



The FlakSheet

May / June 2014
All the News We Make Up to Fit



StuG. III Ausf. G Replica Alliance AirShow 10/20/13





Vultee P-66 Vanguard

The Prez Sez!

"How many of you folks are over 65?"

Someone posed this question the other day on the Hyperscale "Plane Talking" forum: "How many of you folks are over 65?"

The results were interesting. Of the thirty-eight individuals who answered the question, ages ranged from 23 (the lowest) to 89 (the highest). Even more interesting was the distribution. There were two in their twenties, two in their thirties, three in their forties, four in their fifties, fifteen in their sixties (including yours truly), seven in their seventies, and three in their eighties. The average age of those responding was 61.4; but the median was 63.5. Baby Boomers rule!

This is probably not a representative sample, and it is certainly not large enough to be rigorously scientific, but it does indicate (as if we needed more evidence) that the demographics of the plastic modeling hobby is changing. The enthusiasts are getting older, and young people today have far more things to divert their attention than we old farts had at their ages.

But the hobby is certainly not dying, as some would have us believe. This unofficial survey caused me to reflect on the state of plastic modeling when I joined IPMS in 1966. Kit choices were limited to the major US brands: Aurora, Revell, Hawk, and Monogram. Most kits were box scale; "constant scale" was a novelty, just beginning to catch on thanks to Revell-Great Britain's release of their first 1/72 kits.

Paints were the usual standard colors available from Testors and Pactra; Pactra's "scale flats" became available in the late 1960's, but colors mixed to FS 595 or RLM standards were unknown. Decals were restricted to what came in the kit, plus those offered by His-Air-Dec in their bimonthly magazine and by mail order.

And speaking of magazines, reference material was then limited to the bi-monthly IPMS magazine (a UK-produced magazine with a 4-page wrapper containing some US content), His-Air-Dec News, the occasional scale drawing in Model Airplane News or Air Progress, and a few books from Harborough/Harleyford in the UK and Aero Publishers in the USA.

"Conversions" were limited to changing paint and decals; it was only later that Airfix Magazine began to show up in the US, and in its pages we learned how to make our own conversions using balsa wood with talcum powder as a filler. And photoetching was restricted to the earliest printed circuits used in our new pocket transistor radios.

By contrast, today we live in a "Golden Age" of plastic modeling, with kits from all over the world designed using the latest CAD software, paints in every color officially specified and in various formulations, decals from specialty printers, full-color magazines devoted to plastic modeling, resin conversion parts (and complete kits), filler putties, photoetched details, etc., etc., *ad infinitum*.

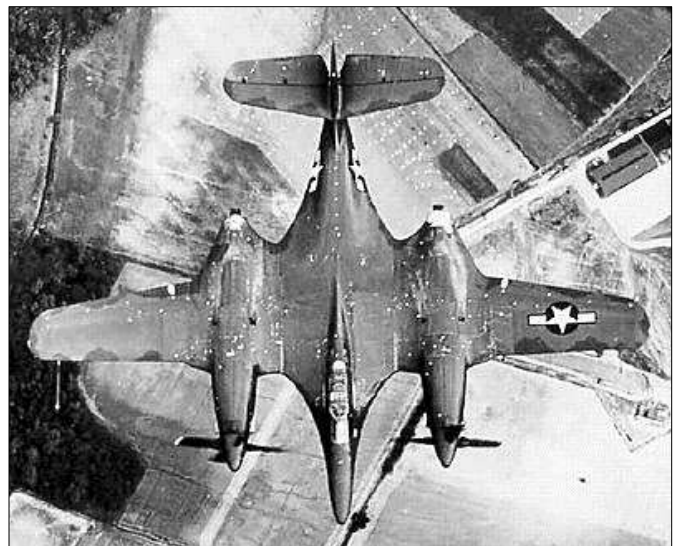
Today we have the Internet with its modeling forums that allow us to stay in instant communication with modelers from all over the world, search engines that allow us to find that obscure kit/decal/photoetch/paint we seek, and ebay and "etailers" to sell it to us, a true "global village" of modelers.

But as the demographics indicate, that global village is getting older day by day, leaving us less time to enjoy this Golden Age. The only modeling accessory we lack, it seems, is a Modeler's Fountain of Youth!

Happy modeling!

Michael

*Michael McMurtrey, IPMS-USA 1746
IPMS-Canada 1426
Proud IPMS NCT member since 2013*



McDonnell XP-67Moonbat



<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!

May 11, 2014 1:00 pm
Modeling Skills Workshop
ScaleFest 2014 Preparations / Build Session
Irving Garden & Arts Building

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

June 8, 2014 1:00 pm
Modeling Skills Workshop
ScaleFest 2014 Assessment / Build Session
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

Be sure to bring your 2015 Club build kits!

