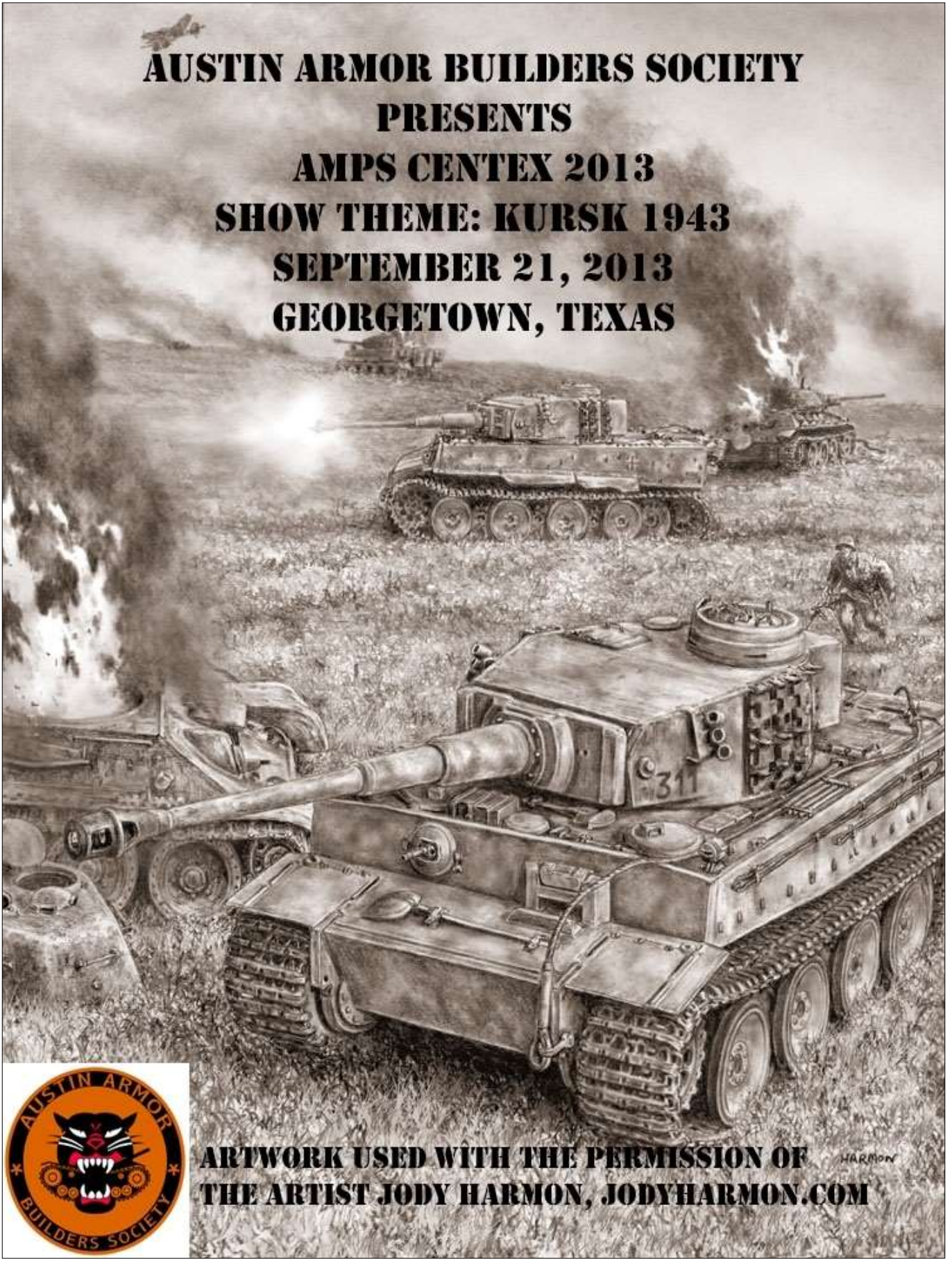
Fort Worth Alliance Airport

2221 Alliance Boulevard

Fort Worth, Texas 76177



**AUSTIN ARMOR BUILDERS SOCIETY
PRESENTS
AMPS CENTEX 2013
SHOW THEME: KURSK 1943
SEPTEMBER 21, 2013
GEORGETOWN, TEXAS**



ARTWORK USED WITH THE PERMISSION OF THE ARTIST JODY HARMON, JODYHARMON.COM

HARMON

Central Arkansas Scale Modelers.



Central Arkansas Scale Modelers
13th Annual

Sproo-Doo Model Show

Saturday Sept 21st

Show Theme

Lucky Thirteen

casmodels.org

Show Coordinator, Brianna Childres

casmodelers@gmail.com



Arkansas Health Center
6701 Highway 67 / Benton, AR 72015



CONTEST THEME
“REEL” MODELS

SUBJECT MUST BE BUILT AS IT APPEARED IN THE MOVIE



Contest Times
Vendors Area Open - 8:00am - 5:00pm
Contest Registration - 8:00am - 12:00pm
Contest Judging - 1:00pm - 4:00pm
Awards Presentation - 4:00pm to 4:30pm

Contest Entry Fees
Adult (18 & over) - \$10 for 1st entry, \$1 for ea add'l entry
Juniors (13-17) - \$5 for up to 5 models
Preteen (under 13) - Free
Vendor Tables - 15 ea.

Homemade Gumbo Lunch

Managan Center - 1000 McKinley St., Westlake, LA

Babe Of The Month

Amber Heard



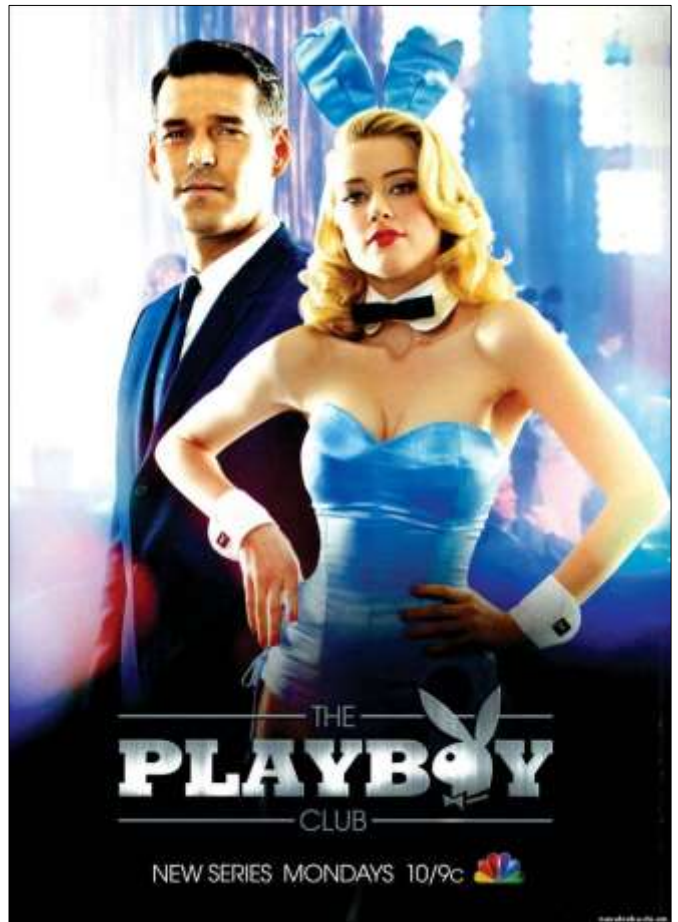
Amber Laura Heard (born April 22, 1986) is an American actress and model. She played the lead and title character in *All the Boys Love Mandy Lane*, which debuted at the Toronto International Film Festival in 2006. Heard's first starring role came in 2007 on the CW television show *Hidden Palms*. Her breakthrough came in 2008 with roles in *Never Back Down* and *Pineapple Express*. In 2009, Heard starred in *The Stepfather* and also had a small role in the horror-comedy *Zombieland*.



