



The FlakSheet

April 2014

All the News We Make Up to Fit



**Matt Chapman in his
1992 Mudry
CAP.231EX
c/n 03
N580GP
Embry-Riddle
Alliance AirShow
10/20/13**



<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!

April 13, 2014 1:00 pm
Modeling Skills Workshop: TBD
Irving Senter Park Recreation Center

If you cleaned up at ModelFiesta in San Antonio, don't forget to display your trophies, real or imagined! Be sure to bring your 2014 and 2015 Club build kits!

May 11, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2014 and 2015 Club build kits!

June 8, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2014 and 2015 Club build kits!

July 13, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2014 and 2015 Club build kits!

August 10, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

September 14, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

October 12, 2014 1:00 pm
NCT Fundraiser
TBD
Irving Garden & Arts Building





Once again I have had a chance to speak to you the members. I would like to thank al lof you who attuned last month's meeting our semi-annual fundraiser (auction). This month's meeting will be a SENTER EAST location. Due to an unforeseen issue our scheduled program of MODELS AND MUSEUMS from England will be postponed until a later date. Mr. Walen will be providing some DVDs for us to view as a substitute. I wish to thank him deeply for stepping up on short notice to help out.

Now on to more pressing matters let's talk about this years group build. I am asking all of you who are building for this years project "THE RED BALL EXPRESS" to please contact me to give us an idea of what vehicles will be available for the display. You may contact me via e-mail at the following address rls4440@yahoo.com or by leaving a message with M.A.L. at 972-438-9233.

Mr. Huggins has shown me the decal art work that he is working on to provide serial numbers and bumper codes for the trucks. He has done an excellent job on this and we all owe him a big thank you for this.

The next item is from the NATIONAL CONVENTION they have sent us a request to sponsor either a Category or Special award for this year's convention. Mr. Gruene will have the details and we will discuss this with you at the meeting. So please be thinking about this before hand.

The Texas Motorplex in Ennis Texas to assist with their Make and Take program at the races in May has also approached us. This will take place over a Saturday and Sunday and is a great way to help promote modeling to the younger folks plus you get to see the races for free and other neat cars.

As for next months meeting will we be back at the Garden and Arts facility. We will be doing SCALEFEST preparations and have a work session for the trucks. At that time we will need everyone who is planning to assist with SCALEFEST to give us your name so badges can be made for the event.

As always I am open to suggestions for programs or possible field trips for future meetings. Until April 13, 2014 our next meeting

HAPPY MODELING!
Randy Spurr
Vice President
I.P.M.S/NCT
IPMS # 7854



Nautilus

The Submarine Gets Practical

Nautilus was first tested in 1800. Though preceded by Cornelius Drebbel's vessel of 1620, *Nautilus* is often considered to be the first practical submarine.

The *Nautilus* was designed between 1793 and 1797 by the American inventor Robert Fulton, then living in the French First Republic. He unsuccessfully proposed to the Directory that they subsidize its construction as a means to balance British seapower. His second, also unsuccessful, proposal to them was that he be paid nothing until the *Nautilus* had sunk British shipping, and then only a small percentage of the prize money. Fulton directed his next proposal to the Minister of Marine, who granted him permission to build.

Fulton built the first *Nautilus* of copper sheets over iron ribs at the Perrier boatyard in Rouen. It was 21 ft 3 in (6.48 m) long and 6 ft 4 in (1.93 m) in the beam. Propulsion was provided by a hand-cranked screw propeller.



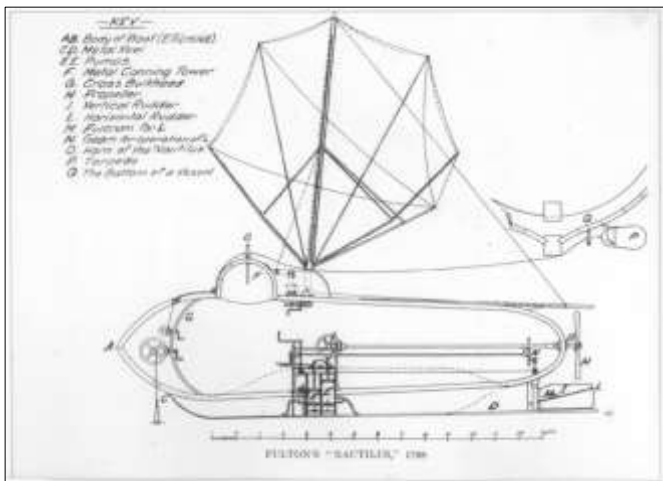
Full-sized section model at Cité de la Mer, Cherbourg, France



Full-sized section model at Cité de la Mer, Cherbourg, France

The hollow iron keel was the vessels ballast tank, flooded and emptied to change buoyancy. Two horizontal fins, diving planes in modern terms, on the stubby horizontal rudder controlled angle of dive. Overall, *Nautilus* resembled a modern research submarine, such as the NR-1, having a long teardrop hull.

The design included an observation dome, somewhat similar in appearance, if not function, to the conning tower of later submarines.



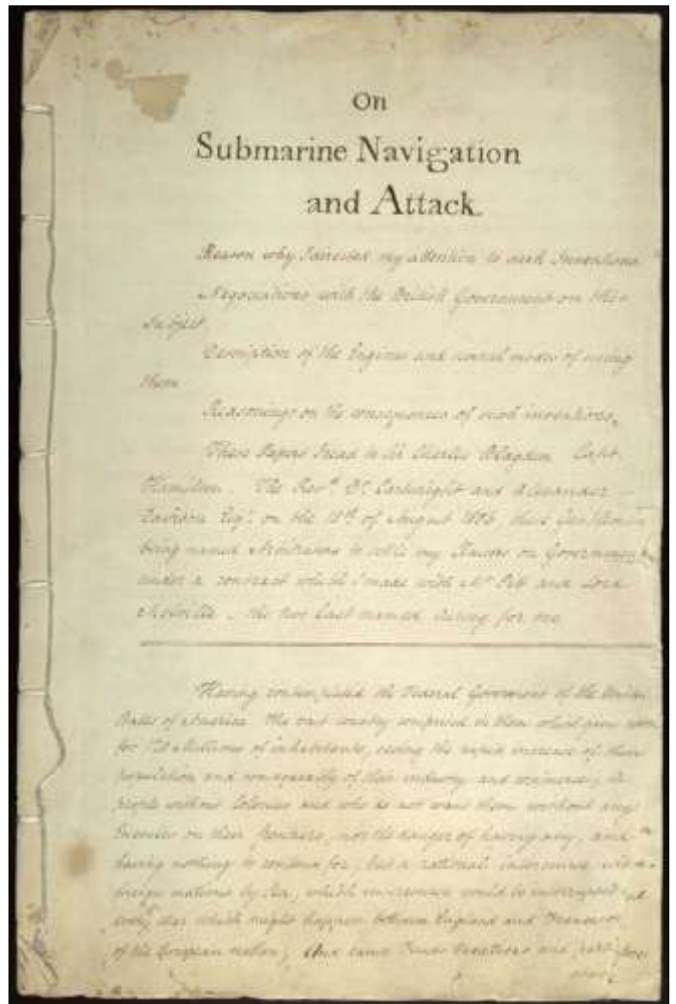
Fulton Nautilus submarine. 19th century drawing.



Commemorative plaque in the Port of Rouen

When surfaced, a fan-shaped collapsible sail, reminiscent of those popular on Chinese ships, could be deployed. Air, beyond that enclosed within the vessel, could be provided by a snorkel constructed of waterproofed leather.

Nautilus was designed from the start to carry what Fulton called a "carcass", a naval mine intended to be dragged into contact with an enemy ship.



Bound manuscript, August 1806

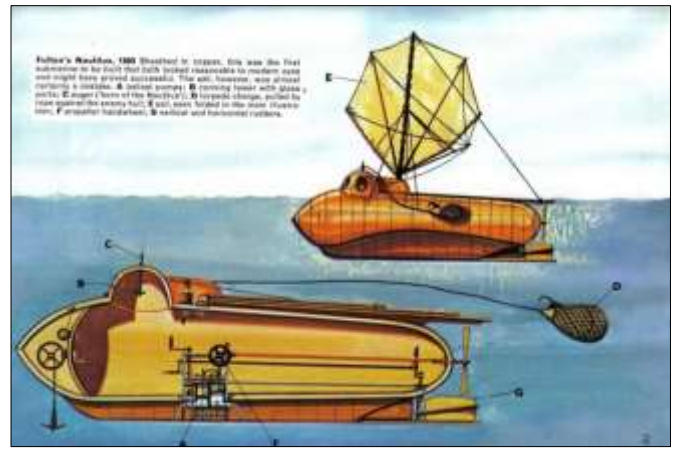


Robert Fulton

A device on the top of the dome drove a spiked eye into the enemy's wooden hull. The submarine then released its mine on a line that went through the eye. The submarine then sped away.

When the long line had paid out the mine would strike the target hull and explode by a detonator. These "carcasses" were variously sized copper cylinders carrying between ten and two hundred pounds of gunpowder. Contact with the hull triggered a gunlock mechanism.

Nautilus first tests dives were the Seine at Rouen, in the Saint-Gervais dock, beginning July 29, 1800. These tests were all successful, but the river current interfered with some tests, Fulton took the boat to Le Havre to work in the quiet salt water of the harbor.



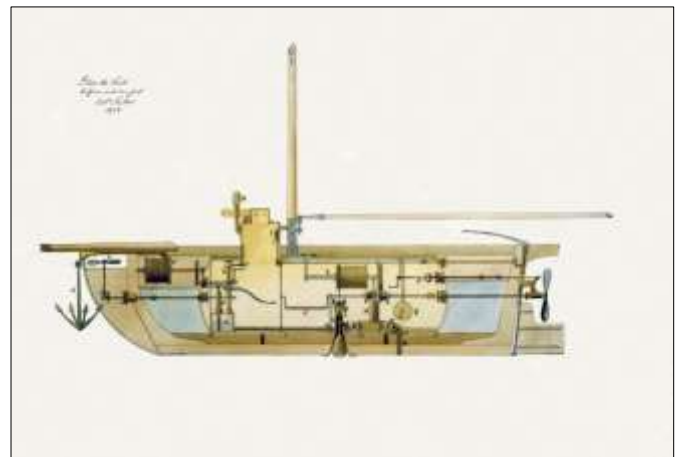
He tested endurance with a candle lit, and found the flame did not challenge the air capacity of the snorkel. He also tested the speed of his two men cranking against that of two men rowing on the surface.

Nautilus covered the 360 ft (110 m) course two minutes faster than the rowing crew. During this time he changed the screw propeller to one with four vanes, like a windmill, and modified the rudder.

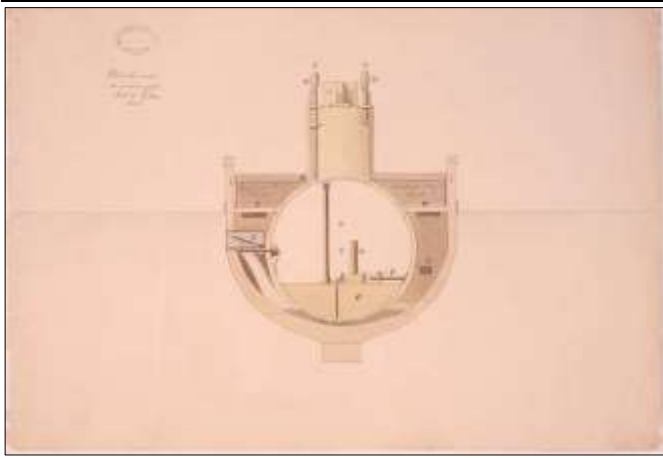
Through friends like Gaspard Monge and Pierre-Simon Laplace, Fulton obtained an interview with Napoleon, but was unable to garner support for his vessel. However, Fulton's friends pushed the Minister of Marine into appointing a scholarly panel, to consist of Volney, Monge, and Laplace, to assess the submarine.

On July 3, 1801, at Le Havre, Fulton took the revised *Nautilus* down to the then-remarkable depth of 25 feet (7.6 m). With his three crewmen and two candles burning he remained for an hour without difficulty. Adding a copper "bomb" (globe) containing 200 ft³ (5.7m³) of air extended the time underwater for the crew for at least four and a half hours.

However, one of the renovations included a 1.5-inch-diameter (38 mm) glass in the dome, whose light he found sufficient for reading a watch, making candles during daylight activities unnecessary. Speed trials put *Nautilus* at two knots on the surface, and covering



A longitudinal-section of Fulton's 1806 proposed design



A cross-section of Fulton's 1806 proposed design

400 m in 7 minutes. He also discovered that compasses worked underwater exactly as on the surface.

The first trial of a "carcass" destroyed a 40-foot sloop provided by the Admiralty. Fulton suggested that not only should they be used against specific ships by submarines, but be set floating into harbors and into estuaries with the tide to wreak havoc at random.

The overseeing committee enthusiastically recommended the building of two brass subs, 36 ft (11 m) long, 12 ft (3.7 m) wide, with a crew of eight, and air for eight hours of submersion.

In September, Napoleon expressed interest in seeing the *Nautilus*, only to find that, as it had leaked badly, Fulton had her dismantled and the more important bits destroyed at the end of the tests. Despite the many reports of success by reliable witnesses, like the Prefect Marine of Brest, Napoleon decided Fulton was a swindler and charlatan. The French navy had no enthusiasm for a weapon they considered suicidal for the crews even though Fulton had had no problems and despite evidence it would be overwhelmingly destructive against conventional ships.

Though knowing the French had no further interest, the British preferred to keep a control on this dangerous device by paying Fulton £800 to come to England (his original planned destination before going to France) and develop a second *Nautilus* for them.



Controls from the full-sized model at Cité de la Mer, Cherbourg, France

The naval victory at Trafalgar greatly reduced the risk of invasion and made his work no longer a danger, and he was ignored until he left, in frustration, for America in October 1806. Among his inventions were the world's first modern naval torpedoes. He left his papers on submarines with the American consul in London. He never asked for them, never referred to his *Nautilus* work, and the papers went unpublished until 1920.