November 9, 2014 1:00 pm
Modeling Skills Workshop
TBD
Irving Garden & Arts Building





Hello again I would like to remind everyone the meeting date which is May 11th which will be at the Garden & Arts Center again. This month we will be doing preparations for SCALEFEST 2014. So if you are involved in the contest or assisting with our vendors and guests, please be sure to attend as this will be the only time we will have before May 31st. Those of you who traditionally assist with SCALEFEST please be sure we have your name so we can make the appropriate badges. Since we will be making the final preparations we will have a general building session.

THOSE OF YOU BUILDING TRUCKS FOR THIS YEAR'S PROJECT PLEASE CONTACT ED GRUENE OR ME AT THE MEETING SO WE CAN HAVE AN IDEA OF HOW MANY SETS OF DECALS WILL BE NEEDED FOR THE PROJECT. If you cannot attend the meeting please contact me via email at rls4440@yahoo.com or leave a message for me at M.A.L. HOBBY SHOP 972-438-9233

John Huggins has generously agreed to print the decals for us for this year's project. I would like to have the decals to the builders at the June meeting. Those of you who plan on building an I-16 RAT for the 2015 project please see Frank Landrus and sign up for the build.

Now we the necessary information out of the way I would like to speak on getting out of your Modeling Comfort Zones. I know that most of you have a certain scale or type of modeling you prefer, but do not let these preferences hold you back from trying other types of modeling For myself I prefer 1/35th scale military vehicles an 1/48th scale aircraft. But I also do N-Scale model railroading. Since I have been able to rejoin the club on a more full time basis I have participated in several group build in which I built 1/72nd scale aircraft, 1/700th ships an 1/48th scale aircraft and only 2 1/35th scale military vehicles. I looked at each of these projects as a chance to expand my horizon of model building. Furthermore I can blend tips and techniques from other modeling areas. I have found several great tips on scratch building and weathering for the model railroading magazines. So as I have stated earlier be open to expanding your horizons when it comes to modeling.

The meeting in June will be on the 8th and at the Garden & Arts Center. The planned agenda will be a critique of SCALEFEST and build session for the Red Ball Express. So until May 11th...

HAPPY MODELING!

Randy Spurr

Vice President I.P.M.S/NCT IPMS # 7854



Larry Joe Allen, 73, Streetman passed away Saturday, April 26, 2014 at his home. Larry Joe Allen was born July 8, 1940 in Tyler to Harold G. and Geraldine Skaggs Allen. He graduated from Forest Hill High in Jackson, Mississippi in 1957. He attended Mississippi State at the age of seventeen and acquired a Bachelor of Science Degree in Poultry Husbandry.

After graduating college Larry and Patsy (Putnam) by fate, bumped into each other at a cafe in Carthage, Mississippi after four years of not seeing each other, since high school. They married on May 16, 1962 and have been together in wedded bliss for 52 years.

Larry went into the Army in September 1962 and was stationed in Kaiserslautern, West Germany for three years. He spent eleven years in the Army serving in Vietnam for two tours. He was employed by Texas A&M University in May of 1979. He retired through the Army Reserves as Lieutenant Colonel in September of 1989.

He was employed as a county agent in Falls, Hardin and Jefferson Counties. He retired in 1992 from Jefferson County Extension Service. He and Patsy moved to Streetman in 1998. He was a member of First Baptist Church in Streetman. He enjoyed building small engines, fishing, reading, computers and building model airplanes. He was a member of East Texas Moderlers (IPMS/USA Chapter 06-50) in Tyler, Texas.

He was preceded in death by his brother, Dean Allen in 1992 and his father, Harold G. Allen in 2005. He is survived by wife, Patsy Allen of Streetman, Texas; mother, Geraldine Skaggs Allen of Streetman, Texas; children, Joe Allen and wife DuAnne of Fairfield, Texas, Dean Allen of Streetman, Texas, Donna Allen of Beaumont, Texas; grandchildren, Suzanne Osborne of Fairfield, Texas, Josh Allen and wife Lindsey of Sherman, Ashley Frank and husband Greg of Beaumont, Shaun Allen and Jessica Cheatham of Fairfield. They were blessed with seven great grandchildren and one on the way and many beloved nieces and nephews.

Visitation was held 6-8 pm Tuesday, April 29, 2014 at Griffin-Roughton Funeral Home, Fairfield. Funeral service were at 11 am Wednesday, April 30, 2014 at Griffin-Roughton Funeral Home Chapel in Fairfield with Rev. Grayson Glass officiating. Burial followed at St. Elmo Cemetery. Pallbearers were Connie Mac Skaggs, Jimmy Allen, Tony Allen, Rob Stokes, Josh Allen and Shaun Allen. Honorary pallbearers will be Tommy Allen, Steve Allen, David Allen and Roman Osborne.