She next starred in *The Joneses* and *And Soon the Darkness* (both 2010), John Carpenter's *The Ward*, alongside Nicolas Cage in *Drive Angry*, and alongside Johnny Depp in *The Rum Diary*.

Heard was born and raised in Austin, Texas. Her father, David, is a contractor, and her mother, Paige (née Parsons), is an internet researcher for the state. She attended St. Michael's Catholic Academy in Austin until her junior year, when she left to pursue a career in Hollywood.

As a teenager, Heard was active in her school's drama department and appeared in local commercials and campaigns. She read books by authors such as George Orwell and Salman Rushdie.





salesgirl in *The O.C.* (2005). Her first movie role was Maria in *Friday Night Lights* (2004).

She next starred as Shay in *Side FX* (2005), an independent horror film, and had supporting roles in *Drop Dead Sexy* (2005), *Price to Pay* (2006) and *You Are Here* (2006). Heard had more prominent parts in Niki Caro's *North Country* (2005) and in Nick Cassavetes' *Alpha Dog* (2006). In 2006 she starred in an episode of *Criminal Minds* as Lila Archer, a love interest of main character Spencer Reid.

Heard was next cast in the CW Network's *Hidden Palms*. On the show she portrayed Greta Matthews,

At the age of 16, her best friend died in a car crash and Heard, who was raised Catholic, subsequently declared herself an atheist after being introduced to the works of Ayn Rand by her then-boyfriend. She has said of Rand, "I've read all of her books. Ever since then, I have been obsessed with her ideals. All I've ever needed is myself." Dropping out of school at the age of 17, she went to New York to start a career in modeling, then relocated to Los Angeles to get into acting.

Once in Los Angeles, Heard made appearances in various TV shows and two music videos, Kenny Chesney's "*There Goes My Life*" and Eisley's "*I Wasn't Prepared*". She was cast as Liz in the pilot episode of The WB's *Jack & Bobby* (2004), as Riley in an episode of *The Mountain* (2004) and she had a brief cameo as a





Weinstein. However, nearly a year after its Toronto debut, the movie had not reached theaters. In July 2007, *Mandy Lane* found a new distribution home and the film finally was released in 2008 with a February UK release and DVD release in June.

In 2007, Heard also appeared in the short movie *Day 73* with Sarah and Jess Manafort's indie drama *Remember the Daze* (aka *The Beautiful Ordinary*), which premiered at the Los Angeles Film Festival in June and opened in limited release in April 2008. She then appeared in the Judd Apatow-produced, Rogen and

who suffered the losses of both her mother and boyfriend, Eddie, and befriends Johnny, the anti-hero of the show. In order to get the part, Heard was asked to lose weight. It took her four months between the pilot and the second episode to lose 25 pounds, giving up alcohol, increasing her workouts and following a macrobiotic diet (no meat, dairy or processed sugar). *Hidden Palms* premiered in the US on May 30, 2007. Ultimately, The CW wrapped the summer series early; instead of the initial 12 episode arc, only eight were aired. The show ended on July 4, two weeks earlier than originally planned.

She was next cast in the title role in *All the Boys Love Mandy Lane*. The horror film premiered at the Toronto Film Festival in September 2006, immediately generating buzz and landing a deal with Harvey





Goldberg-written comedy *Pineapple Express* and the martial arts drama *Never Back Down*, released in 2008, back-to-back. The latter opened in March and Heard played the role of the free-spirited Baja Miller who falls for Sean Faris' Jake Tyler.

Heard also made a brief appearance in Showtime's *Californication* and joined the ensemble cast of *The Informers*, based on Bret Easton Ellis' novel of the same title, set to be released in 2009. She also filmed the horror film *The Stepfather* and the comedy film *Ex-Terminators* back-to-back in 2008 while promoting *Never Back Down*, *Mandy Lane* and *Remember the Daze*.



In late 2008, she filmed *The River Why* and *The Joneses*; two independent features. At the beginning of 2009, *The Informers* made its premiere at the Sundance Film Festival. The reviews were mostly negative.

Heard next appeared in *Zombieland*, playing a small role as the object of Jesse Eisenberg's affection who turns into a zombie.

In March, Heard began filming *The Rum Diary*, opposite Johnny Depp, in Puerto Rico. Heard was reported to have won the role out over Scarlett Johansson and Keira Knightley. In 2010, she starred in and produced *And Soon the Darkness*, co-starring Odette Yustman and Karl Urban.

In February 2010, Heard was cast in *Drive Angry*, a 3-D action thriller directed by Patrick Lussier and released in February 2011. In February 2011, she appeared on *Top Gear* in the UK. She talked about her love of guns and muscle cars, and revealed that she used to line-dance in Texas bars.

She is set to star in *Machete Kills* and *Paranoia*, both to be released in 2013.

She has been dating actor Johnny Depp since 2012. Heard grew up around guns, and owns a .357 Magnum. A fan of muscle cars, she drives a 1968 Ford Mustang.





Museums

American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault

Addison, TX 75001



Cold War Air Museum

<http://www.coldwarairmuseum.com/>

Lancaster, Texas 76106



Corsair (Goodyear FG-1D), Commemorative Air Force

www.caf-corsair.com

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

<http://www.dfwwing.com/>

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

Hanger One, Gilmer Texas 75644



Frontiers of Flight Museum

<http://www.flightmuseum.com/>

6911 Lemmon Avenue Dallas, Texas

Hangar 10 Flying Museum

Hangar 10 Flying Museum

<http://www.hangar10.org/Site/Home.html>

1945 Matt Wright Lane

Denton Municipal Airport

Denton, Texas 76207



National WASP WWII Museum

<http://www.waspmuseum.org>

Sweetwater, Texas



OV-10 Bronco Museum

<http://www.ov-10bronco.net>

3300 Ross Avenue, Meacham Airport, Fort Worth, Texas



Ranger Wing, Commemorative Air Force

www.rangerwingcaf.com

Blackland Aircraft Corp. Hanger

Airport Blvd., Waco, Texas



Silent Wings Museum

www.silentwingsmuseum.com

6202 North I-27 Lubbock, Texas 79403

BG John C. L. Scribner



Texas Military Forces Museum

Camp Mabry

Austin Texas

Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas

Vintage Flying Museum

Featuring "Chudde" one of the few remaining flying B-17's in the world

Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

505 NW 38TH ST. Hangar 33 South, Fort Worth, Texas

Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>
108 S. Lee St., Irving, TX 75060
(972) 438.9233