These papers show that his British *Nautilus* was planned as a 35 ft (11 m) long, 10 ft (3.0 m) beam sea-going boat with a crew of six, to be provisioned for 20 days at sea. The upper surface was provided with 30 "carcass" compartments. The hull was to imitate a sea-going sloop with conventional-looking mast and sails that could be lowered and unstepped for submersion. Her two-bladed propeller, still hand-cranked, folded up out of the water when surfaced to reduce drag. When submerged, air came through two streamlined ventilation pipes, and light from the conning tower. However, none of this was actually constructed.

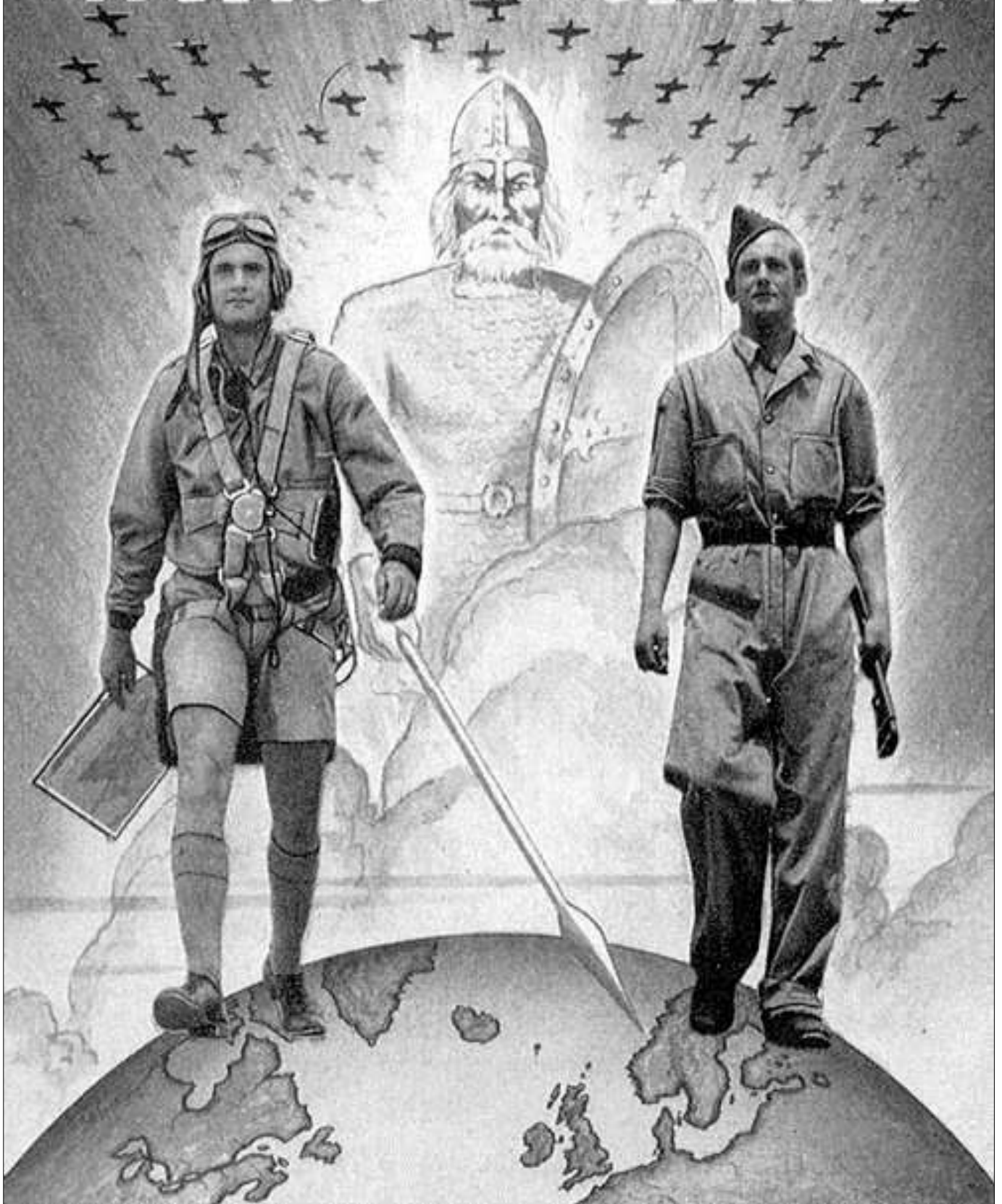
Fulton died in 1815 in New York City from tuberculosis. He had been walking home on the frozen Hudson River when one of his friends, Addis Emmet, fell through the ice. In the attempt to rescue his friend, Fulton got soaked with icy water and on the journey home he caught pneumonia. When he got home his sickness worsened. He contracted consumption and died at 49 years old.

He is buried in the Trinity Church Cemetery in New York City, alongside other famous Americans such as Alexander Hamilton and Albert Gallatin. His descendants include former Major League Baseball pitcher Cory Lidle. Five ships of the United States Navy have borne the name USS *Fulton* in honor of Robert Fulton.

Frank Landrus

*Frank Landrus, IPMS 35035
Proud IPMS NCT member since 1985*

WINGS FOR NORWAY



Vikings Flying Spitfires

RAF 331 & 332

Squadrons (Norwegian)

Compiled by John Walen



Without warning or a declaration of war, Germany attacked and invaded neutral Norway on April 8, 1940. Norwegian coastal artillery sufficiently delayed the German capture of Oslo to permit the King of Norway, the Royal family and the government to flee the capital, and eventually make their way to the United Kingdom. The Norwegian Army was forced northwards from the capital towards Lillehammer where they were joined by two British brigades. It was decided that the Allies should concentrate on the recapture of the strategic port of Narvik, which was accomplished on May 28 by Norwegian and British forces.



Royal Norwegian Air Force Pilot Wings



Squadron Code Letters – FN

However, the Allies were unable to maintain control of Narvik and were evacuated to the United Kingdom by June 7, 1940. Norway put up a stubborn fight and it was two months before the country was completely overrun and the British, French and Polish forces fled the country. Thirteen ships, five aircraft and 500 men from the Royal Norwegian Navy followed.

Norway surrendered to Germany on June 10, 1940. The Germans occupied Norway until the German capitulation on May 8, 1945.

331 Squadron (Norwegian) was formed at RAF Catterick on July 21, 1941 from Norwegian personnel. It was equipped with Hurricane MK Is and became operational on September 15.



331 Squadron Spitfire Mk Vs



Members of 331 Squadron with squadron mascot (no surprise that it's a dog)

It moved to RAF Castletown and provided air defense for Northern Scotland from August 1941 to May 1942 when it moved RAF North Weald, re-equipping with Spitfires Mk Vs in November 1941. It was joined by a second Norwegian Squadron 332 Squadron, also flying Spitfires. Together they were known as North Weald Wing and were part of the Allied air umbrella over the landing area in the Dieppe Raid, and later flying fighter sweeps and escort operations over occupied France and the Low Countries.

331 Squadron continued to operate as part of the North Weald Wing until November 1943 when this became No. 132 Airfield (later No. 132 Wing) of the 2nd Tactical Air Force. Following fighter-bomber and tactical air superiority operations, connected to preparations for D-Day and the actual landings in France, the squadron moved to Caen, Normandy in August 1944. From September onwards, 132 Wing participated in the Liberation of Holland and provided air support for the crossing of the Rhine. In October the squadron moved through a series of forward bases in the Low Countries and continued to support the Allied armies as they moved further towards Germany until April 1945 when the squadron withdrew to Dyce in Scotland. The squadron's next move was to Stavanger, Norway in May 1945 where it passed from RAF control to that of the Royal Norwegian Air Force in November 1945.

Formed at RAF Catterick as a fighter squadron in January 1942, it was composed as of Norwegian personnel.



Supermarine Spitfire Mk. Vb No. 331 (Norwegian) Squadron RAF Pilot Lt. Rolf Arne Berg (RAF Manston, 1942)



Unofficial 331 Squadron WWII Badge – available from Zazzle.com

It was equipped with Supermarine Spitfires and became operational in March, moving to North Weald in June, where it joined its fellow Norwegian squadron, No. 331.

It continued to operate as part of the North Weald Wing until November 1943 when this became No 132 Airfield (later No 132 Wing) of the 2nd Tactical Air Force. Following preparatory operations in connection with the invasion, the squadron covered the landings themselves and in August moved over to France.

In October the squadron was stationed in the Low Countries and continued to support the Allied armies as they moved further towards Germany until April 1945 when the squadron withdrew to Dyce in Scotland.

Here the squadron prepared to return to its homeland, which it did in May 1945 arriving at Stavanger. The squadron passed from RAF control to that of the Royal Norwegian Air Force.



Three members of 332 Squadron



Squadron Code Letters - AH

331 and 332 Squadrons Related Internet Links

Norwegian Spitfires Over North Weald -
<http://www.youtube.com/watch?v=ej3kdZ3xMr8>
Spitfire Squadrons - 331 and 332 Squadrons at War -
<http://www.youtube.com/watch?v=2snDWJylACK>
The Royal Norwegian Air Force at War -
<http://www.youtube.com/watch?v=K1gm7oUtXhE>



Norwegian RAF Squadrons Decals



Wing Commander Rolf Arne Berg

Norway's Best RAF Pilot



Wing Commander Rolf Arne Berg

Wing Commander Rolf Arne Berg was the commanding officer of No. 132 Norwegian wing, but also one of the most highly respected officers in the 2nd TAF. His career was closely tied with No. 331 Squadron, with which he served from its inception in July 1941. He was credited with 6 aircraft destroyed and was considered the best Norwegian pilot to serve in the RAF during WWII. Beside his Wing Commander duties, Berg took very active part in air operations; some said that he flew more sorties than anyone else in the entire 2nd TAF.

As Wing Commander, Berg was entitled to carry personal markings on his aircraft. Indeed, his own initials were used instead of the regular squadron codes, but Berg went beyond the regulations.



*RAB PV181 in all its glory. The place is probably Grimbergen, Autumn 1944.
[Nils Mathisrud coll.]*



*Another photo of PV181 at B.60 Grimbergen
[Nils Mathisrud coll.]*

Added Norwegian national markings on the wings and rudder and matching three-color bands at the spinner together with standard RAF fuselage roundel and lower fuselage D-Day stripes made for a very colorful aircraft. Interestingly, it is almost certain that Berg never got any official approval for replacing the RAF roundels on the wings.



Supermarine Spitfire LF Mk. IXE, PV181 Personal aircraft of Wing Commandr Rolf Arne Berg No. 132 (Norwegian) Wing, 2 TAF

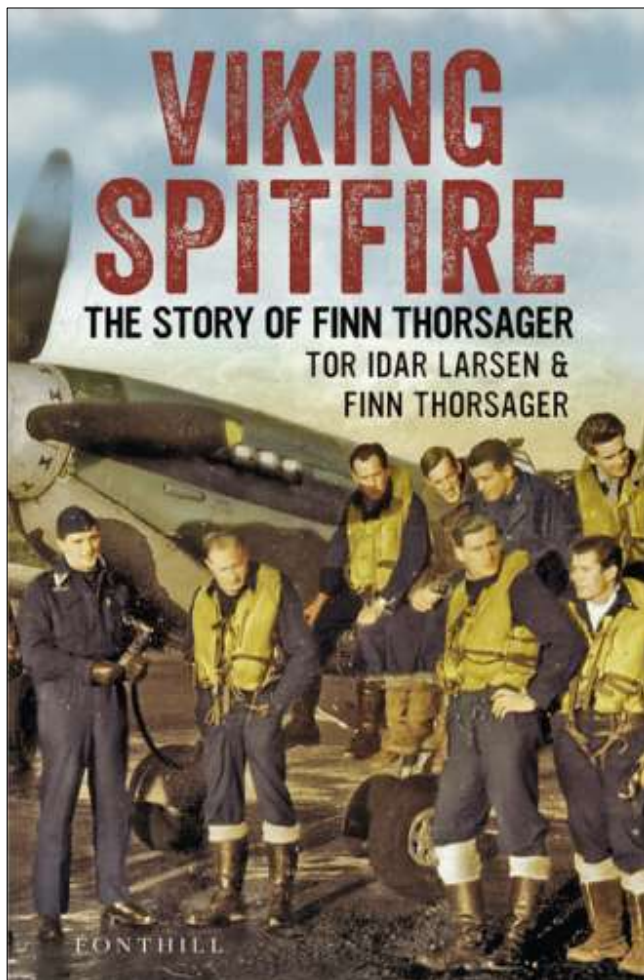
On February 3, 1945 Berg's operational tour was completed and he was about to leave the Wing, but he decided to fly one more mission that day. It turned out to be his last. Hit by Flak while attacking a Luftwaffe airfield at Eelde, Berg's Spitfire was reported to have lost a wing and then went straight down without any form of control. It crashed into a farmhouse without exploding.