An online guest book is available at www.griffin-rougton.com

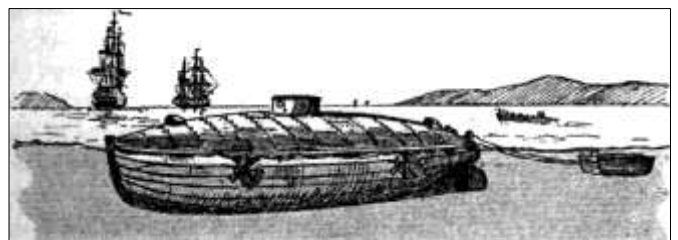


The War of 1812

There were at least two submersibles reported during the War of 1812, to one of which a British admiral attached the by then-generic name "Turtle." There is no truth to the assertion that Bushnell "returned to the charge" in the War of 1812; by that time, Bushnell, whose family had not heard from him for more than 25 years, was in his 70s and living under an assumed name in Georgia.

Captain Berrien of New York, whose small coaster was seized by Hardy's squadron in June 1813 was a man with a grudge. It cost him \$500 to ransom his vessel. On August 24 a semisubmersible torpedo boat came down the Sound from New York, but was chased off by British barges, which pursued the boat for nine miles. This was almost certainly the first appearance of Berrien's *Turtle*, a vessel that could earn Berrien many times the value of his coaster if he could sink the 74 gun HMS *Ramillies*.

June 1814 saw Berrien's semisubmersible *Turtle* reappeared in Long Island Sound. *Turtle* was an apt name for this vessel. It was 23 feet long and fully 10 feet wide, with a six-foot depth but only a foot of hull exposed above the waterline. Her very strong arched deck was covered with half-inch iron plates and painted a dirty white for camouflage. In operation, her deck was nearly awash, like a turtle. Inside, 12 men operated a crank mechanism to drive her paddle or propeller wheel.



One artist's concept (1908) of the 1814 Berrian "torpedo boat"

Torpedo Boat.—A new invented Torpedo Boat, resembling a turtle floating just above the surface of the water, and sufficiently roomy to carry nine persons within, having on her back a coat of mail, consisting of three large bombs, which could be discharged by machinery, so as to bid defiance to any attacks by barges, left this city one day last week, to blow up some of the enemy's ships off N. London. At one end of the boat projected a long pole under water, with a torpedo fastened to it, which as she approached the enemy in the night, was to be poked under the bottom of a 74, and then let off. The boat we understand is the invention of an ingenious gentleman by the name of Berrian. How far it has answered the expectations of the inventor will perhaps be learned by the following from the Mercantile Advertiser of this morning:

Loss of the Torpedo Boat.—A gentleman who arrived here last evening from Sag Harbor, informed us that on Thursday last the Torpedo Boat was run ashore at Horton's Point, opposite Faulkner's Island, and on Sunday she was destroyed by the Sylph sloop of war, and a frigate. One man in attempting to swim ashore from the Torpedo was drowned, the others made their escape. [N. Y. E. Post.

Geoffrey K. Fleming, Director of the Southold (NY) Historical Society

“Torpedo Boat -- A new invented torpedo boat resembling a turtle floating just above the surface of the water, and sufficiently roomy to carry nine passengers within, having on her back a coat of mail, consisting of three large bombs, which could be discharged by machinery, so as to bid defiance to any attack by barges, left this city one day last week to blow up some of the enemy's ships off New London. At one end of the boat projected a long pole, underwater, with a torpedo fastened to it, which as she approached the enemy in the night, was to be poked under the bottom of a 74 [as in 74-gun, ala HMS Ramillies], and then let off. The boat we understand is the invention of an ingenious gentleman by the name of Berrian. How far it has answered the expectations of the inventor will perhaps be learned by the following from the Mercantile Advertiser of this morning:

Loss of the Torpedo Boat – A gentleman who arrived here last evening from Sag Harbor, informed us that on Thursday last, the Torpedo Boat was run ashore at Horton's Point, opposite Faulkner's Isle and, and on Sunday she was destroyed by the Sylph sloop of war, and a frigate. One man in attempting to swim ashore from the Torpedo was drowned, the others made their escape.”

Behind her she towed five torpedoes on separate tethers, an arrangement reminiscent of one of Fulton's designs. The *Turtle* was laboring to round Horton's Point on the north shore of Long Island on June 26 when she was sighted by HMS *Maidstone* and HMS *Sylph*, which sent barges after her.



The HMS Sylph with the HMS Maidstone close behind by B. J. Phillips

As the *Turtle* stranded, one man drowned when he tried to swim ashore. The others washed up with their vessel, then joined the local militia in trying to drive off the barges. They salvaged her propulsion device before the British forced their way ashore and studied the *Turtle* before blowing her up.