HobbyTown USA Colleyville



Town Center Colleyville
<http://www.hobbytown.com/txcol/>
5611 Colleyville Blvd., Suite 160
Colleyville, TX 76034
(817) 581-1027

HobbyTown USA Dallas



The Corner Shopping Center
<http://hobbytown.com/TXDAL/>
8041 Walnut Hill, Suite 870
Dallas, TX 75231
(214) 987-4744

HobbyTown USA Arlington



<http://hobbytown.com/TXARL/>
4634 South Cooper St
Arlington, TX 76017
(817) 557-2225

HobbyTown USA Plano



<http://hobbytown.com/TXPLA/>
2100 Dallas Parkway, Suite 150
Plano, TX 75093
(972) 473-0800

HobbyTown USA Rockwall



Rockwall Crossing
<http://www.hobbytown.com/Store/Profile/TXROC>
935 East Interstate 30
Rockwall, TX, 75087
(972) 771-1233

HobbyTown USA Tyler



French Quarter Shopping Center
<http://hobbytown.com/TXTYL/>
4566 S. Broadway
Tyler, TX 75703
(903) 509-3000

Mason's Hobby Lobby



6905 Grapevine Hwy.
Fort Worth, Texas 76180
(817) 284-0264

Roy's Hobby Shop



1309 Norwood DR.
Hurst, TX 76053
<http://www.royshobby.com/>
(817) 268-0210

Wild Bill's Hobby Shop



535 East Shady Grove Rd.
Irving, Texas 75060
(972) 438-9224

New Ware

1/48

Apollo CSM + LM II Mission Detail Set

By Sven Knudson, IPMS 32490
www.ninfinger.org



The kit box has a couple of black and white photos of the Real Deals in flight.

Kit contents: 102 resin parts
132 photoetched parts
instructions

Background

The Command/Service Module (CSM) was one of two spacecraft, along with the Lunar Module, used for the United States Apollo program which landed astronauts on the Moon. It was built for NASA by North American Aviation. It was launched by itself into suborbital and low Earth orbit test missions with the Saturn IB launch vehicle, and three times by itself and nine times with the Lunar Module as part of the Apollo spacecraft assembly on the larger Saturn V launch vehicle, which was capable of sending it to the Moon.

After the Apollo lunar program, the CSM saw manned service as a crew shuttle for the Skylab program, and the Apollo-Soyuz Test Project in which an American crew rendezvoused and docked with a Soviet Soyuz spacecraft in Earth orbit.



Here's what you get in the box.

The CSM consisted of two segments: the Command Module, a cabin which housed a crew of three and equipment needed for re-entry and splashdown; and a Service Module that provided propulsion, electrical power and storage for various consumables required during a mission. The Service Module was cast off and allowed to burn up in the atmosphere before the Command Module re-entered and brought the crew home.

The CSM was initially designed to return all three astronauts from the lunar surface on a direct-descent mission which would not use a separate Lunar Module, and thus had no provisions for docking with another spacecraft. This, plus other required design changes led to the decision to design two versions of the CSM: Block I was to be used for unmanned missions and a single manned Earth orbit flight (*Apollo 1*), while the more advanced Block II was designed for use with the Lunar Module. But the Apollo 1 flight was cancelled by a cabin fire which killed the crew and destroyed the Command Module during a launch rehearsal test. Corrections of the problems which caused the fire were applied to the Block II spacecraft, which was used for all manned missions.



Here's a closer look at the SPS engine bell.



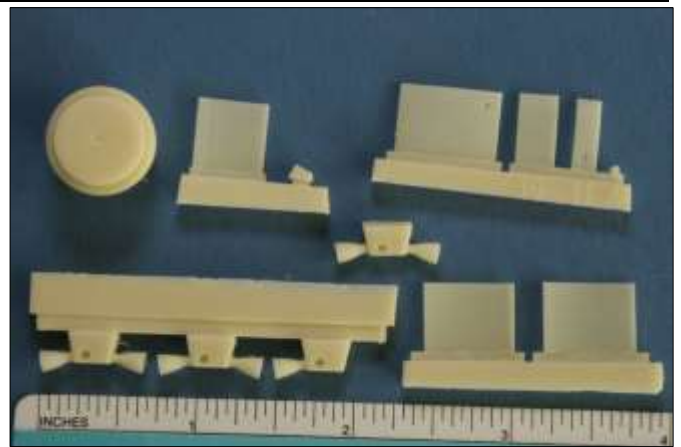
Here's the other side of the SPS engine bell.

When NASA awarded the initial Apollo contract to North American Aviation on November 28, 1961, it was still assumed the lunar landing would be achieved by direct descent rather than by lunar orbit rendezvous. Therefore design proceeded without a means of docking the Command Module to a Lunar Excursion Module (LEM). But the change to lunar orbit rendezvous, plus several technical obstacles encountered in some subsystems (such as environmental control), soon made it clear that substantial redesign would be required. In 1963, NASA decided the most efficient way to keep the program on track was to proceed with the development in two versions:

- **Block I** would continue the preliminary design, to be used for early low Earth orbit test flights only.
- **Block II** would be the lunar-capable version, including a docking hatch and incorporating weight reduction and lessons learned in Block I. Detailed design of the docking capability depended on design of the LEM, which was contracted to Grumman Aircraft Engineering.



Here's a closer look at some of the resin parts for the CSM, including the piece for connecting the Dragon CSM to a Monogram LM.

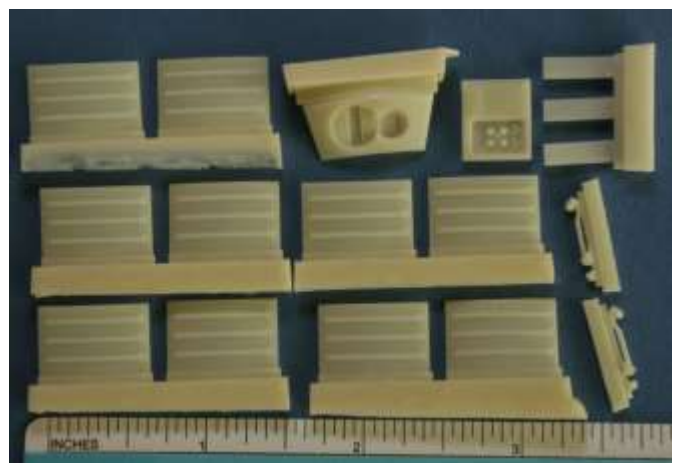


Here's the flip side of the detail parts.

By January 1964, North American started presenting Block II design details to NASA. Block I spacecraft were used for all unmanned Saturn 1B and Saturn V test flights. Initially two manned flights were planned, but this was reduced to one in late 1966. This mission, designated AS-204 but named Apollo 1 by its flight crew, was planned for launch on February 21, 1967. But during a dress rehearsal for the launch on January 27, all three astronauts (Virgil I. "Gus" Grissom, Edward H. White, II and Roger Chaffee), were killed in a cabin fire which revealed serious design, construction and maintenance shortcomings in Block I, many of which would have been carried over into Block II.