Wing Commander Rolf Berg in his Supermarine Spitfire IX leads the Norwegian Wing on a dive-bombing mission near Dunkirk, winter 1944 (painting by Mark Postlethwaite)



Available from Zazzle.com



Good book – available from Amazon

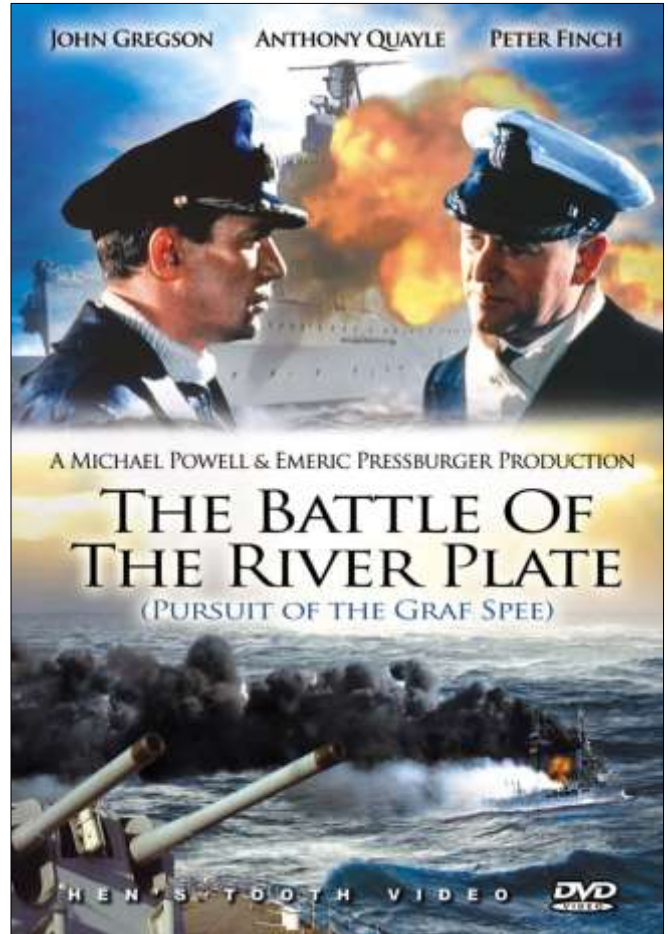


*Supermarine Spitfire Mk. Vb No. 332 (Norwegian)
Squadron RAF Pilot Sgt. Alf Widerberg (RAF Catterick,
1942)*

April Bonus Link for Ship Guys! Battle of the River Platte (The Pursuit of the Graf Spee)

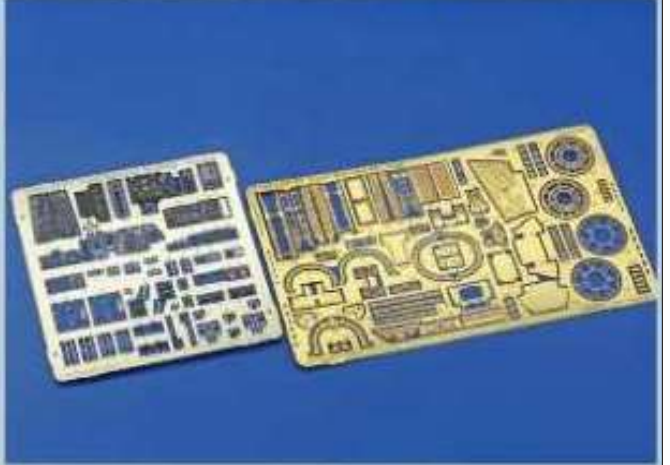
The complete Movie -

<http://www.youtube.com/watch?v=a04C5-znaYY>



Kit Pick of the Month Eduard 1/48 F-4B





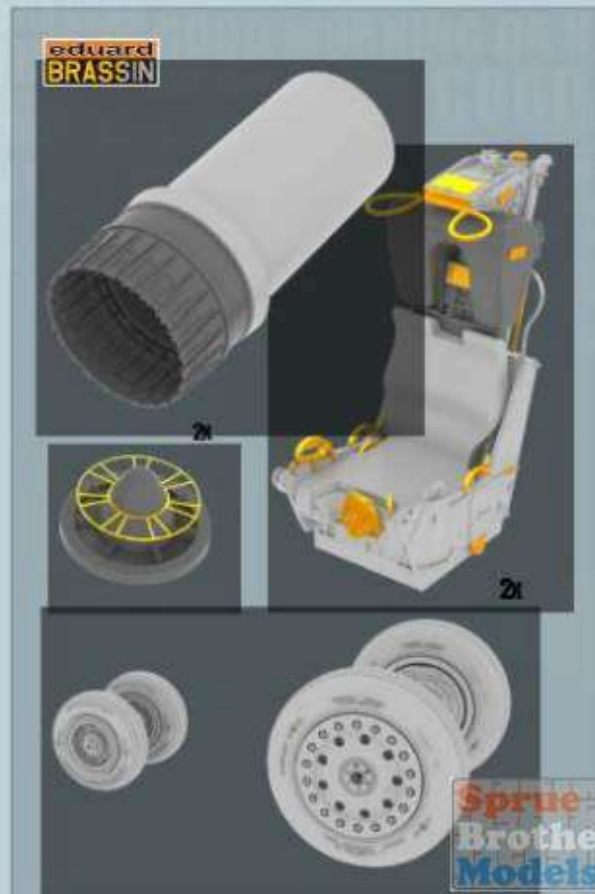
eduard
LIMITED EDITION

GOOD MORNING DA NANG!

1/48, Cat. No. 1186

- plastic parts F-4B, Academy.
- 5 attractive markings,
- Cartograf decals - 2 large sheets,
- color photo-etched sets and painting mask,
- Brassin: seats, exhaust nozzles, wheels,
- FABRIC seatbelts.

BUY Good morning Da Nang 1/48



DECALS AND COLOR PROFILES DESIGNED BY:

Geoff Martin



F-4B 153020, VF-161 "Chargers", USS Midway, May 1972

Lt Cdr Ronald McKeown and Lt John Ensch were flying the squadron's CAG jet when they shot down two MiG-17s on May 23, 1972. Three months later on August 26, 1972 Lt Ensch was again the Radar Intercept Officer assigned to „NF-100“ when the aircraft was struck by a SAM over Nam Dinh. The pilot, Lt Cdr Michael Doyle was killed. Lt Ensch survived and was taken prisoner and held for the duration of the war.



USS MIDWAY



F-4B 153019, VF-111 "Sundowners", USS Coral Sea, March 1972

Lt Garry Weigand and Lt (JG) William Freckleton shot down a MiG-17 while piloting „NL 201“ on March 6, 1972. A black MiG-17 silhouette was applied to both the left and right splitter plates to record the event. Assigned Straight from the factory to VF-213 in 1966, 153019 was flown by Lt David McCrea and Ens David Nichols on the night of December 20, 1966 when they would intercept and destroy an AN-2. They yellow star on the left and right splitter plates signifies this kill.



DECALS AND COLOR PROFILES DESIGNED BY:

Geoff Martin



F-4B 151492, VF-84 "Jolly Rogers", USS Independence, 1965

VF-84 was deployed for seven months as part of Carrier Air Wings 7's contribution to the Rolling Thunder bombing campaign. During this time VF-84 would log 1,507 combat sorties, while operating from Yankee Station in the Gulf of Tonkin. For their outstanding performance in combat, the Jolly Rogers earned the Navy's coveted „Battle E" award. It is during this time that the „Tonkin Gulf Yacht Club" badge became popular with many CVW-7 squadrons.



F-4B 152238, VMFA-542 "Bengals", Da Nang Air Base, South Vietnam, 1966

"WH-1" served as the personal mount of the Bengals' three squadron commanders AKA, „Tiger Leads" during the squadron's 2 deployments to Da Nang Air Base between 1965 and 1966. Flown on over 100 missions, 152238 would eventually be transferred to VMFA-323 and lost to AAA fire in 1967. This forward deployed combat weary aircraft was heavily weathered, with numerous corrosion control touch-ups and hydraulic fluid stains present.



F-4B 152258, VMFA-323 "Death Rattlers", Chu Lai Air Base, South Vietnam, 1967

The Death Rattlers were one of many front line forward deployed Marine Fighter/Attack squadrons to see service in the Vietnam conflict. Specializing in the close air support (CAS) mission, The Death Rattlers provided direct fire to the Marines on the ground. They would go on to complete 3 tours between 1966 and 1969, losing eleven Phantoms during that period.

„WS-11" racked up an impressive mission tally and was a combat workhorse that would survive the war and eventually be converted to a QF-4N. The aircraft was moderately weathered with some corrosion control touch ups.



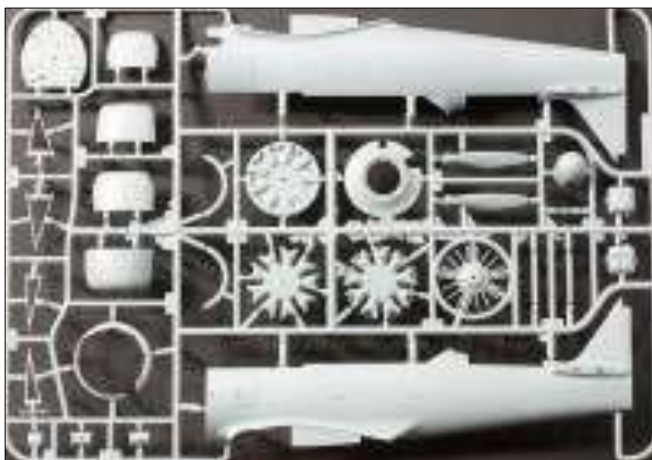
**Eduard Clothing Line
Essential to Build the Kit Right!**



Kitty Hawk 1/32 Texan You're Not A Real Texan Unless You Have One of These!



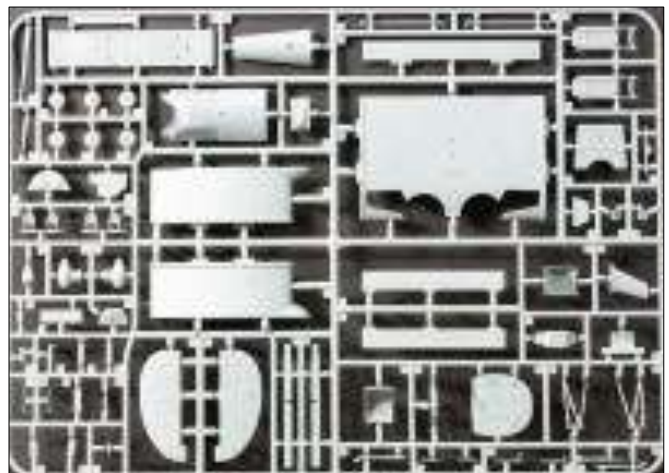
The North American Aviation T-6 Texan was a single-engined advanced trainer aircraft used to train pilots of the United States Army Air Forces, United States Navy, Royal Air Force and other air forces of the British Commonwealth during World War II and into the 1970s. Designed by North American Aviation, the T-6 is known by a variety of designations depending on the model and operating air force. The USAAC and USAAF designated it as the AT-6, the United States Navy the SNJ, and British Commonwealth air forces, the Harvard, the name it is best known by outside of the US. After 1962, US forces designated it the T-6.

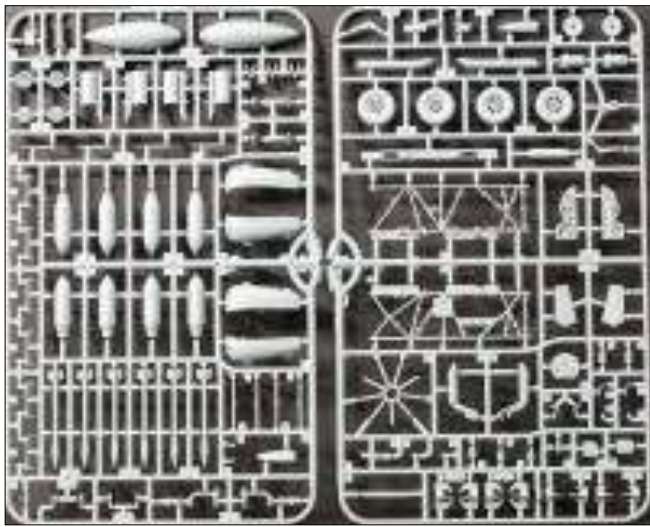


It remains a popular warbird aircraft used for airshow demonstrations and static displays. It has also been used many times to simulate the Japanese Mitsubishi Zero in movies depicting WWII in the Pacific.

The Texan originated from the North American NA-16 prototype (first flown on April 1, 1935) which, modified as the NA-26, was submitted as an entry for a USAAC "Basic Combat" aircraft competition in March, 1937. The first model went into production and 180 were supplied to the USAAC as the BC-1 and 400 to the RAF as the Harvard I. The US Navy received 16 modified aircraft, designated the SNJ-1, and a further 61 as the SNJ-2 with a different engine.

The BC-1 was the production version of the NA-26 prototype, with retractable tailwheel landing gear and the provision for armament, a two-way radio, and the 550 hp (410 kW) R-1340-47 engine as standard equipment. Production versions included the BC-1 (Model NA-36) with only minor modifications (177 built), of which 30 were modified as BC-1I instrument trainers; the BC-1A (NA-55) with airframe revisions (92 built); and a single BC-1B with a modified wing center-section. Three BC-2 aircraft were built before the shift to the "advanced trainer" designation, AT-6, which was equivalent to the BC-1A. The differences between the AT-6 and the BC-1 were new outer wing panels with a swept forward trailing edge, squared-off wingtips and a triangular rudder, producing the canonical Texan silhouette.



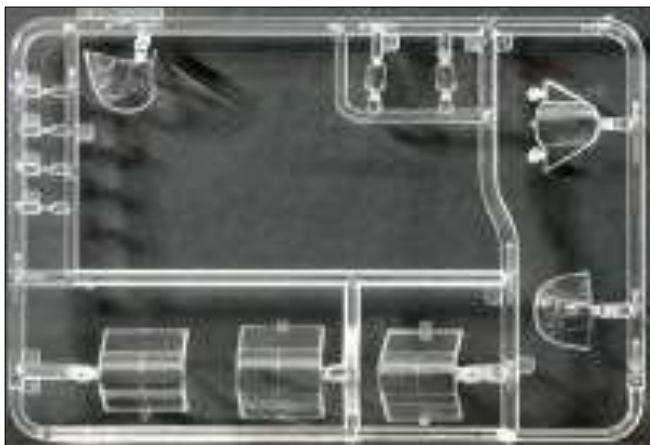


After a change to the rear of the canopy, the AT-6 was designated the Harvard II for RAF/RCAF orders and 1,173 were supplied by purchase or Lend Lease, mostly operating in Canada as part of the British Commonwealth Air Training Plan.

Next came the AT-6A which was based on the NA-77 design and was powered by the Pratt & Whitney R-1340-49 Wasp radial engine. The USAAF received 1,549 and the US Navy 270 (as the SNJ-3). The AT-6B was built for gunnery training and could mount a .30 in machine gun on the forward fuselage. It used the R-1340-AN-1 engine, which was to become the standard for the remaining T-6 production.