Berrien's *Turtle* is described in detail in James Tertius de Kay, *The Battle of Stonington: Torpedoes, Submarines, and Rockets in the War of 1812* (Annapolis: Naval Institute Press, 1990), and in abbreviated form in de Kay's "Battle of Long Island Sound," in Glenn S. Gordinier, *The Rockets' Red Glare: The War of 1812 and Connecticut* (New London: New London County Historical Society, 2012), 49, 53; there are conflicting claims as to who blew up the *Turtle*, as the Long Island militia reported they removed her weighty components to get her off the beach, then placed the charge that destroyed her when the British approached, *Connecticut Gazette*, 07/06/14.



The drawing of the Silas Plowden Halsey boat shows the operator with one hand on a tiller, the other on a crank to turn the propeller and drill bit. A technical "Turtle" clone: there is a "water cock" and a "force pump" at the bottom of the boat and an "air tube to shove up when at the surface of the water." A "torpedo" is attached by a line to the drill.



*Loss of HMS Ramillies, September 1782:
before the storm breaks*

The other boat, clearly a submarine, is preserved in the notebooks of Samuel Colt, a design attributed to Silas Plowden Halsey: "lost in New London harbor in an effort to blow up a British 74." Silas Plowden Halsey made several expeditions in July of 1813 under British warships in unsuccessful attempts to attach torpedoes, apparently drowning during his last attempt.

Captain Silas Plowden Halsey, 25, had no clear grudge against the British except for the Royal Navy making his livelihood difficult. The son of a Preston, Connecticut, lawyer, militia officer, and Revolutionary War veteran, Halsey had gone to sea in 1804 and was a captain at age 19, usually commanding schooners in the West Indies and transatlantic trades.

Late in June 1813 he became captain and crew of a very different vessel, variously called a "diving boat" and a "diving bell." Unnamed "proprietors"—probably New London merchants—financed the boat in hopes of loosening the blockade of New London and profiting



Samuel Colt

from the estimated \$150,000 return for sinking the HMS *Ramillies*.

The term proprietor emphasizes that these torpedo missions were commercial undertakings somewhat like a privateering voyage. It is not clear, however, if an operator like Halsey was an investor in the project or was simply offered a share of the reward if he was successful.

In the 1840s Samuel Colt determined that Halsey's submarine included a water cock to let in water to submerge, a hand-operated force pump to evacuate the water and return to the surface, a hand-operated propeller crank that also served as an auger to attach a torpedo to an enemy ship's hull, a "conning tower" with some kind of windows around the operator's head, and an air tube. These features were similar to David Bushnell's Revolutionary War submarine *Turtle*.

It was reported that Halsey's propelling "paddles" were efficient enough to move the craft at three miles an hour, making a trip out to the HMS *Ramillies* feasible. New London metalworker John Sizer built Halsey's torpedo, presumably with a clockwork trigger mechanism as in Bushnell's and Fulton's designs.

While the *Connecticut Gazette* indicated that the submarine was for defensive purposes, in case British vessels tried to enter New London Harbor, Halsey reportedly made three voyages into the Sound to attach his torpedo to the keel of the HMS *Ramillies*.

Robert Fulton doubted the reports of Halsey and his boat. "Did you see him and it?" he asked Decatur. He claimed that New Yorkers thought it was "a farce to create alarm in the enemy," and he doubted that the craft could withstand the pressure of descending to the 22-foot depth of the HMS *Ramillies*'s keel. Perhaps he was correct, as Halsey drowned in his submarine during his last attempt.

Editor Samuel Green of the *Connecticut Gazette* reported on July 21, 1813, "Since the attempt of the renowned *Halsey* of Preston, in a Torpedoe, the British ships have taken new ground for anchorage; & for some time before tripped their anchors every few hours.

The commodore [Hardy] has frankly confessed that the apprehensions of some yankee trick has given him great anxiety. He knew of the Halsey Torpedoe, and mentioned the names of persons whom he said were the proprietors. He confesses that the torpedoes are among the acknowledged weapons of national warfare; altho' personally opposed to them. He never having used even hand grenades in any vessel he has commanded."

Frank Landrus

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



POLAND



FIRST TO FIGHT

Polish Wings: The Flying Carps

Compiled by John Walen



"Karaś" at the air show in Stockholm 1936.

Okay, so your thinking the article title should read "Flying Carpets" not carps. No mistake, this article looks at the PZL 23 Karaś and Karaś is the Polish word for carp...actually Crucian Carp.

The PZL.23 Karaś was a Polish light bomber and reconnaissance aircraft designed in the mid-1930s by PZL (*Państwowe Zakłady Lotnicze* - State Aviation Works). PZL was the main Polish aircraft manufacturer and operated from 1928 to 1939. The Karaś was the main Polish bomber and reconnaissance aircraft used during the Invasion of Poland.