After a thorough investigation by the Apollo 204 Review Board, it was decided to terminate the manned Block I phase and redefine Block II to incorporate the review board's recommendations. Block II incorporated a revised CM heat shield design, which was tested on the unmanned Apollo 4 and Apollo 6 flights, so the first all-up Block II spacecraft flew on the first manned mission, Apollo 7.

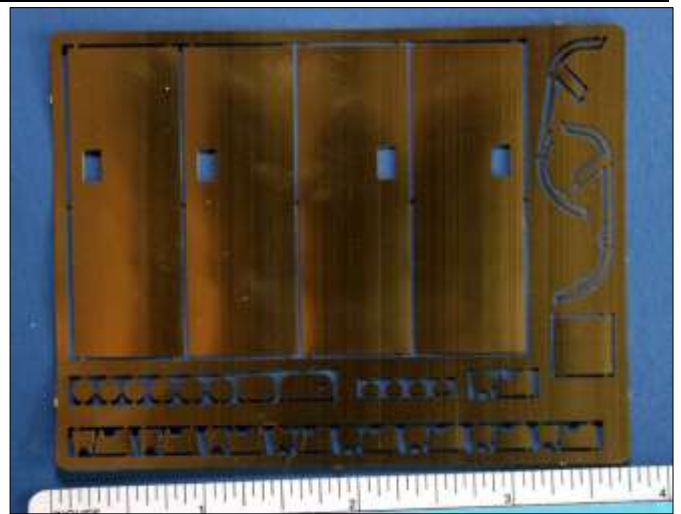
The two blocks were essentially similar in overall dimensions, but several design improvements resulted in weight reduction in Block II.



Here's a look at the rest of the resin detail parts for the CSM.



Here's the flip side of the rest of the resin CSM detail parts.



Here's the back side of the large sheet of photoetched CSM parts.

The Apollo 1 spacecraft weighed 45,000 lb (20,412 kg), while Apollo 7 weighed only 36,993 lb. (16,520 kg.) Also, the Block I Service Module propellant tanks were slightly larger than in Block II. In the specifications given below, unless otherwise noted, all weights given are for the Block II spacecraft.

The Command Module was a truncated cone (frustum) measuring 10 feet 7 inches (3.2 m) tall and having a diameter of 12 feet 10 inches (3.9 m) across the base. The forward compartment contained two reaction control engines, the docking tunnel, and the components of the Earth Landing System. The inner pressure vessel housed the crew accommodations, equipment bays, controls and displays, and many spacecraft systems. The last section, the aft compartment, contained 10 reaction control engines and their related propellant tanks, fresh water tanks, and the CSM umbilical cables.

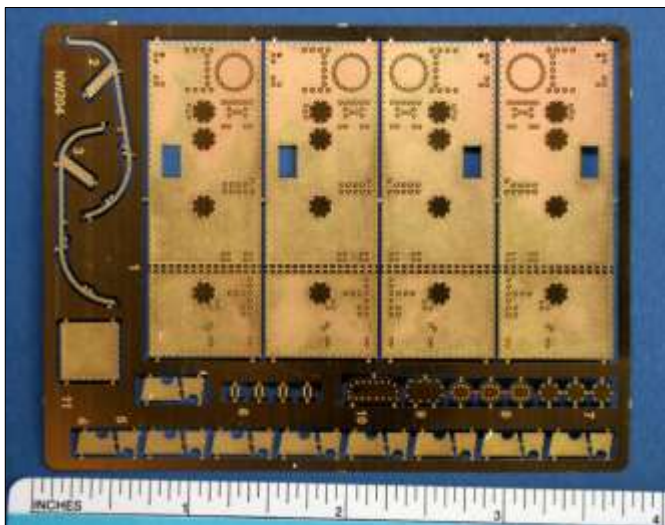
The command module's inner structure was an aluminum "sandwich" consisting of a welded aluminum inner skin, a thermally bonded honeycomb core, and a thin aluminum "face sheet". The central heat shield consisted of 40 individual panels interspersed with

several holes and openings for the reaction control engines and after-compartment equipment access.

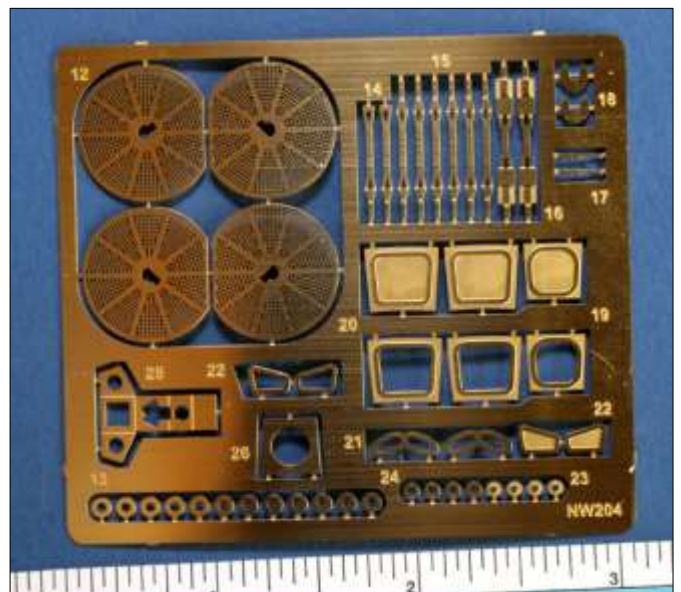
The central compartment structure consisted of an inner aluminum face sheet with a steel honeycomb core, a glass-phenolic ablative honeycomb heat shield, a layer of q-felt fibrous insulation, a pore seal, a moisture barrier, and a layer of aluminized PET film thermal strips.

The aft heat shield consisted of four brazed honeycomb panels, four spot-welded sheet metal fairings, and a circumferential ring. The fairing segments were attached to the honeycomb panels and ring with conventional fasteners.

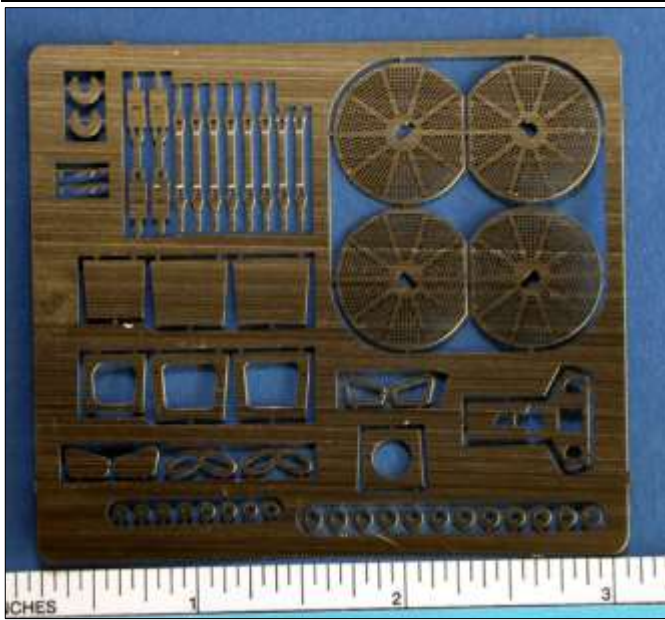
The steel honeycomb core and outer face sheets were then thermally bonded to the inner skin in a giant autoclave. The aft heat shield is nearly identical to the central, with the exception of the outer alluminized PET film layer.