Canada's Noorduyn Aviation built an R-1340-AN-1-powered version of the AT-6A, which was supplied to the USAAF as the AT-16 (1,500 aircraft) and the RAF/RCAF as the Harvard IIB (2,485 aircraft), some of which also served with the Fleet Air Arm and Royal Canadian Navy.

In late 1937 Mitsubishi purchased two NA-16s as technology demonstrators and possibly a licence to build more. However, the aircraft developed by Watanabe/Kyushu as the K10W1 (Allied code name *Oak*) bore no more than a superficial resemblance to the North American design.



It featured a full monocoque fuselage as opposed to the steel tube fuselage of the T-6 and NA-16 family of aircraft, as well as being of smaller dimensions overall and had no design details in common with the T-6. It was used in very small numbers by the Imperial Japanese Navy from 1942 onwards. After the war the Japanese Air Self Defense Force operated Texans.

The NA-88 design resulted in 2,970 AT-6C Texans and 2,400 as the SNJ-4. The AT-6C was similar to the AT-6B but with material changes to low-alloy steel and plywood. The RAF received 726 of the AT-6C as the Harvard IIA.

Modifications to the 24V DC electrical system produced the AT-6D (3,713 produced) and SNJ-5 (1,357 produced). The AT-6D, re-designated the Harvard III, was supplied to the RAF (351 aircraft) and Fleet Air Arm (564 aircraft). In 1948, the US re-designated the AT-6D as the T-6D.

The AT-6G (SNJ-5) involved major advancements including a full-time hydraulic system, a 600hp R-1340-AN-1 engine, updated radios, simplified canopy framing, and a steerable tail-wheel and persisted into the 1950s as the USAF advanced trainer.

Subsequently the NA-121 design with a strengthened airframe and a completely clear rearmost section on the canopy, gave rise to 25 AT-6F Texans for the USAAF and 931, as the SNJ-6 for the US Navy. Some went to Russia through the Lend-Lease program.

The ultimate version, the Harvard 4, was produced by Canada Car and Foundry during the 1950s, and supplied to the RCAF, USAF and Bundeswehr.

A total of 15,495 T-6s of all variants were built.





20 AT-6 Texans were employed by the 1st and 2nd fighter squadrons of the Syrian Air Force in the 1948 Arab-Israeli War, providing ground support for Syrian troops, and launching air strikes against Israeli airfields, ships, and columns, losing one aircraft to anti-aircraft fire. They also engaged in air to air combat on a number of occasions, with a tail gunner shooting down an Israeli Avia S-199 fighter.

The Royal Hellenic Air Force employed three squadrons of British and American supplied T-6D and G Texans for close air support, observation, and artillery spotting duties during the Greek Civil War, providing extensive support to the Greek army during the Battle of Gramos. Communist guerillas called these aircraft "O Galatas" ("The Milkman"), because they saw them flying very early in the morning. After the "Milkmen", the guerillas waited for the armed Spitfires and Helldivers.

During the Korean War and, to a lesser extent, the Vietnam War, T-6s were pressed into service as forward air control aircraft. These aircraft were designated T-6 "Mosquitos".

No. 1340 Flight RAF used the Harvard in Kenya against the Mau Mau in the 1950s, where they operated with 20 lb bombs and machine guns against the gangs. Some operations took place at altitudes around 20,000 ft above mean sea level. A Harvard was the longest-serving RAF aeroplane, with an example, taken on strength in 1945, still serving in the 1990s (as a chase plane for helicopter test flights—a role for which the Shorts Tucano's high stall speed was ill-suited).



After World War II, the National Air Races established a unique racing class for the AT-6/Texan/Harvard aircraft; This class continues today at the Reno National Air Races each year.

Since the Second World War, the T-6 has been a regular participant at air shows, and was used in many movies. For example, in *Tora! Tora! Tora!* and *The Final Countdown*, converted single-seat T-6s painted in Japanese markings represent Mitsubishi Zeros, whereas in *A Bridge too Far* it represented the razorback Republic P-47 Thunderbolt.

Some were modified for the Dutch film *Soldaat van Oranje* to represent the Dutch pre-World War II fighter Fokker D.XXI. The T-6 also appeared in the Pat Benatar video for *Shadows of the Night*. The New Zealand Warbirds "Roaring 40s" aerobatic team use ex-Royal New Zealand Air Force Harvards.

Kit Features and Options:

- Nicely detailed cockpits
- Choice of control sticks or yokes for the both cockpits
- Nice replication of the tubular framing inside the cockpit
- T-6G (late) instrument panels only
- Photo-etched pilot restraints (front and rear)
- Positionable front and rear canopies
- Choice of framed or unframed rear windscreen
- Detailed R-1340 Wasp





- Choice of short or long exhaust stacks
- Choice of T-6 or SNJ hood covers
- Choice of spinner or exposed propeller hub
- Choice of rear antenna mast, antenna blade, or ADF football
- Optional SNJ forward radio mast
- Positionable rudder
- Positionable ailerons
- Positionable elevators
- Positionable flaps
- 6 x T-10 rockets
- 2 x Matra 122 rocket pods
- 2 x twin .30 caliber machine gun pods
- 1 x centerline drop tank
- 4 x 500 pound bombs

Markings are included for eight options:

- T-6G, TA-349 (N9523C), USAF, warbird, 'Dazzlin Deb'
- SNJ-5, 93449, USN, Guantanamo Bay NAS (show in instructions as VC-10 USS Carl Vinson...)
- SNJ-5, 90917 (N1038A), USMC, warbird
- Harvard, 20213 (CF-UUU), CAF, warbird
- Harvard, BF+056, West German AF
- T-6G, MM54101 (I-SSEP), 4-06, Italian AF, warbird
- Harvard, 7111, South African AF
- Harvard, FT2396, RAF



No paint needed! (Assembly images from largescalemodels.com)

Walen's

Pre-Painted Model of the Month Flight Wing 1/18 P-51D USAAF 355th FG, 345th FS Lt. Henry Brown The Hun Hunter From Texas

*For Those Not Having the Time or
Patience to Assemble a Kit*



Lt. Henry Brown's second "Hun Hunter" was a P-51D delivered in natural metal finish but with RAF dark green top surfaces having been added in the run-up to D-Day, June 6th 1944. Credited with 14.2 aerial and 14.5 ground victories, Henry Brown was the top-scoring pilot of the 355th Fighter Group and had become a POW. Coloured nose bands and rudders had not been added to the Mustangs of the 355th FG at this early stage of the war although this has Invasion Stripes visible on the lower fuselage.



Walen's Man Doll of the Month (Action Figure) BBI 1/6 WWII RAF Flight Lt. Donald Moore Desert Air



The Desert Air Force first came into existence in late 1941 as the Western Desert Air Force. The wings of this force operated in close support of the ground forces from 1941 to 1943 in the Middle East, Malta, Tunisia and Algeria. These wings operated a variety of aircraft including Blenheims, Hurricanes and Tomahawks. When the war in Africa ended in May of 1943 the DAF supported Allied landings in Sicily flying from airbases in Malta. This WWII British figure represents a Royal Air Force Pilot assigned to the Desert Air Force in Africa. The figure is dressed in long sleeve tan shirt, tan shorts, tall tan boots, and life jacket. His equipment includes cloth flight helmet with oxygen mask and hose, goggles, cloth sidecap, watch, 2 cigarettes, cloth parachute and harness set with quick release mechanism, and map. This action figure stands 12 inches in height.

Elite Force Aviator Series 1/6 VF-24 Pilot Helmet with O₂ Mask



Looking for a New Way to Spend Your Money or New Direction in Collecting Stuff? Try Collecting 1/6 Pilot Helmet Replicas!

Designed with the military collector in mind, these 1:6 scale flight helmet replicas from Blue Box Toys are crafted with true realism sure to please the most discriminating 12 inch military action figure enthusiast. Each flight helmet features the true detail of the real life version, including removable oxygen mask with air hose, moveable visor with adjustable settings, authentic paint scheme, and chin strap.





*Looking the part of a Mountain man!
Sandia Peak New Mexico, March 2011*

30 Years!!!!!!

I just realized 2014 marks my 30th year in business!

30 years/30% off sale

I know I should not do this but, I want to, to say thank you for the many years of your support. Please understand these sales swamp my ability to ship kits fast. I try to make a two week turnaround but it becomes almost impossible especially with orders containing lots of sets.

Pay Pal accepted Please use LSMODELS@PDQ.NET for the Payee.

Sale is good till April 5th 2014



1/48 Hanriot HD-1 vacuformed kit



*Ram/Sherman conversion in resin.
Built by Cookie Sewell*

I must have been having fun because the time has flown by.

Lone Star Models began with a call from a client whom I had been building out of the box models for to complete his large collection. He wanted a 1/48 F2G. So I gathered what information I could find: stone carvings, cave wall paintings and recollections from Grog my research assistant (This was years before Al Gore invented the internet).

I was about finished with his model when he referred a friend to me about a model. He too wanted an F2G in 1/48. Unfortunately I had already used the parts on the first model so I had to make a second set. This time though I made molds.

Back then I did not realize how much more was needed to do a correct F2G, so this set only came with a new canopy, taller tail, cowling extension, and replacement piece for the aft top of the fuselage. I felt that if these two guys wanted an F2G others might as well. I placed an ad in Fine Scale Modeler and I was proven right.

At this time I also began the line of 1/192 scale US Civil War ship kits.



*1/192 C.S.S. Manassas. used in the defense of New Orleans.
First resin ship kit and waterline only.
Later the full hull was available. Figures by Preiser*



*Lone Star Models 1/48 Vacuformed
Felixstowe F2A flying boat
Model wing span is two feet.*

These too began as a contract project for the Confederate Naval Museum in Columbus Georgia.

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

I built a diorama of the Chicora and Palmetto State. The line of ships grew to 26 or so. The whole line of ships was sold to Flagship models seven or eight years ago.

My first complete aircraft kit was a 1/48 Hanriot HD-1 vacuformed model. For a number of years I released more vacuform aircraft but now they are resin.

I want to thank all of you for your friendship, suggestions and continued support. Mike

Attached are a few photos of some early Lone Star Models kits.

NOTE!!! prices shown in this newsletter do not include S&H.or Texas sales tax of 8.25% (Texas residents only)

PS. If responding to this News Letter, PLEASE!! Omit it when you write to me. Don't include it as part of your e-mail. I wrote it, I do not need to read it again.

Also feel free to share this news letter with your friends. I can add them to the mailing list.

Thanks

www.lonestarmodels.com



*Lance Krieg's Super Detailed
Lone Star Models 1/48 Felixstowe F.2A*

<http://www.internetmodeler.com/2002/december/aviation/Felixstowe2.htm>



Lance Krieg's Super Detailed LSM Felixstowe F.2A

1914 / 2014

100 years ago this year

The War to End All Wars began

It began quite small with the assassination of Archduke Ferdinand and his wife on June 28 1914. ending on November 11, 1918 after the deaths of an estimated 20 million people. One of them a relative of mine (George West) whom was shot down over the front in a Spad XVIII with the 49th Aero Squadron.

Just a few period photos from my collection:



Post card of an unknown U.S. infantryman



Another postcard I think this is a French heavy artillery piece. Man on right is French African soldier.



The above image is just one half of the viewing slide from an old stereograph type of viewer. This is a British Mk.V Female I believe. It is totally destroyed by artillery which could have been by both friend and foe.



Another Sterograph photo. These are French Renault Ft 17 tanks headed to the front. The near one is interesting in that it is a command tank and has the turret replaced with a box like structure.

Miscellaneous New Items

To celebrate my 30th year at creating aftermarket sets and model kits and the 100 year anniversary of WW-I, I will be re-releasing the 1/48 Felixstowe kit. That release has been hampered by the sheer volume of silicone needed to make the mold set. I thought the ME-264 used a lot! This kit may be half again more.

The kit is all new and will be resin and white metal. I was offered a very fine set of master parts as I was working on a set myself. So I accepted. I am working to get it done by June. Another WW-I kit will be the Gotha G-1. Many of you have been patiently waiting on this one too.

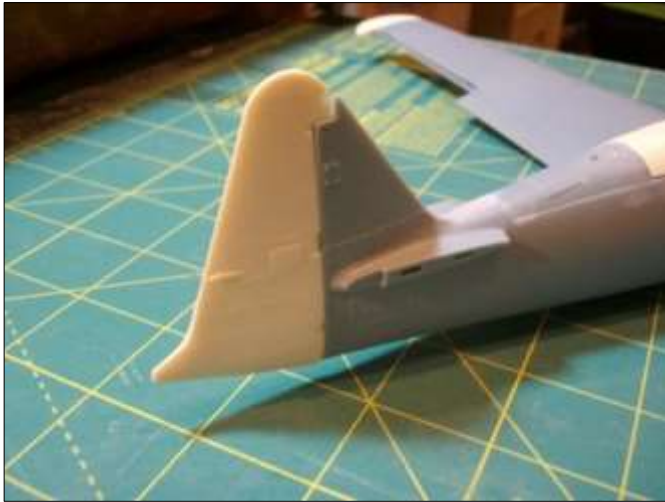
I have a number of Smalls (to borrow a phrase from the American Pickers guys) available and more in a week or so.

I have a set of diamond treaded tires and ribbed tread tires for the new Kitty Hawk T-6 kit. Each has two tires and separate spoked wheels. \$7.00/set



The T-6 Hollywood Zero Conversion will be available soon. Most parts are finished and molds ready to go. Below are some shots of the first parts cast and tested on the model for fit.





For the new Revell 1/48 Stearman kit a set of seats with more pronounced molded in seat belts and a set of instrument panels with the crash pads molded on.

The new 1/72 PBJ wing and nose radar pods are now available for \$6.00 each.



For those of you with an interest in the Vietnam Air War, I have just finished a set of 1/48 corrugated revetments. You get enough panels to make a single sided L shaped parking area. \$40.00



Due to requests, I am bringing back the EB-57E set for the newer Airfix kit. Since the Airfix kit has many of the mods needed in the kit, mine will just include the various antennae and bumps for the fuselage and a set of Chaff pods. The more detailed wing tip tanks will be back too as a separate set.