The aircraft was developed in 1931 to replace Breguet 19 and Potez 25 aircraft in the Polish Air Force. The main designer was Stanisław Prauss who based the design on a passenger transport project (PZL13) that was only a "paper" proposal. The design was a low-wing monoplane of all-metal construction with wings built around light closed profiles instead of spars (introduced first in PZL19). The first prototype flew on 1 April 1934, followed by the second prototype later that year.



PZL 23A - Along with the earlier version of the Pegasus engine, the "A" had a leading edge slat that was deleted from the "B"



PZL 23B

In the third prototype, the pilot's seat was raised and the engine was lowered to provide a better view. This prototype was accepted for a production, with the name Karaś (in Polish - the crucian carp). The first series, PZL 23A was fitted with a Bristol Pegasus radial engine of 670 hp. produced in Poland under license. Since this engine proved to be unreliable, the final variant PZL 23B was fitted with a newer Pegasus VIII of 720 hp. Regardless of the engine, all Karaś were equipped a two-blade propeller.

The crew consisted of three: pilot, bombardier and a rear gunner. The bombardier's combat station was situated in a gondola underneath the fuselage, where he could also operate an underbelly machine gun. The fixed undercarriage was spatted, but despite a massive look, it was not suited for rough airfields. Bombs were carried under the wings: the maximum load was 1,500 lb.

In 1936, 40 PZL 23As were produced. Between late 1936 and February 1938, 210 PZL.23Bs were produced with the new engines. They were also known as Karaś A and B or Karaś I and II. The Bristol engines were licensed for use in Poland only, so for export purposes the Gnome-Rhône 14K was used. There was one major export variant of the PZL 23 - the PZL 43. Twelve "A" were built for the Bulgarian air force and delivered in 1937. This model differed by having the 930 hp Gnome-Rhône radial engine, improved crew accommodation, and armament increased by the addition of a second forward-firing machine-gun.



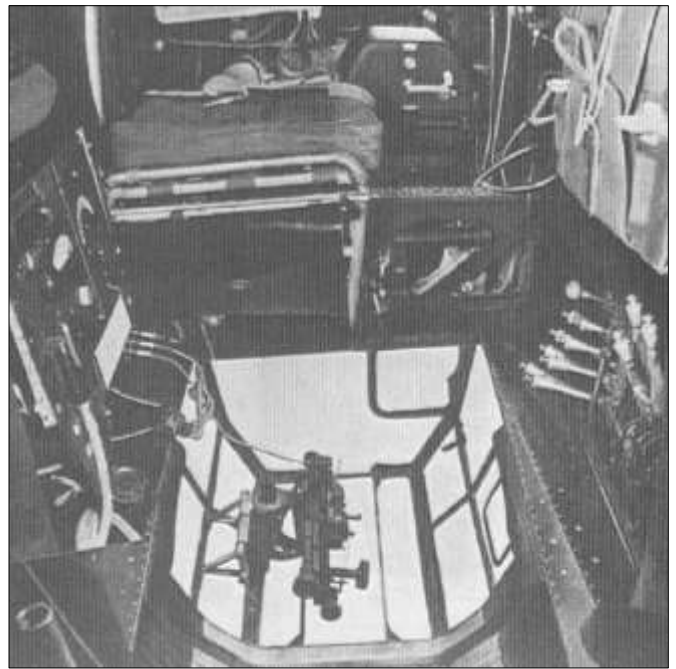
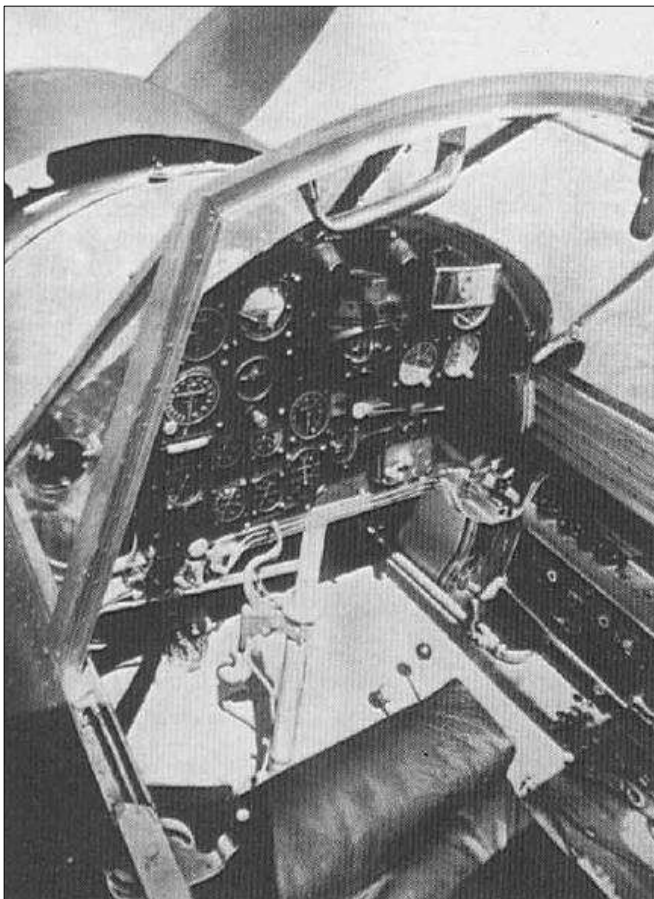
PZL 23B