Here's the flip side of the rest of the resin CSM detail parts.

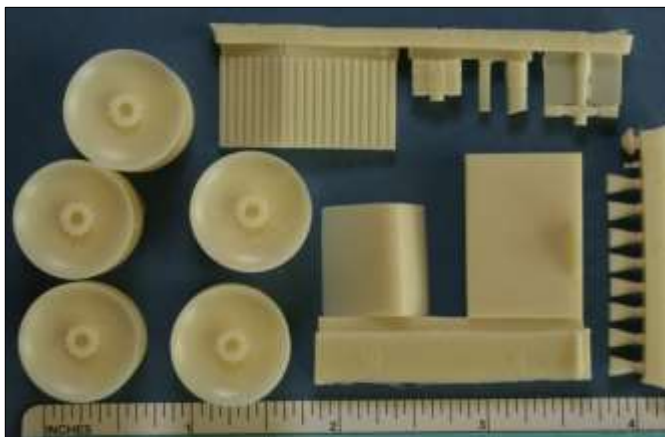


Here's the front side of the smaller sheet of photoetched parts for the CSM.

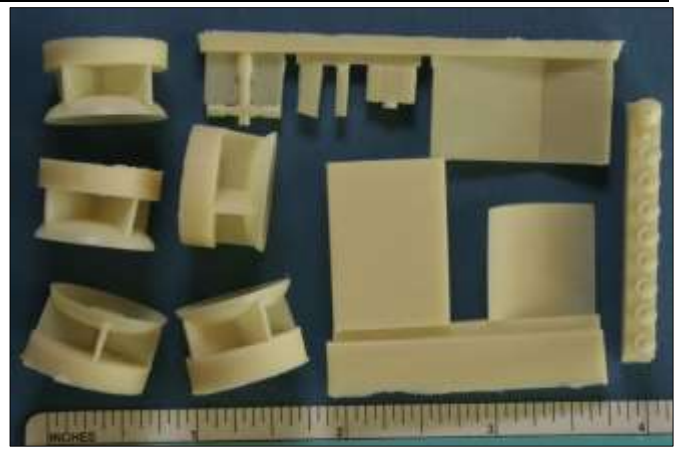


Here's the back side of the smaller sheet of photoetched CSM parts.

The components of the Earth Landing System were housed around the forward docking tunnel. The forward compartment was separated from the central by a bulkhead and was divided into four 90-degree wedges. The ELS consisted of three main parachutes, three pilot parachutes, two drogue parachute motors, three upright bags, a sea recovery cable, a dye marker, and a swimmer umbilical. The Command Module's center of mass was offset a foot or so from the center of pressure (along the symmetry axis). This provided a rotational moment during reentry, angling the capsule and providing some lift (a lift to drag ratio of about 0.368). The capsule was then steered by rotating the capsule using thrusters; when no steering was required, the capsule was spun slowly, and the lift effects cancelled out. This system greatly reduced the g-force experienced by the astronauts, permitted a reasonable amount of directional control and allowed the capsule's splashdown point to be targeted within a few miles.



Here's a closer look at resin detail parts for the LM, including landing footpads.



Here's another view of some of the resin LM detail parts.

At 24,000 feet (7.3 km) the forward heat shield was jettisoned using four pressurized-gas compression springs.

The drogue parachutes were then deployed, slowing the spacecraft to 125 miles per hour (201 km/h). At 10,700 feet (3.3 km) the drogues were jettisoned and the pilot parachutes, which pulled out the mains, were deployed.

These slowed the CM to 22 miles per hour (35 km/h) for splashdown. The portion of the capsule which first contacted the water surface was built with crushable ribs to further mitigate the force of impact.

The Apollo Command Module could safely parachute to an ocean landing with at least two parachutes (as occurred on Apollo 15), the third parachute being a safety precaution.

The Command Module attitude control system consisted of twelve 93-pound-force (410 N) attitude control jets; ten were located in the aft compartment, and two pitch motors in the forward compartment.

Four tanks stored 270 pounds (120 kg) of mono-methyl hydrazine fuel and nitrogen tetroxide oxidizer. They were pressurized by 1.1 pounds (0.50 kg) of helium stored at 4,150 pounds per square inch (28.6 MPa) in two tanks.



Here are more of the resin detail parts for the LM.



Here's the flip side of the resin LM parts

The forward docking hatch was mounted at the top of the docking tunnel. It was 30 inches (0.76 m) in diameter and weighed 80 pounds (36 kg). It was constructed from two machined rings that were welded to a brazed honeycomb panel.

The exterior side was covered with a 0.5-inch (13 mm) of insulation and a layer of aluminum foil. It was latched in six places and operated by a pump handle.

At the center was a pressure equalization valve, used to equalize the pressure in the tunnel and lunar module before the hatch was removed.

The Unified Crew Hatch (UCH) measured 29 inches (74 cm) high, 34 inches (864 mm) wide, and weighed 225 pounds (102 kg). It was operated by a pump handle, which drove a ratchet mechanism to open or close fifteen latches simultaneously.

The Apollo spacecraft docking mechanism was a non-androgynous system, consisting of a *probe* located in the nose of the CSM, which connected to the *drogue*, a truncated cone located on the Lunar Module.

The probe was extended like a scissor jack to capture the drogue on initial contact, known as *soft docking*. Then the probe was retracted to pull the vehicles together and establish a firm connection, known as "hard docking". The mechanism was specified by NASA to have the following functions:



Here's your final look at the resin LM detail parts.

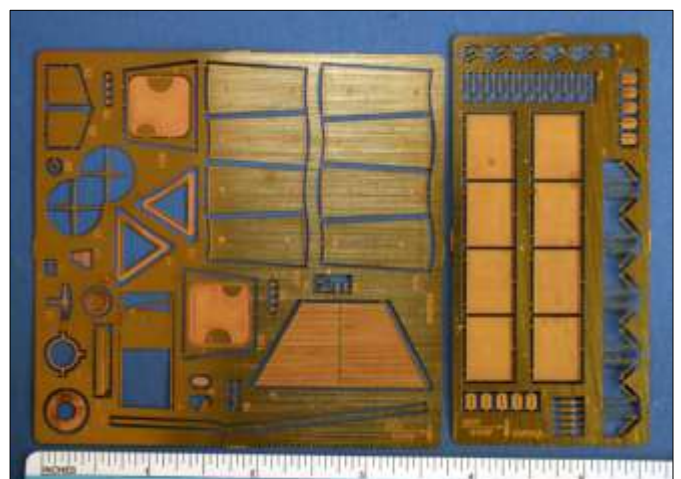
- Allow the two vehicles to connect, and attenuate excess movement and energy caused by docking
- Align and center the two vehicles and pull them together for capture
- Provide a rigid structural connection between both vehicles, and be capable of removal and re-installation by a single crewman
- Provide a means of remote separation of both vehicles for the return to Earth, using pyrotechnic fasteners at the circumference of the CSM docking collar
- Provide redundant power and logic circuits for all electrical and pyrotechnic components.