Number 2 request is the OS2U cowling and engine set, followed by the 1/48 XF5F-1 Skyrocket wing fold set. Last but not least the 1/32 F-1C/BFC2 conversion for the Hasegawa BF2C-1 will be available in late April.

Hints and Tips

I am taking requests. If there is some technique or method I use that you would like to know more about drop me an e-mail and I will put it in the next news letter.

Mike

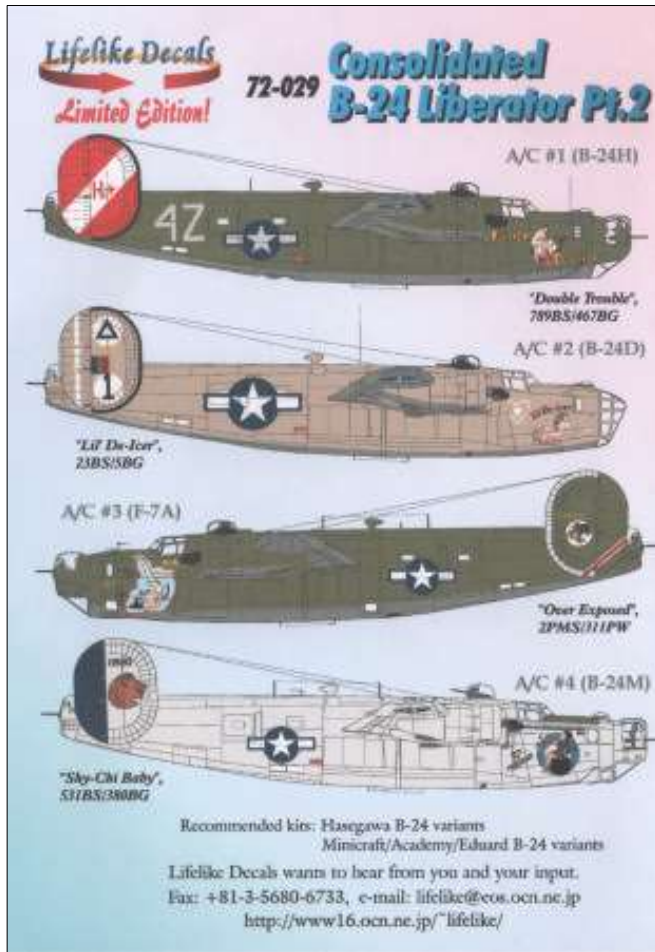
www.lonestarmodels.com



Floyd's Fling

Lifelike Decals 1/72

B-24 Liberator Pt.2



Product/Stock #: 72-029
 MSRP: 1,700 ¥
 Manufacturer Info: Lifelike Decals
 Manufacturer Website:
<http://www16.ocn.ne.jp/~lifelike/72029.html>
 Provided by: Lifelike Decals
 Providers Website URL:
<http://www16.ocn.ne.jp/~lifelike/>

More B-24 nose art and this time they are from all over the world. B-24s are a natural canvas for unit artists. It doesn't matter where in the world the aircraft was stationed it just needed some down time for it to become adorned with pinup nose art.

The instructions are the typical Lifelike stating what is known and what is based on an educated guess. I like this approach which allows the modeler to decide.

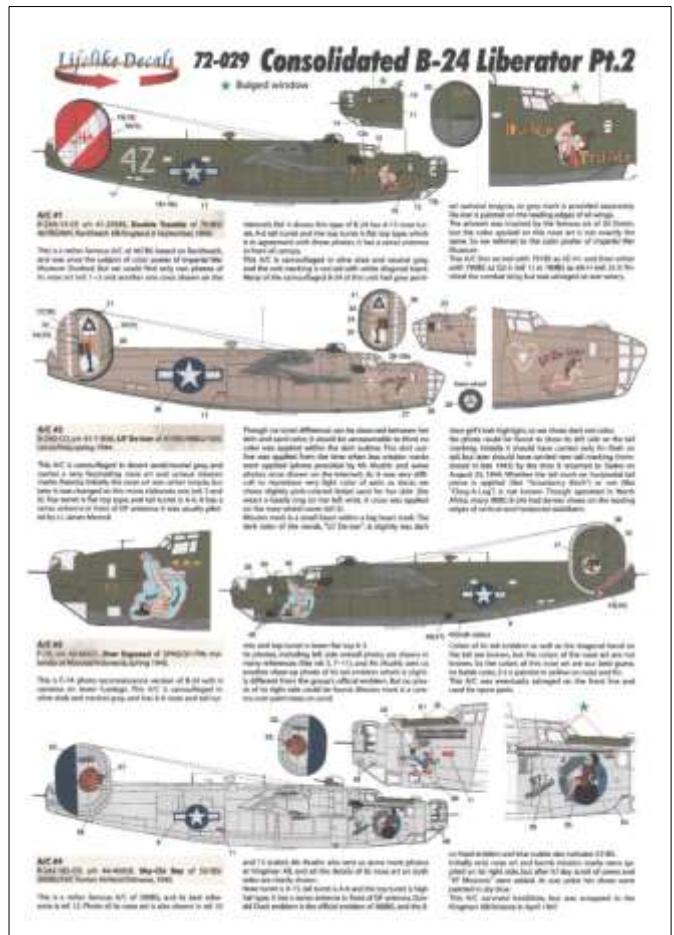
The instructions are printed on two single sided A4 sheets in full color. A little history is included in each description. The full color side profiles are very nice and make choosing a marking option difficult.

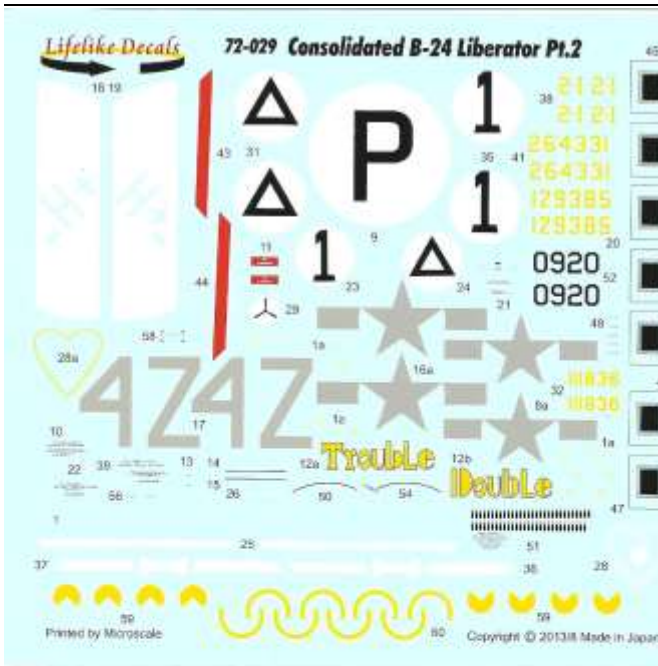


*Consolidated B-24H-15-CF, 41-29385
 8th AF, 467th BG, 789th BS*

The decals themselves are printed by Cartograf and Microscale on four small sheets that include all the markings you will need. Also a nice touch is the inclusion of 1/72nd decals for the bombs. The Cartograf sheet does the actual nose art with their fine gradient. The colors are in perfect register and opaque. The stuff that Cartograf has become known for. The Microscale sheets has the unit and national markings. Another nice thing is the inclusion of the black de-ice boots.

The first aircraft is probably my favorite aircraft of the sheet. It is "Double Trouble" of the 467BG.





This aircraft was on an Imperial War Museum poster in full color. Camouflaged in Olive Drab and Neutral Grey with black de-ice boots this aircraft sports a red and diagonal white stripe on the vertical tail. The unit code and national markings are greyed out. The “Double Trouble” nose art is a Vargas pinup with a Seagram’s whiskey bottle behind her.



*Consolidated B-24D-CO, 41-11836
9th AF, 98th BG, 415th BS*



*Consolidated B-24J-185-CO, 44-40920, Starboard Side
5th AF, 380th BG, 531th BS*

A Desert scheme of sand and Neutral Grey are the main draw of the second aircraft. ‘Lil De-icer’ has a beautiful woman and very unique mission markings, a heart. This B-24D is typical of the ‘Strawberry Bitch’ or ‘Lady be Good’. The tail markings add a little bit of color.

The photo ship version of the B-24, the F-7A, displays a huge nude on the left side. The aircraft was painted in Olive Drab over Neutral Grey. The mission markings are rather unique as well, a camera over palm trees. The de-ice boots are silver. The camera windows are actually supplied as decals. This is a rather unique approach but in this scale I’m sure it will be effective.

The final aircraft is a natural metal aircraft from Okinawa in 1945. This aircraft has nose art on both



*Consolidated B-24J-185-CO, 44-40920, Port Side
5th AF, 380th BG, 531th BS*



*Consolidated F-7A (B-24J-10-CF), 42-64331
311th Wing, 2nd Squadron*

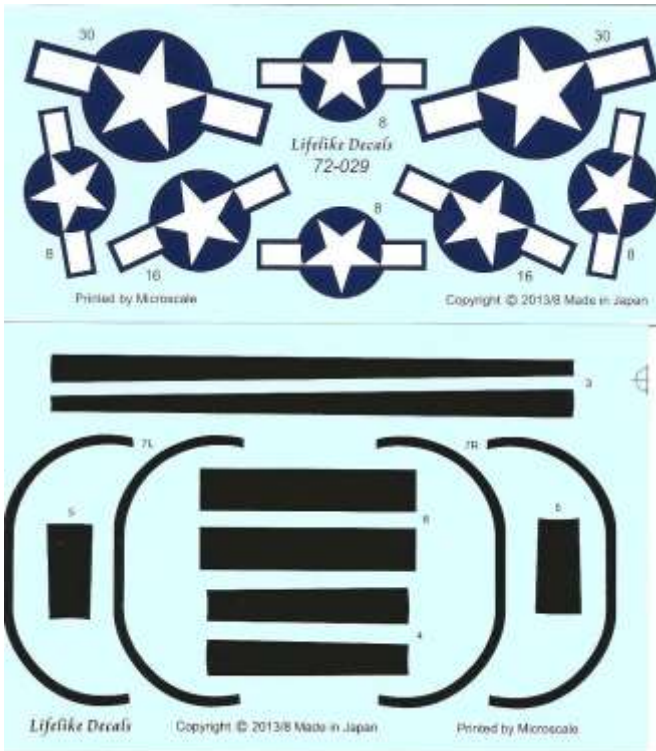
sides. On the left side is the pinup girl with “Shy-Chi Baby” and on the right was Donald Duck. There are plenty of mission markings, 97 to be exact. The lion head on the tail with blue rudder offers a unique looking aircraft. There are markings that can be added post-VJ day.

The variety of markings and theaters of operation along with the pinup nose art makes this another winner from Lifelike. Colorful Cartograf and Microscale decals and colorful instructions make this a natural sheet for your Hasegawa/ Minicraft/ Academy or Eduard kits.

Highly recommended!

Thanks to Lifelike Decals for the review copy. You can obtain your copy by contacting them directly at <http://www16.ocn.ne.jp/~lifelike/>. Let them know you heard about it here.

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



Upcoming Contests



Cajun ModelFest

April 12th, 2014

LSU Ag Center's Minifarm Bldg.

8am to 4pm

Theme: "It Never Happened"

[Click here for more details about the contest.](#)

April 12, 2014

Cajun ModelFest

Theme: "It Never Happened"

IPMS Baton Rouge Scale Modelers

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

LSU AgCenter Minifarm Bldg

3310 Florida Ave

Baton Rouge, Louisiana



April 26, 2014

Model Mania 2014

IPMS Houston

<http://www.ipms-houston.org/>

Stafford Center

10505 Cash Road

Stafford, Texas



May 16 - 17, 2014

2014 Region VI Convention

IPMS Air Capital Modelers

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

Marriott Hotel & Convention Center

9100 Corporate Hills Drive

Wichita, Kansas



May 31 – June 1, 2014

WonderFest

www.wonderfest.com

Crowne Plaza Louisville Airport Hotel

830 Phillips Lane

Louisville, Kentucky 40209



May 31, 2014

ScaleFest 2014

IPMS North Central Texas

<http://ipmsnct.net/>

Grapevine Convention Center

1209 South Main Street

Grapevine, Texas 76051



June 19-21, 2014

Squadron EagleQuest XXVIII

Theme: The Need For Speed

<http://www.squadron.com/eagle-quest-registration-s/2946.htm>

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive, Grapevine, Texas 76051



August 2, 2014

HAMS 8th Annual Model Car Show and Contest

IPMS HAMS <http://www.ipms-hams.org/>

Cypress Creek Christian Community Center

Annex Building Gym

6823 Cypresswood Drive

Spring, Texas 77379

Fort Worth



Scale Modelers

September 14, 2014

SuperCon 2013

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

IPMS Fort Worth Scale Modelers
Bob Duncan Community Center
Vandergriff Park
2800 S. Center Street
Arlington, Texas

October 4, 2014

ASMS Capital Classic

IPMS Austin Scale Modeler Society

<http://www.austinsms.org>

Norris Conference Centers
2325 West Anderson Lane
Austin, Texas

Support USA Modeling Publications!