PZL23B of 21 Squadron just prior to outbreak of war

The excellent performance of the P.43A Karaś led to repeat orders, totaling 42, for a further improved P.43B Karaś with the 980 hp Gnome-Rhône N.1. Of this total 33 were completed and delivered by August 1939; of the balance, eight had been packed for shipment and the ninth was in final assembly. With the outbreak of World War II, these aircraft were seized for service with the Polish air force, but only five survived the initial German bombing attacks on the P.Z.L. factory and were flown off to serve with No. 41 Squadron.

Forty PZL 23As were delivered to the Polish Air Force in late 1936. Due to engine problems, their service ceiling was limited and they were used only in a training role, being fitted with dual controls. A total of 210 PZL 23Bs were delivered to the Air Force from 1937. They became the main armament of Polish bomber and reconnaissance "line squadrons", in the 1930s replacing Breguet 19, Potez 25 and Potez 27 biplanes.



By 1939, the PZL 23B Karaś was obviously obsolescent. Its main deficiency was its low speed (167 mph cruise and 198 mph maximum) but a lack of maneuverability was also a major problem. The aircraft was forbidden to exceed 198 mph due to dangerous flight characteristics.

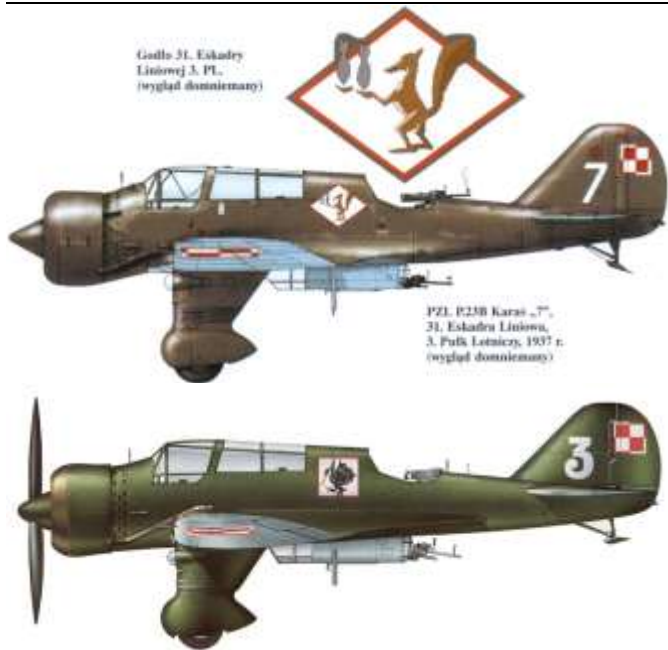
At the time of the German attack and invasion on September 1, 1939 there were 12 first-line squadrons equipped with a 114 PZL 23B Karaś. Aa further 75 PZL 23B and 35 PZL 23A were in training, held in reserve, or under repair.

The 114 PZL 23B Karaś were operational in five bomber squadrons (*Eskadra Bombowa*) of the Bomber Brigade (other squadrons of the Bomber Brigade were equipped with the twin engined PZL 37 Los) and seven Army reconnaissance squadrons, each with about 10 aircraft.

These squadrons were responsible for the bulk of the bombing and reconnaissance operations of the Polish air force during the first 16 days of the war. On September 2, 1939 one PZL.23B of the 21st Squadron bombed a factory in Ohlau which was the first bomber attack on German territory.



PZL 23 undercarriage detail



From the summer of 1943 the remaining Romanian PZL 23s were relegated to training duties. Fifty PZL.43s and PZL.43As were used in Bulgaria for training until 1946, known as the "Chaika". No PZL 23s were left in Poland after at the end of WWII.

Due to their low speed, lack of armor and especially fighter protection, PZL 23s suffered high losses. Many were shot down by German fighter aircraft, but they also shot down a few in return.

Despite lack of armor, crews often attacked German columns from low level, making their aircraft vulnerable to AA fire. Some 20 aircraft crashed on rough field airfields. About 120 PZL.23s were destroyed in the short war, but only 67 due to direct enemy action. Only a small number were destroyed on airfields with the only successful *Luftwaffe* attack on Polish combat units on an airfield during the campaign occurring on September 14, at Hutniki, against PZL.23Bs of the Bomber Brigade. The five squadrons of the Bomber Brigade delivered about 52-60 tons of bombs during the campaign and the Army squadrons about 12 tons of bombs.