The probe head located in the CSM was self-centering and gimbal-mounted to the probe piston. As the probe head engaged in the opening of the drogue socket, three spring-loaded latches depressed and engaged. These latches allowed a so-called 'soft dock' state and enabled the pitch and yaw movements in the two vehicles to subside.

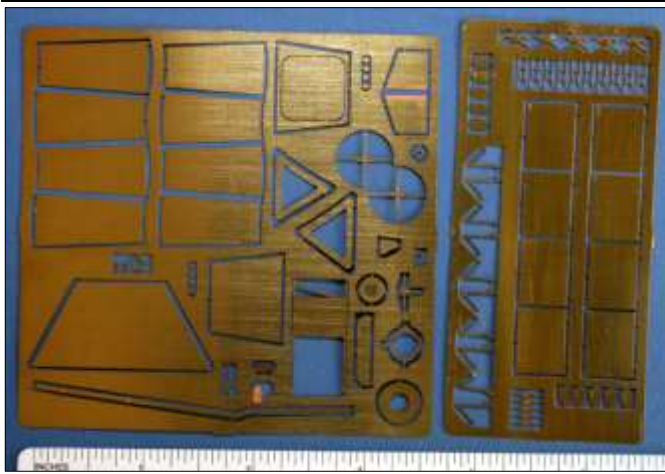
Excess movement in the vehicles during the 'hard dock' process could cause damage to the docking ring and put stress on the upper tunnel. A depressed locking trigger link at each latch allowed a spring-loaded spool to move forward, maintaining the toggle linkage in an over-center locked position.



And these are the rest of the resin LM detail parts.



Here's the front side of the photoetched LM detail parts.



Here's the back side of the photoetched LM detail parts.

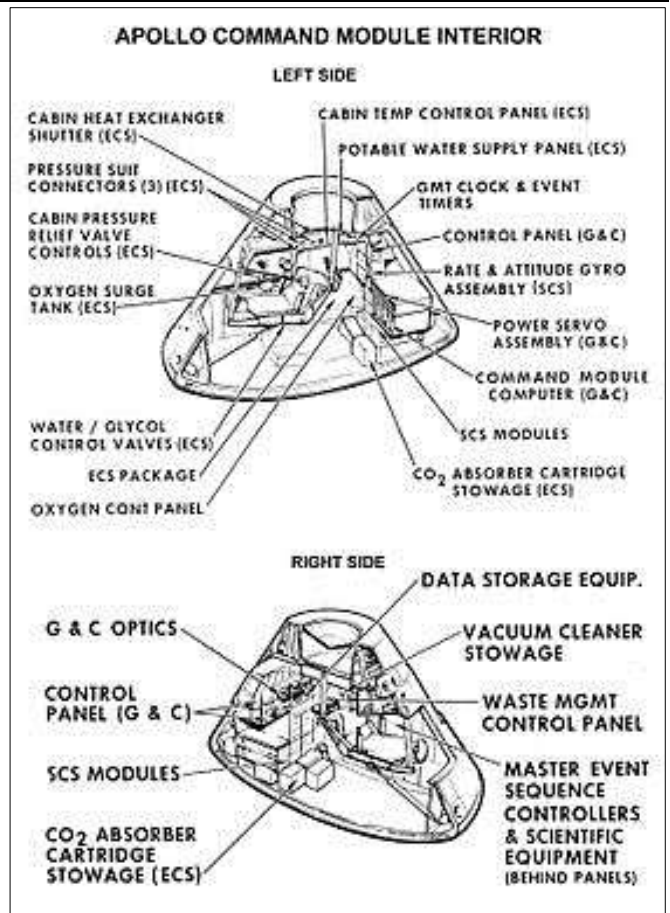
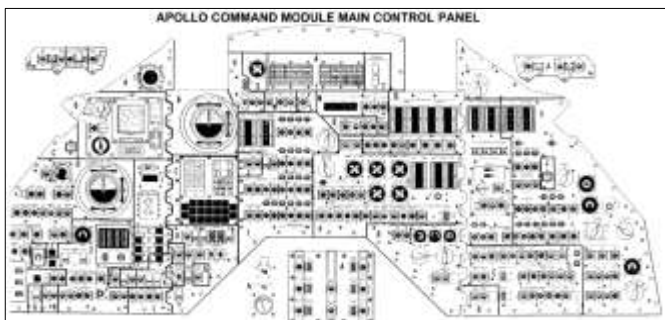
In the upper end of the Lunar Module tunnel, the drogue, which was constructed of 1-inch-thick aluminum honeycomb core, bonded front and back to aluminum face sheets, was the receiving end of the probe head capture latches.

After the initial capture and stabilization of the vehicles, the probe was capable of exerting a closing force of 1,000 pounds-force (4.4 kN) to draw the vehicles together. This force was generated by gas pressure acting on the center piston within the probe cylinder.

Piston retraction compressed the probe and interface seals and actuated the 12 automatic ring latches which were located radially around the inner surface of the CSM docking ring. The latches were manually re-cocked in the docking tunnel by an astronaut after each hard docking event (lunar missions required two dockings).

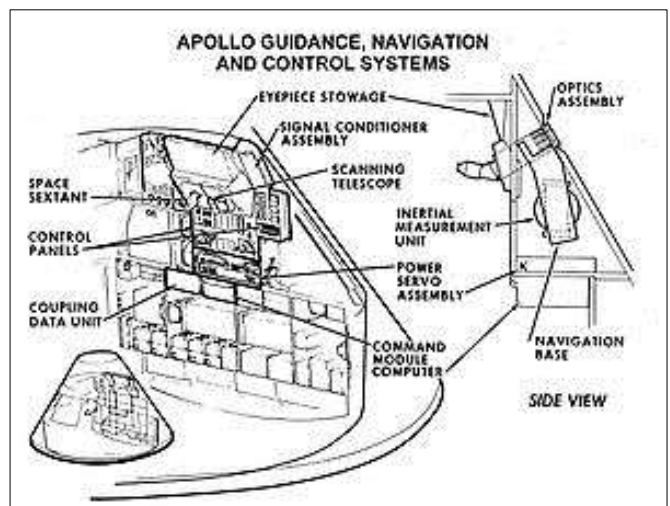
An automatic extension latch attached to the probe cylinder body engaged and retained the probe center piston in the retracted position. Before vehicle separation in lunar orbit, manual cocking of the twelve ring latches was accomplished.

The separating force from the internal pressure in the tunnel area was then transmitted from the ring latches to the probe and drogue. In undocking, the release of the capture latches was accomplished by electrically energizing tandem-mounted DC torque motors located in the center piston.



In a temperature degraded condition, a single motor release operation was done manually in the Lunar Module by depressing the locking spool through an open hole in the probe heads, while release from the CSM was done by rotating a release handle at the back of the probe to rotate the motor torque shaft manually.