Local Events of Interest



April 6, 2014 (Sunday)

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

Monthly Meeting

Heritage Park, 217 South Main,

Irving, Texas 75060



April 2, 2014 (Wednesday)

Lone Star Aero Club

www.lonestaraeroclub.org

Lt. Col. Don Houk: First Person Presentation on General James H. Doolittle

DFW Airport at Hyw 360 & FAA Road

American Airlines C.R. Smith Museum

Fort Worth, Texas 76155



April 12, 2014 (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



April 8, 2014 (Tuesday)
 EAA Chapter 34 Meeting <http://www.eaa34.org>
 TBD
 UTA Campus Room 100, Nedderman Hall
 416 Yates Street,
 Arlington, Texas



April 9, 2014 (Wednesday)
 Marauder Men of the Metroplex
<http://webspaces.webring.com/people/oj/jobiz/>
 BBQ Meeting
 Spring Creek Barbecue
 3608 South Cooper Street,
 Arlington, Texas 76015



April 15, 2014 (Tuesday)
 B-36 Peacemaker Museum
<http://www.b-36peacemakermuseum.org/>
Paul Metz: "Test flying the YF-23A & F-22 Fighter"
 UNT Health Science Center Room 124, West Building
 3500 Camp Bowie Blvd., Fort Worth, Texas



Fort Worth



Scale Modelers

April 21, 2014 [Monday]

IPMS Fort Worth Scale Modelers

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

Auction

Baptist Church of Benbrook

1015 McKinley Street

Benbrook, TX 76126



Featuring the
Blue Angels



April 26 - 27, 2014

Air Power Expo 2014

NAS Fort Worth

Fort Worth, Texas



Local Events of Interest



April 26, 2014 (Saturday)

Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

TBD

Tyler Pounds Airport, 2198 Dixie Drive

Tyler, Texas 75704



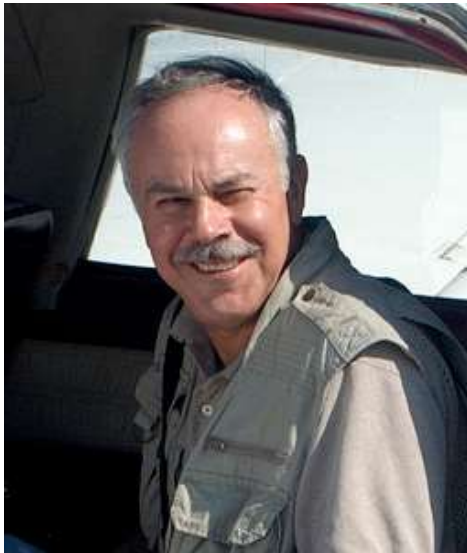
April 29, 2014

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

Boeing B-17G Aluminum Overcast™

Arlington Municipal Airport

Arlington, Texas



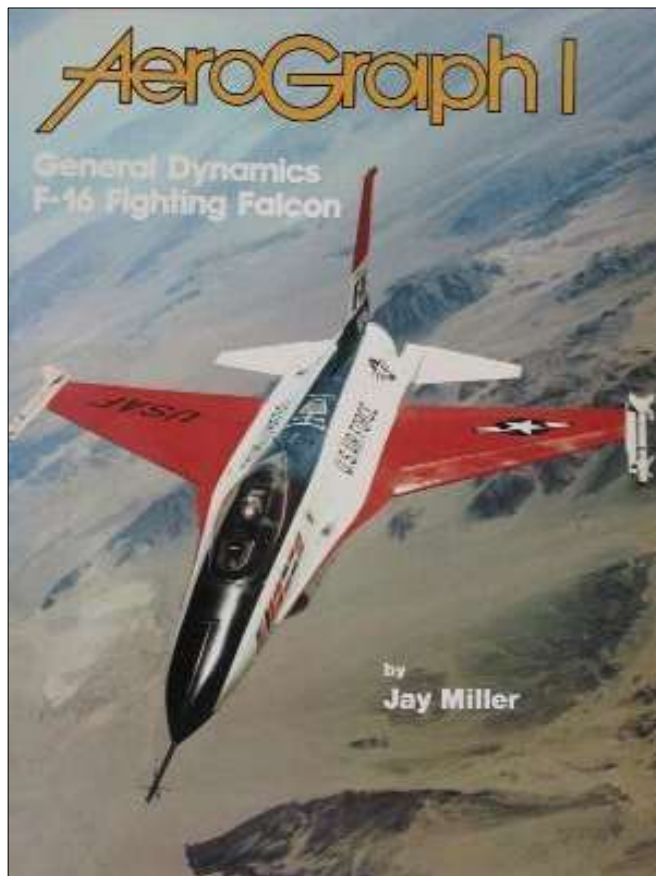
May 1, 2014 (Wednesday)

Lone Star Aero Club

www.lonestaraeroclub.org

Jay Miller

DFW Airport at Hyw 360 & FAA Road
American Airlines C.R. Smith Museum
Fort Worth, Texas 76155



Local Events of Interest



May 18, 2014 (Sunday)

The League of World War I Aviation Historians

DFW Chapter Meeting

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

“Wings” on the big screen with musical accompaniment

Kimball Art Museum

Renzo Piano Pavillion

3333 Camp Bowie Blvd.

Fort Worth, Texas 76107





REYNOLDS ADVANCED MATERIALS

DALLAS

HOW-TO SEMINAR

Basics Of Mold Making & Casting



2014

When? Thursday, April 17
10:00am - 3:30pm

Where? 13700 Diplomat Drive
Farmers Branch 75234

Using slides, video and hands-on demonstration, you will learn what these materials can do for you:



- Different Materials Available for Making Molds
- Different Mold Making Techniques
- Once You Have Your Mold, What Can You Pour Into It To Make a Copy
- Casting Options – Make Your Plastic Castings Look Like Metal, Wood, Stone and More!
- Secrets to Being Successful in Using These Materials

Making a rubber mold of an original model allows you to make one or more perfect reproductions of that original. Molds are used daily for hundreds of applications including:

- Reproducing Sculpture
- Casting Plaster
- Candle Making
- Casting Wax
- Casting Concrete
- Casting Resins
- Architectural Restoration
- Toy Making
- Casting Foams
- Prototype Model Making
- Taxidermy
- Movie Special Effects
- Life Casting
- .. And Much More!

Seminar Cost: \$75
Light Refreshments & Lunch Provided.
Receive a Free Pourable Silicone Starter Kit
courtesy of Reynolds Advanced Materials.



Basics of
Mold Making & Casting
Remaining 2014 Schedule

June 20 | October 17
August 15 | December 12

Seminar Space Is Limited So Make Your Reservation Today!

Toll Free: 800-421-4378 or 214-421-4377

(Major Credit Cards Accepted)

Everything for Mold Making & Casting
www.reynoldsam.com



EAGLEQUEST XXVIII NEED FOR SPEED XXVIII

Squadron would like to cordially invite you to participate in EagleQuest XXVIII Model Event.

June 19 thru June 21

GRAPEVINE, TEXAS

[Click Here to Download Full Details & Pricing](#)

- ★ DOOR PRIZES
- ★ WELCOME PARTY
- ★ RAFFLES
- ★ COMMON ROOM
- ★ SEMINARS
- ★ AWARDS CEREMONY

Model Categories (from all eras)

AIRCRAFT



ARMOR



SHIPS



VEHICLES



FIGURES



SCI-FI/FANTASY



To order Event Passes and Awards Ceremony tickets, call Richard Poulsen at 1-800-527-7427 Ext. 1060.

HAMS

Contact Rob at robert.mcquown@sbcglobal.net with any questions and for vendor tables. See the club webpage for updates and map of show location:

www.ipms-hams.org

Eight Annual Model Car Show and Contest

Supported by Cypress Creek Christian Community Center

Remembering Orphaned Marques

Schedule

8:00 AM to 9:30AM Vendor set up only
9:30 AM to 5:00PM Show open to public
9:30AM to 1:30PM Contest area open
1:30PM to 3:00PM Contest area closed for Judging
3:30PM to 4:00PM Awards Ceremony
4:00PM to 5:00PM Display and vendor break down

Admission: \$1 donation includes first door prize ticket

Contest entry fees:

Adults (18+) \$10 for first 2 entries, \$2 dollars each per additional entry.
Teens (13-17) \$5 for first 2 entries, \$1 each per additional entries.
Junior (under 12) \$1 for all you may enter.

Make N Take for the kids starting at 12 noon

Any car no longer in production such as AMC, Nash, Packard, Hudson, Stanley, and many others that have become obscure in today's world. All out of production American and foreign manufacturers are eligible.



Vendor tables will be available on first reserved basis at \$20 per table space. Last day to reserve is July 25, 2014.

Categories: Include; Box Stock, Street Rod, Street Machine, Factory Stock, Competition open-wheeled, and closed-wheeled, Foreign, Large and small commercial vehicles, large and small scale, Curbside, Miscellaneous, Custom, Diorama, Slammers, Motorcycles, Low riders. See club web site for details.

Awards: 1st, 2nd, 3rd will be presented in 21 categories. There also will be special awards for Best Paint, Engine, Interior, '32 Ford, Short track car and the Contest Theme.

Food and drink will be available at a nominal cost.

Saturday August 02, 2014 9:30AM to 5:00PM

**Cypress Creek Christian Community Center
Annex Building Gym
6823 Cypresswood Drive
Spring, Texas 77379**

Babe Of The Month

Nicoletta Machiavelli



Nicoletta Rangoni Machiavelli was born in Stuffione (near Modena) in 1944, from an Italian father and an American mother, and learned to speak both languages as a child.

She is a descendant of the famous Italian political philosopher and diplomat *Niccola Macchiavelli (1469-1527)* and was raised in Firenze, where she studied painting in the art school of *the Accademia*, one of the



most prestigious art schools in the world (in the museum of the Accademia, some of Michelangelo's most famous works can be admired, such as his David).

Her brother Brandino lived in Rome, in the same apartment block as a costume designer of the Laurentiis studios, who told him his boss, Dino de Laurentiis, was looking for a ravishing beauty who could play Eva in John Huston's *The Bible*, one of those large scale Hollywood productions largely shot in Rome for financial reasons. Nicoletta went to Rome and signed a seven year contract for the Laurentiis studios, but was eventually not chosen for the part of Eva, because John





Huston preferred a blonde actress.

She made her first screen appearance in *Una Questione d'amore* (1965), a romantic drama, and made a few other hardly noticed - movies before she was cast as an Indian girl next to Burt Reynolds in her first spaghetti western *Navajo Joe*. She was not very happy with her part

("You have to wait 45 minutes to hear me say something, and then it's not my voice you hear"), but today she thinks the making of the movie was an essential experience in her life: *I played the part of a Navajo girl, and fifteen years later I was a guide in the largest Indian reservation of the United States, with the most beautiful landscape in the world falling in love with the way of life of those fascinating people".*



After cameos in *The Hills Run Red* and *Face to Face*, she was offered the leading part in *Giarrattiera Colt*, a kind of feminist Zapata western. It was a tough experience, Nicoletta had to learn how to draw a gun quickly from her garter (which wasn't easy), and also had to follow lessons in horse-riding (which was a real torment, especially for certain body parts). But both her brother (who played a French officer) and her mother were on the set to support her.





Although the film wasn't received well and not particularly successful at the box-office, she was discovered as a sex symbol and offered several parts in saucy comedies, but every now and then she re-appeared in spaghetti westerns, such as Franco Giraldi's *A Minute to pray, a second to die*, Sergio Garrone's *No Room to Die* and Ferdinando Baldi's *Hate thy Neighbour*.

Nicoletta considers the year 1969 the great turning-point in her life. She received good reviews for her part in the action movie *La Cattura*, alongside David McCallum (Ilya Kuryakin from *The Man from U.N.C.L.E.*), and while making a guest appearance in an installment of the TV series *It Takes a Thief*, shot in Porto Ercole, she meets her future husband. But most important of all, her contract with Di Laurentiis comes to an end. She's fed up with making westerns and reckons better offers will come her way now.



In the years to come, she'll work with directors like Ettore Scola, Dino Risi and George Lautner, and is cast alongside several stars, among them **Marcello Mastroianni** and Alain Delon. Some titles of the period are *L'important c'est d'aimer* (Andrzej Zulawski, 1975), *Il Trucido e lo sbirro* (Umberto Lenzi, 1976) and *Tony Arzenta* (Duccio Tessari, 1973). But she is not at ease in the world of glitter and glamour, and her sharp tongue doesn't make her popular among her colleagues. Her description of **Delon** is significant: "*A total zero, that Delon, a great erotomaniac , megalomaniac and cocaine addict*".

In 1977, at the age of 33, she decides to cut her cinematographic career short and to start a bohemian life. For more than fifteen years, she works as a tourist guide, a work she has picked up again recently. Ironically today she is remembered for exactly those films she wanted to escape from, the spaghetti westerns she made during her contract with Dino de Laurentiis. Her half-brother puts it like this: *How many of those films she made after her time with De Laurentiis have we all seen?* Nicoletta actually lives in Seattle and works as a interpreter and Italian language teacher at the University of Washington, and cooking teacher. Occasionally she works as a guide on inclusive tours in her home country.





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>

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Vintage Flying Museum

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

Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

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Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>
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HobbyTown USA Fort Worth



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Fort Worth, TX 76116
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HobbyTown USA Dallas



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French Quarter Shopping Center
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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

AMK 1/72 ESA ATV

By Sven Knudson, IPMS 32490
www.ninfinger.org



The kit box has a photo of the finished model on the cover.

Background

The Automated Transfer Vehicle or ATV is an expendable, unmanned resupply spacecraft developed by the European Space Agency (ESA). ATVs are designed to supply the International Space Station with propellant, water, air, payloads, and experiments. ATVs can also re-boost the station into a higher orbit.

Four ATVs, Jules Verne, Johannes Kepler, Edoardo Amaldi and Albert Einstein, have been launched since March 2008. ESA has contracted suppliers to produce one more ATV to be flown before 2015. On 2 April 2012 the ESA announced that the ATV program would end after the fifth ATV is launched in 2014.

Kit contents: 37 resin parts
6 photoetched parts
styrene half-round rod
brass rod
nail
decals
instructions



Here's what you get in the kit.

Comments

The resin parts are solid, with crisp details and no visible air holes. All parts are still attached to their pour plugs.

The texture of the insulating blankets is molded in place on the main body. The nail represents the docking probe tip, while the half round rod is to be cut and glued to the photoetched arms of the solar arrays. It's not clear to me what the brass rod is for, since it isn't called out in the instructions and it's far too flimsy to be for a stand. The instructions identify the parts with a photo of the parts that assigns numbers to them. These numbers are then used in the graphical steps that make up the main part of the instructions.