After the collapse of Poland, about 30 PZL 23s from both first-line and training units fled to Romania. After receiving a major overhaul, 19 of these aircraft were impressed for local service, and saw combat on the eastern front, flying reconnaissance and bombing missions over the Crimea and Don river, and were withdrawn from the front in January 1943, following the collapse of the Axis troops at Stalingrad.



Prototype P-23



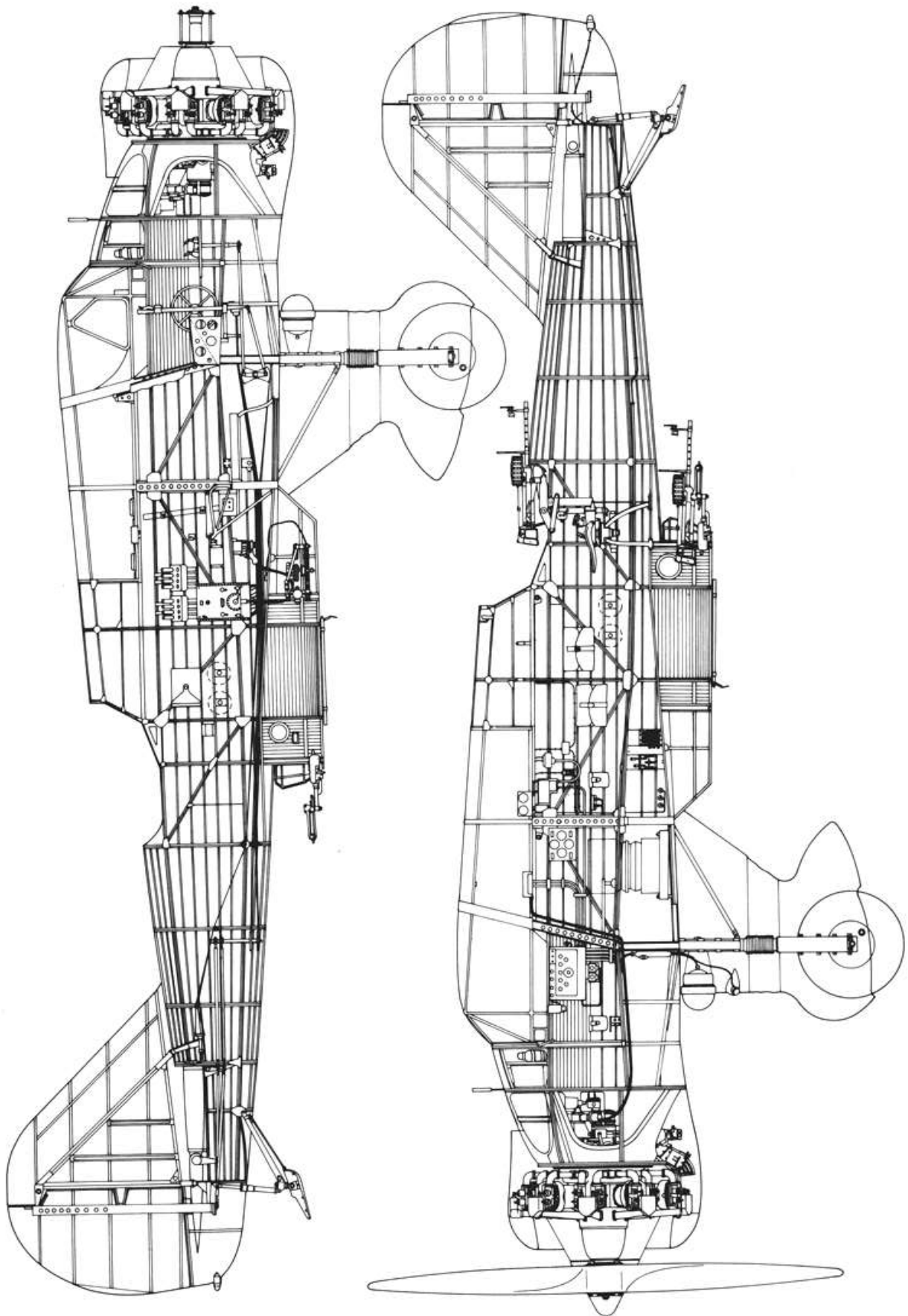
Prototype P-23 / I at the exhibition Metallurgy, Electrical Engineering and Industry in Warsaw 1936.



PZL 43 – Bulgarian markings



PZL-43



Modeling the PZL Karaś 1/48

Mirage Hobby (<http://www.mirage-hobby.com.pl/>) has released several kits of the Karaś. This is a well-engineered, highly detailed kit featuring injected plastic clear parts and photoetch.