When the Command and Lunar Modules separated for the last time just before re-entry, the probe and forward docking ring were pyrotechnically separated, leaving all docking equipment attached to the lunar module. In the event of an abort during launch from Earth, the same system would have explosively





Apollo 14 Command Module at Kennedy Space Center.

the docking ring and probe from the CM as it separated from the boost protective cover.

The central pressure vessel of the command module was its sole habitable compartment. It had an interior volume of 210 cubic feet (5.9 m³) and housed the main control panels, crew seats, guidance and navigation systems, food and equipment lockers, the waste management system, and the docking tunnel.

Dominating the forward section of the cabin was the crescent-shaped main display panel measuring nearly seven feet (2.1 m) wide and three feet (0.9 m) tall. It was arranged into three panels, each emphasizing the duties of each crew member. The mission commander's panel (left side) included the velocity, attitude, and altitude indicators, the primary flight controls, and the main FDAI (Flight Director Attitude Indicator).

The CM pilot served as navigator, so his control panel (center) included the Guidance and Navigation computer controls, the caution and warning indicator panel, the event timer, the Service Propulsion System and RCS controls, and the environmental control system controls.

The LM pilot served as systems engineer, so his control panel (right-hand side) included the fuel cell gauges and controls, the electrical and battery controls, and the communications controls.

Flanking the sides of the main panel were sets of smaller control panels. On the left side were a circuit breaker panel, audio controls, and the SCS power controls. On the right were additional circuit breakers and a redundant audio control panel, along with the environmental control switches. In total, the command module panels included 24 instruments, 566 switches, 40 event indicators, and 71 lights.

The three crew couches were constructed from hollow steel tubing and covered in a heavy, fireproof cloth known as Armalon. The leg pans of the two outer couches could be folded in a variety of positions, while

the hip pan of the center couch could be disconnected and laid on the aft bulkhead. One rotation and one translation hand controller was installed on the armrests of the left-hand couch. The translation controller was used by the crew member performing the LM docking maneuver, usually the CM Pilot. The center and right-hand couches had duplicate rotational controllers. The couches were supported by eight shock-attenuating struts, designed to ease the impact of touchdown on water or, in case of an emergency landing, on solid ground.

The CM had five windows. The two side windows measured 13 inches (330 mm) square next to the left and right-hand couches. Two forward-facing triangular rendezvous windows measured 8 by 13 inches (204 by 330 mm), used to aid in rendezvous and docking with the LM.

The circular hatch window was 10 5/8 in. diameter (27 cm) and was directly over the center couch. Each window assembly consisted of three thick panes of glass. The inner two panes, which were made of aluminosilicate, made up part of the module's pressure vessel. The fused silica outer pane served as both a debris shield and as part of the heat shield. Each pane had an anti-reflective coating and a blue-red reflective coating on the inner surface.

Comments

This detail set is intended to be used with the 1/48 scale Dragon Apollo 11 CSM and Revell/Monogram First Lunar Landing LM kits. (New Ware considers the Revell/Monogram kit more accurate than the Dragon Apollo 11 LM). The LM detail parts are the same as the previously issued LM H-Mission detail set. New to this kit are the parts for the Dragon CSM. It also includes a resin part to connect the CSM and LM. Optional parts are included for solid or clear command module windows. There are also some extra parts included. The resin parts are beautifully cast with crisp details and no apparent airholes. All parts need to be removed from their pour plugs. The instructions are divided into graphical steps, showing where the detail parts are to be used on the respective kits. Detailed insets show how to fold the photoetched parts.

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Mike
to the
Z





Cars and Coffee May, 2012

Photos Copyright © by Mike Quan

Naval Nostalgia



**Escort Carrier USS *Thetis Bay* taking PB4Y Catalinas, F6F Hellcats, and one J2F Duck from Hawaii to Alameda for repairs (July 1944)
(Thanks Mike Q for forwarding this picture)**

Spitfire Image of the Month



*Spitfire LF Mk. VIII's of No. 451 Squadron (RAAF) at French Naval Air Station, Cuers-Pierrefeu, located 5 km north of Toulon, in September 1944
(U.S. Navy Blimp Squadron 14 was also based at Cuers-Pierrefeu) (Would make an interesting 1/144 scale diorama)*

Merlin Image of the Month



Supermarine Spitfire Merlin start-up

NORAD Image of the Month



Avro CF-100 Mk 5 Canuck, cn C-100-5-425, 18525

Rat of the Month



Polikarpov I-16 Type 24 cn 2421645 (N30425) at Airventure 2003

Red Ball Express Image of the Month



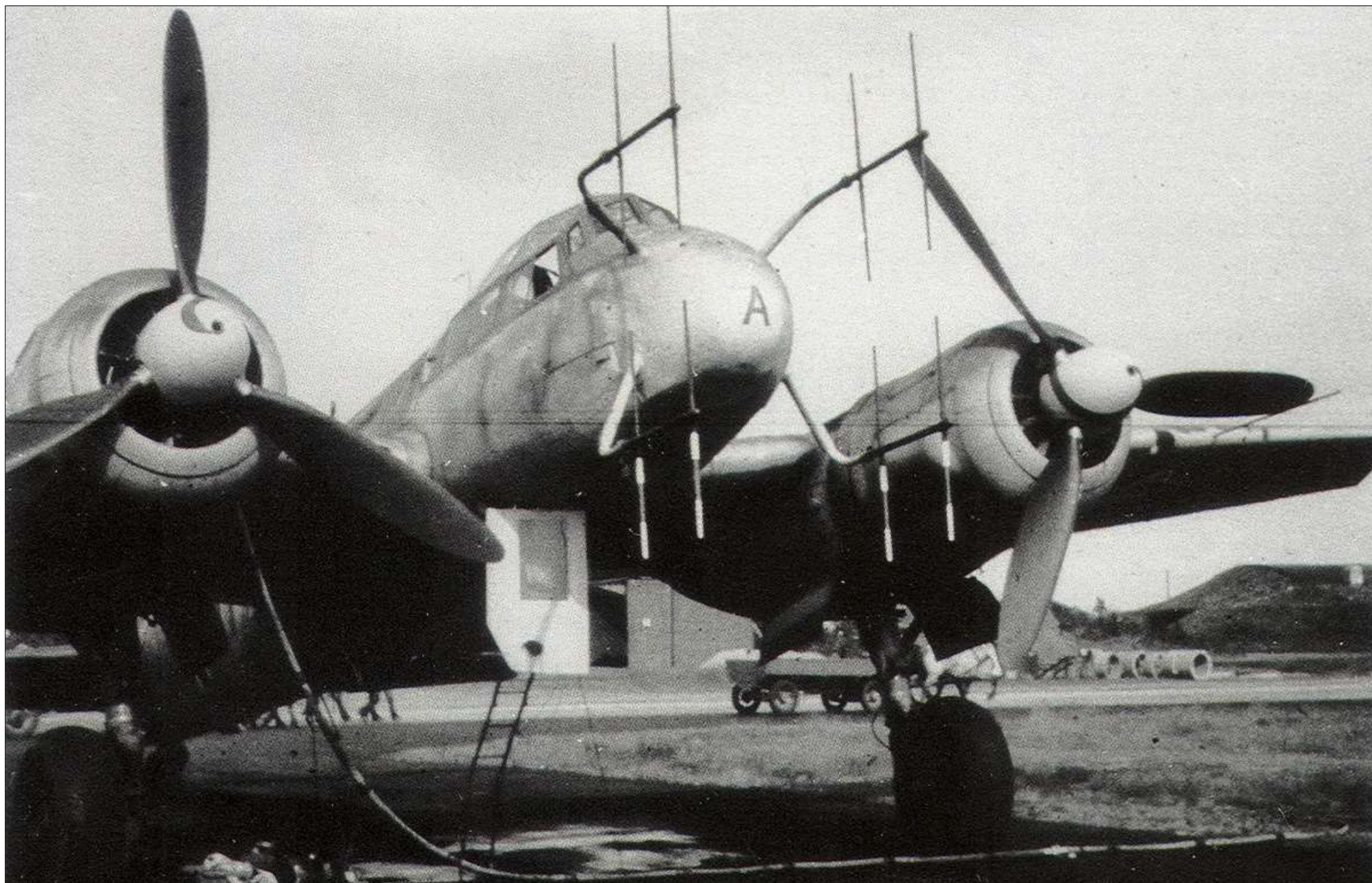
A truck of the US Army 'Red Ball Express' fell into a ditch at the side of a road; GMC CCKW 2 1/2-ton 6x6 transports lined the road as a GMC AFKWX tractor struggled to free itself, France, 1944