You'll have to drill some holes to mount the solar arrays and main engines on the rear of the spacecraft. Decals are provided for the front and back of the solar arrays along with the meager markings on the spacecraft itself. However, there is no explicit painting or decal guide in the kit. There are a few photos of the completed kit on the box, though, that can serve as a guide. But your best bet will be to find photos of the actual vehicles on the internet.

Thanks to LVM Studios for the review copy!



This begins a series of rotated views of the main spacecraft parts.



This continues the series of rotated views of the main spacecraft parts.

Order from: LVM Studios
Goudplevier 106
5348 ZG Oss
The Netherlands
phone: +31 (0)646 080118
web: <http://www.lvm-studios.com/>
Price: € 59.50
<http://www.ninfinger.org/>



This continues the series of rotated views of the main spacecraft parts.



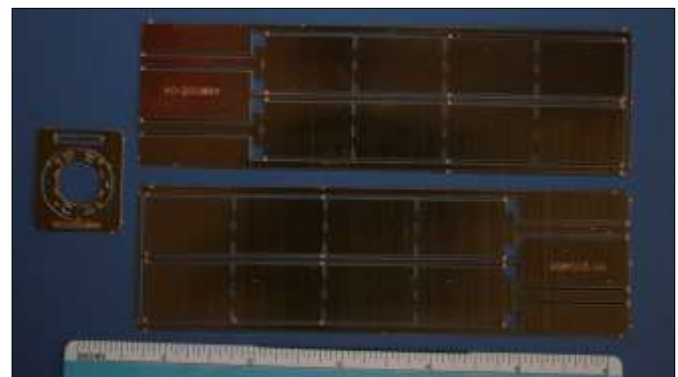
This ends the series of rotated views of the main spacecraft parts.



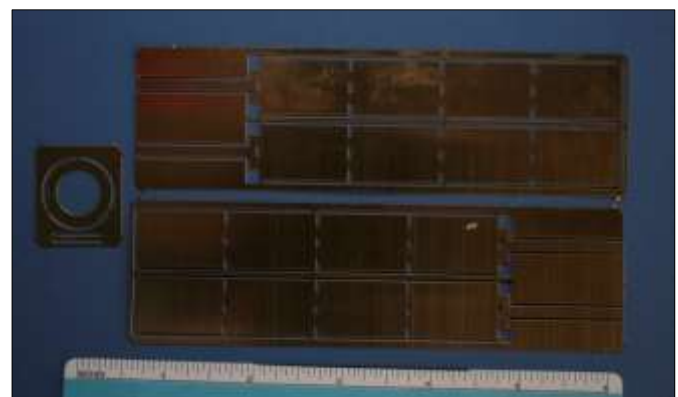
Here are the rest of the resin parts.



Another view of the rest of the resin parts.



Here's the front of the photoetched parts sheets.



Here's the back of the photoetched parts sheets.

Trumpeter 1/35 T-80BV MBT

By Cookie Sewell



- Kit Number:** 05566
- Media:** 1,090 parts (528 in grey styrene, 380 in light brown styrene, 154 etched brass, 16 cementable vinyl, 13 clear styrene, 1 length of twisted copper wire)
- Pros:** First truly excellent kit of this tank in this scale; wealth of details and optional parts included
- Cons:** A lot of very, VERY tiny parts; two-part single link tracks will be tedious to assemble
- Recommendation:** Highly Recommended for all modern Soviet and Russian armor fans
- Price:** US \$ 73.95



T-80BV tanks, Red Square, Moscow. Military parade celebrating the sixtieth anniversary of victory in WWII. May 9, 2005

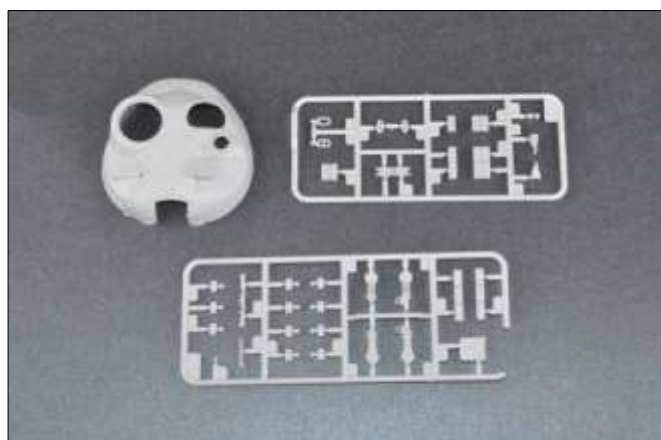


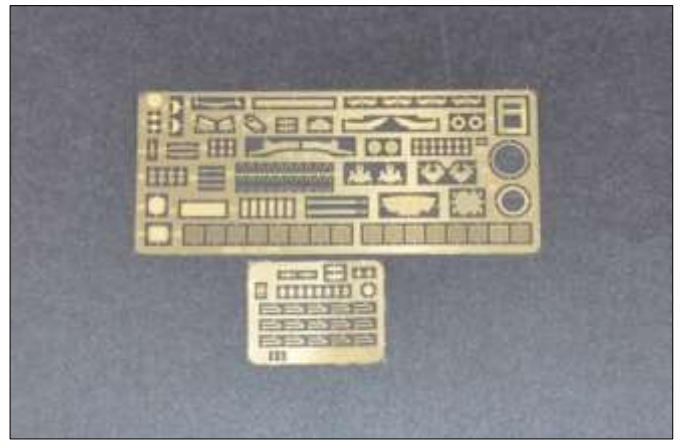
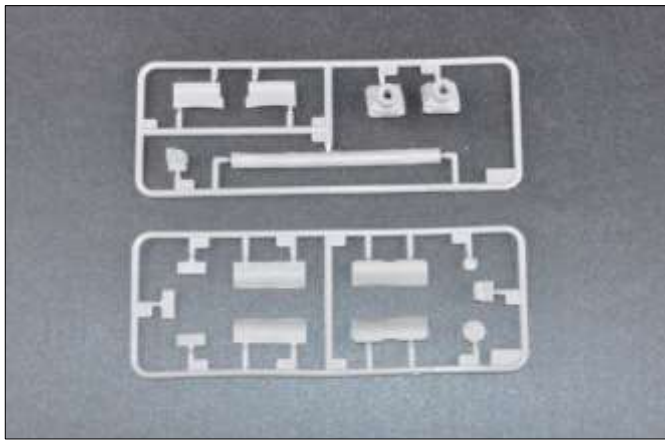
In the late 1960s the Soviet Union got wind of the fact that the US was working on a gas turbine power plant for its next generation tank. After some experimentation, in 1968 the Soviet government authorized the development of a main battle tank powered by a gas turbine engine. But immediately after testing, both the Kharkov and Nizhniy Tagil design bureaus bowed out as the test tanks were rapacious fuel users and they did not think they could meet standards.

However, the Leningrad Kirov Factory, whose lead designer was now Nikolay Popov, said they thought they could meet the requirements. The only restriction was that the CC CPSU secretary for defense industrial efforts, Dmitriy F. Ustinov, said it must be based on the new T-64A tank.

Popov's team took an early T-64A and converted it to run on a GTD-3M gas turbine of 700 HP. This tank, Article 219, was not very good, and as the Nizhniy Tagil factory before them (who had been ordered to build T-64A tanks with a V-12 type diesel engine) they asked to make a few changes to the design. They also asked for a new and dedicated engine.

The result was the Article 219A tank, which now had new running gear and also a new GTD-1000T engine coupled to a fluid-drive type 4-speed transmission. This worked like the old Chrysler Dyna-Flow transmissions of the late 1940s: you needed a clutch to change gears, but the tank could be halted in gear without stalling the





engine. It worked better with the torque curve of the GTD engine.

The tank went through numerous changes before emerging in the mid 1970s as the more recognizable one we know today. Accepted for service in 1976 as the T-80 - just as Ustinov became Minister of Defense and decided this would be the primary tank of the Soviet Army – it had the same turret as the T-64A with the cross-turret rangefinder. But it was a dog, and with the early engine could barely reach 250 kilometers on highways. The military hated it and at least one general demanded more than twice the number of fuel tankers (bowsers) would be needed just to feed it.

But with the advent of the T-64B with laser rangefinder and 9K112 “Kobra” (AT-8) ATGM system, the T-80 got the same upgrades and emerged in 1984 as the T-80B. At the same time, after events in the Bekaa Valley in 1982, Soviet commanders acquiesced to fitting explosive reactive armor (“dynamic protection”) to the T-64B and T-80B, and thus the T-80BV emerged in 1985.

In 1986 by sheer luck I was an intelligence analyst in the 3rd US Armored Division and looked over the Allied Military Liaison Mission photos of these new tanks, which were now appearing in the Soviet 8th Guards Army across the border in East Germany. I remarked to one of my fellow officers that if I had unclassified plans I could build a model in no time.

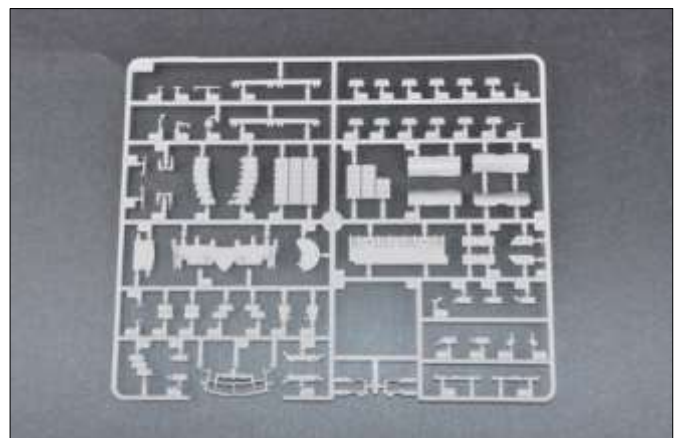
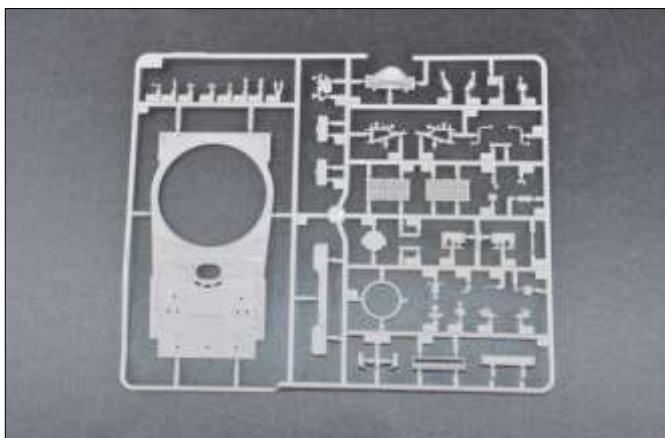
My boss heard me and said let’s do it. I drew up three sets of plans (without, partial ERA fit, and full ERA fit) and after several weeks 7th US Army/USAREUR declassified them and I built two models, one with ERA and one without. They were used for USAREUR and NATO training posters, and photos of them appeared in a great number of publications to include Jane’s and eventually East German, Czech and Russian (!) publications.

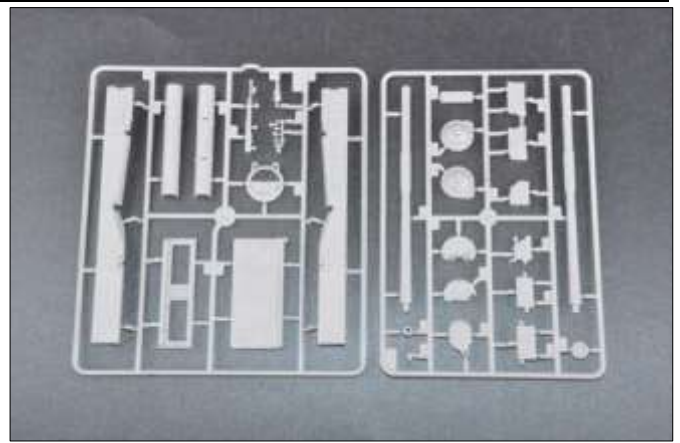
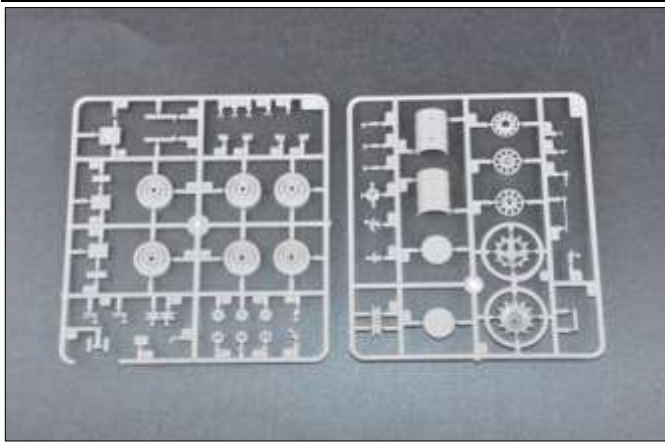
As a result I have always had a soft spot for the T-80BV. But until the last year the tank has been ill served in 1/35 scale models, with only an old DML kit based on photos and a very poor Lindberg one (cloned by Firefox from eastern Europe) and two slightly better SKIF kits. Now, hot on the heels of the Xact T-80U comes this BV from Trumpeter.

Like all of the recent Trumpeter kits, this one is stunning and a bit daunting in the number of parts provided. It provides for building the T-80BV with the “nominal” fit of ERA containers – “bricks” in slang due to their shape – without the full fit for the skirts.

I think the reason that configuration was rarely seen was that it was too easy to damage the skirt bricks in training, and most commanders wanted to ensure they could use them in combat. If I remember rightly, a full fit is 211 bricks on the skirts, glacis and turret of the tank.

Breakdown of the kit is similar to other modern





Soviet/Russian kits from Trumpeter. It is similar to their T-64 kits but the shock absorbers are more detailed as is the rest of the suspension. Happily for modelers, this kit offers options of either styrene or etched brass for many of the details, so the modeler can use whichever one he prefers. Also, for the front mud/dust flaps (found on later model T-80BVs) the modeler has a choice between “hard” styrene and flexible vinyl which can be attached with plastic cement. (I have had good success with this, so obviously somebody at Trumpeter has a handle on it!)

In Step 4, a large number of holes must be drilled in the glacis (from the inside) to accommodate the glacis ERA bricks. Note that the exhaust grille for the hull (part G28) is a styrene part; while some would have preferred etched brass, the actual grille is a bar-type assembly and this is a better representation (but does have some flash to clean out).

In Step 8 the engine grille screens are all individual parts and there are eight of them (PE-A38) for each intake grille (parts H24/25). Surprisingly this kit does not come with the racks for a third 200 liter auxiliary fuel tank on the top of the engine deck (J8), but these were more common on the B series than the U series as seen on the Xact kit.

Step 9 is the track assembly, and as with many Trumpeter kits there are separate links and guide teeth. They do provide four handy assembly jigs for assembling the lengths of track.

One track run is listed at 80 links, and there are about 184 complete links provided in the kit and 8 spare links in brown.

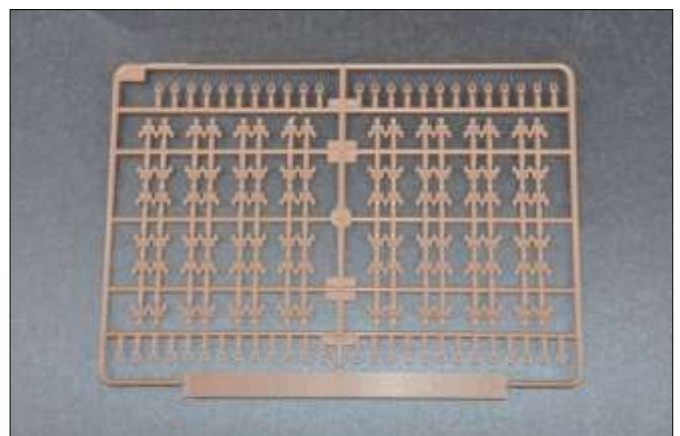
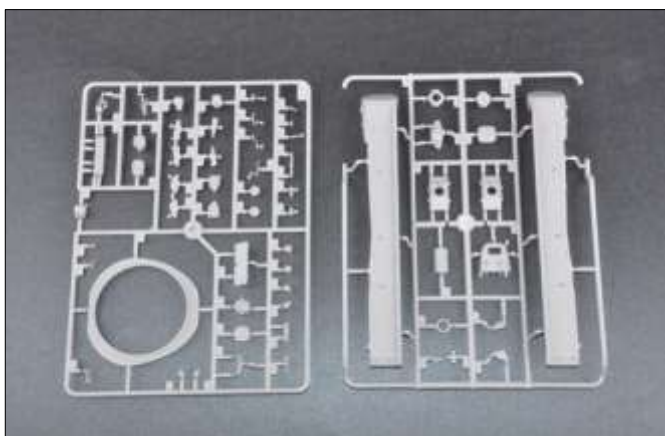
In Steps 11 and 12 you have a choice of skirts; the first tanks were fitted with attached “footloops” (actually they were handles for moving the front skirt sections but worked either way) or the later ones with the “footloops” cut into the skirt material. Your choice.

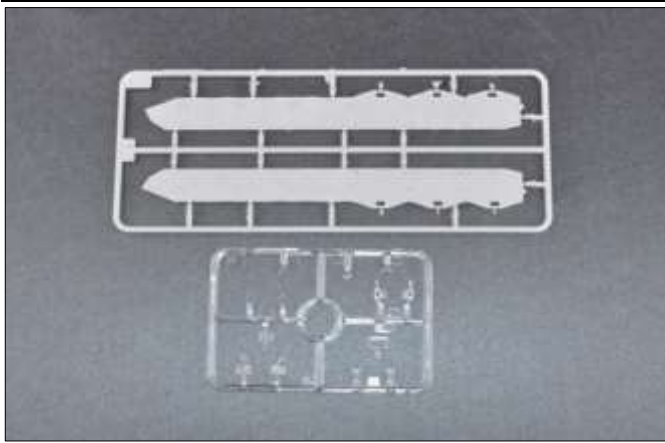
Both sets come with the stud bases for the full ERA fit if you have an after-market set and wish to install all of the bricks. Trumpeter only provides the “above the fender” strip of 9 bricks per side.

In Step 13 Trumpeter would have you install the unditching log (S3) in the brackets for it that were installed in Step 3. Given those are made from etched brass this may not be the best approach, and it may be easier (and more solid) to try and fit them all at the same time.

Turret assembly starts in Step 15. While the snorkel assembly for the OPVT system is pretty straightforward, note that each of the angled ERA brick arrays on the turret are made up of six parts with an etched brass bracket (PE-B8) holding them at the proper angle.

There are also five different sets of bricks so a great deal of care will be needed in fitting them to the turret shell. At least there are no holes which need to be drilled in the turret.





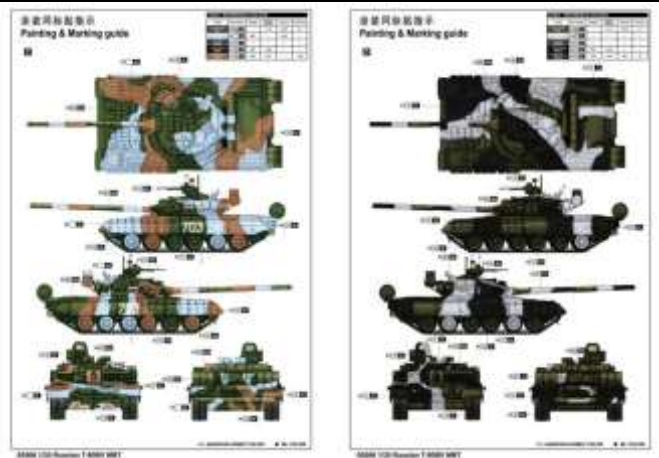
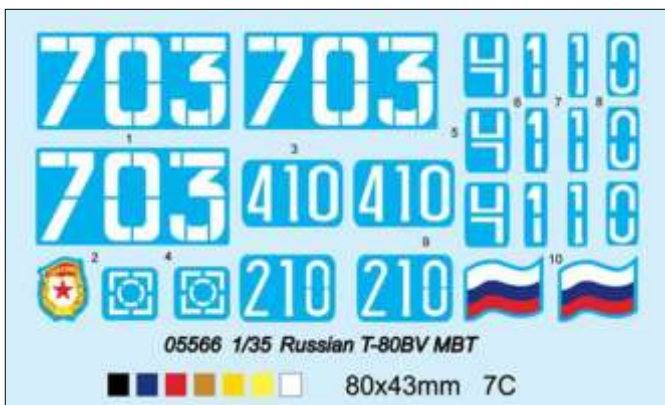
The only part of the kit I found curious was the OPVT snorkel intake trunk, which on the original T-80BV consisted of two sections of a plenum that fitted together and had a pipe connecting them. One was solid but the other had a mating collar to fit the snorkel intake tube. This kit comes with the plenum but has an intake opening in both of them. One is sealed and one is open, so it could have been a later fit to the vehicle. Very late models mounted the plenum on the end of the snorkel tubes, but as with earlier ones the kit mounts them on the right rear of the turret.

Step 17 covers the assembly of the mantlet. While Trumpeter provides two of them, one at zero elevation and one at roughly three degrees elevation, so far I have not seen any difference with either one, but think the actual elevation permitted is about a degree and a half.

Step 19 covers the commander's cupola and NSVT machine gun mount. There are 53 parts to this assembly - and it is a manual mount, not the 1EhTs29 remote control one on the T-64 or T-90!

Final assembly covers installation of the gun (a three-piece styrene one) and fitting the turret.

Four different finishing schemes are provided: three-color (dark green/black/sand) modern Russian, bort number 41, Guards badge on searchlight cover; three color (dark green/white/light brown), bort number 703 and Russian flag flashes; three-color (dark green/black/white), bort number 210; all over



“Protective Green”(Soviet era), bort number 410, unit insignia, Guards badge. A sheet of decals is provided with all markings.

Overall this is a very impressive kit and far in advance of the one I scratchbuilt in 1986.

But I was first!

Sprue Layout

- A 38x4 Road wheels, grease caps, smoke grenade launchers, details
- C 21x4 Road wheel arms, ERA bricks, details
- D 23x2 200 liter fuel tanks, drivers, idlers, details
- E 13x2 ERA bricks, spare track, details
- F 17 Gun barrel, final drives, hatches, fender details
- G 44 Turret race, turret details, exhaust grille
- H 52 Hull top, grilles, details
- J 10 Fender bins, engine deck, commander's cupola, NVST, snorkel
- M 72 ERA bricks, scraper blade, lower glacis, hull details
- N 2 Fender skirts (built-in steps)
- P 2 Fender skirts (footloops)
- Q 15 Fenders, intake plenum, AAMG windshield, details
- R 13 Clear styrene
- S 6 Cementable vinyl
- T 95x4 Single link tracks
- W 10 Cementable vinyl
- PE-A 120 Etched brass
- PE-B 34 Etched brass
- - 1 Turret shell
- - 1 Lower hull pan
- - 1 Length of twisted copper wire

Cookie Sewell

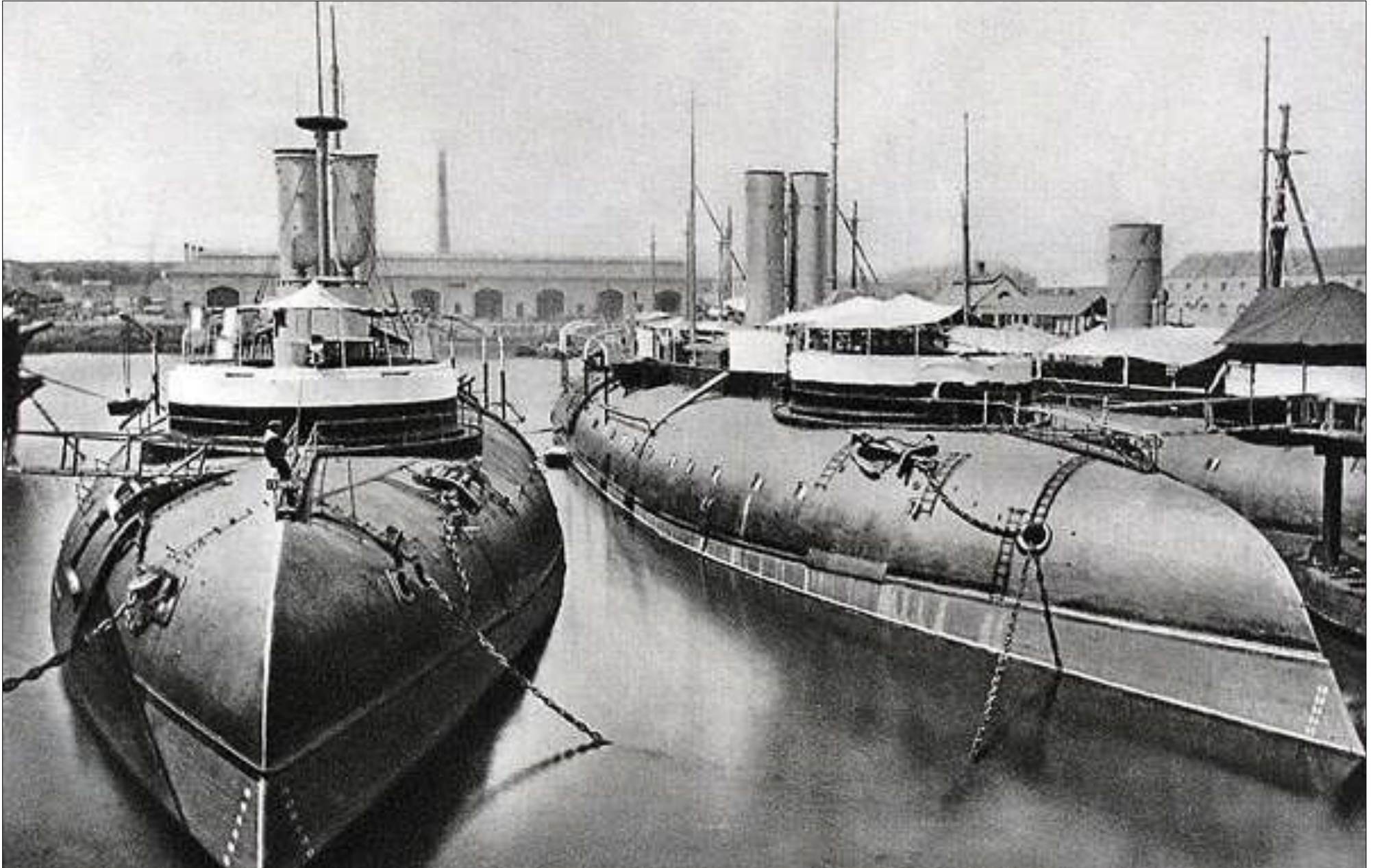


Spitfire Image of the Month



Good weathering reference picture

Naval Nostalgia



Enlisted men's berthing area

Rat of the Month



Polikarpov I-16 Type 20, 1021681; a modified I-16 Type 10 equipped with two 200 liter underwing fuel tanks

Red Ball Express Image of the Month



Red Ball Express Fuel Depot, France, 1944

Art for Art's Sake



“Last Clipper From Wake”, Pan American Airways Martin M-130 ‘Philippine Clipper’; 18” x 24” oil on canvas, 1994, © Gerald Asher

Tail Shot



FFVS J 22B; 22280 / L; Swedish Air Force Museum, Linköping, Sweden
Photo © by Jay Miller, IPMS #45, Proud IPMS-NCT member since 1964

IPMS North Central Texas

President:	Michael McMurtrey	(972) 245-2545	skyking918@verizon.net	IPMS USA # 1746
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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.

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Editor: Frank Landrus (viggenja37@sbcglobal.net) IPMS USA # 35035, IPMS-NCT Member since 1985.

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.