Battleship of the Month



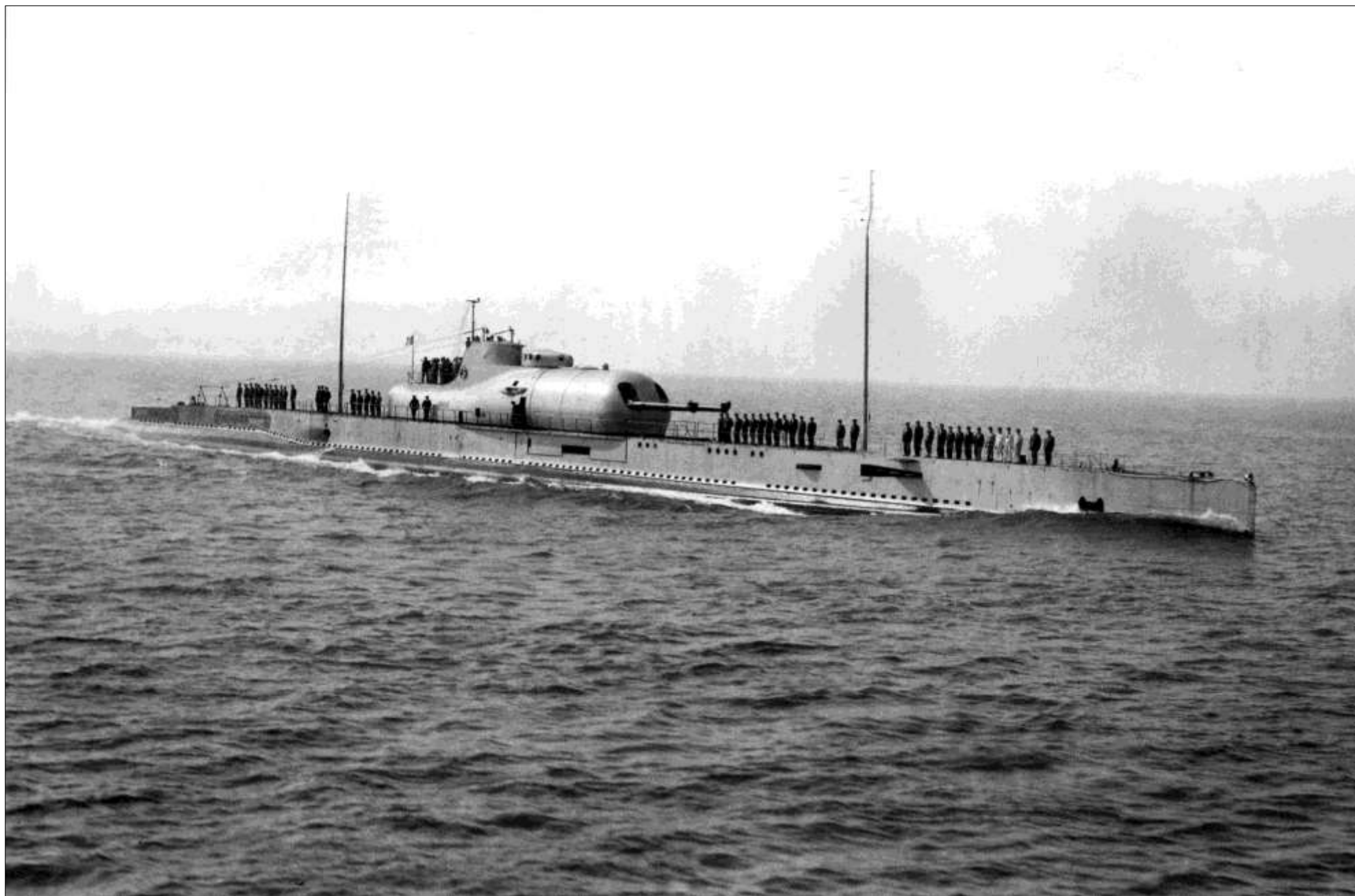
Italian battleship Littorio at sea

Junkers Ju 88 of the Month



Junkers Ju-88G-II NJG3 with SN-2 radar 1944

Submarine of the Month



Launched in 1929, the Surcouf was the largest submarine ever built until surpassed by the first Japanese *I-400*-class submarine in 1943

Art for Art's Sake



Loping along above the Arizona desert floor at a comfortable 480 Knots, A McDonnell Douglas F-4J Phantom II of Marine Fighter Attack Squadron 101 initiates a practice low-level live ordnance delivery mission in the summer of 1982. Featured in the ASAA 1990 Juried Exhibition at the Colorado Springs Fine Art Center, Colorado Springs, CO.; oil on canvas, 1990, © Gerald Asher

Tail Shot



Republic P-47D-40RA cn 399-55513, 44-90368 (N4747P) painted as Tarheel Hal, Lone Star Flight Museum, Galveston, Texas
Photo © by Jay Miller, IPMS #45, Proud IPMS-NCT member since 1964

IPMS North Central Texas

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IPMS North Central Texas meets on the second Sunday of every month. Door opens at 1:00 p.m.; meeting begins at 1:30 p.m. See *Coming Events* for which facility the current meeting is being held.

The FlakSheet is a monthly publication of IPMS-NCT and is used to communicate chapter news, functions, contest information, and other events or items of interest on the local, regional, and national scenes. Subscriptions are 460 Kronor annually for an electronic subscription via email.

The views and opinions expressed in this newsletter are those of the authors and should not be construed as the views or opinions of IPMS North Central Texas or IPMS/USA.

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Deadline for submissions to the *FlakSheet* is the 25th of the month prior to month of issue. Please submit as a WORD or ASCII text file on compact disc at the meeting or as an attachment via email to your editor.