481303 PZL-23A Early Version



481305 PZL-23B 1939 Campaign



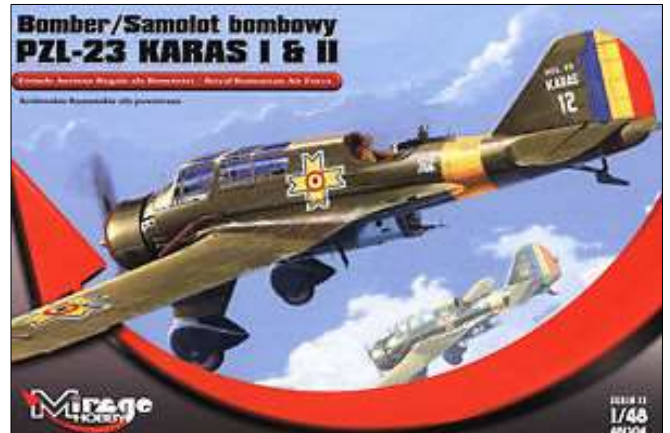
480001 PZL-23B



480002 PZL-23B



134831 PZL-23B Warsaw Model Center Special VIP



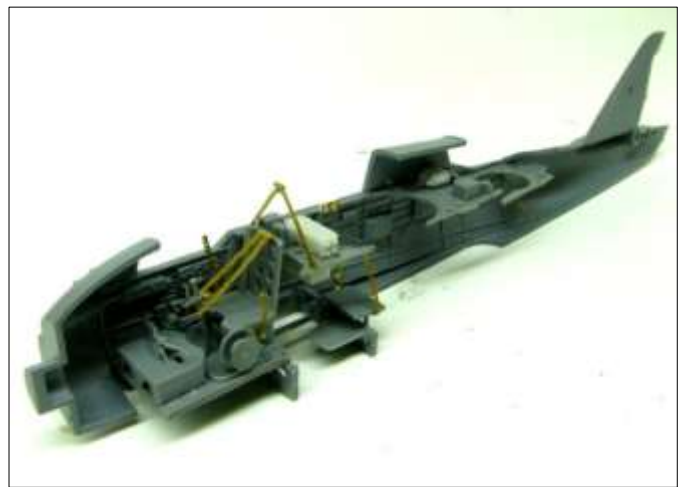
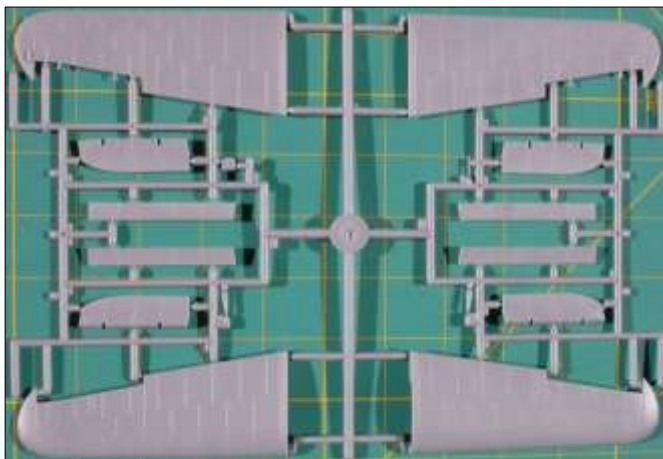
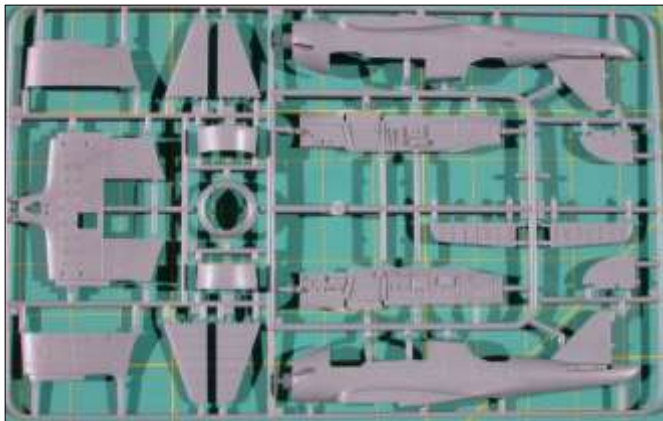
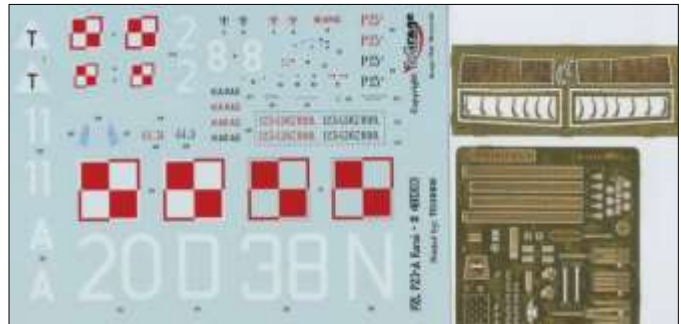
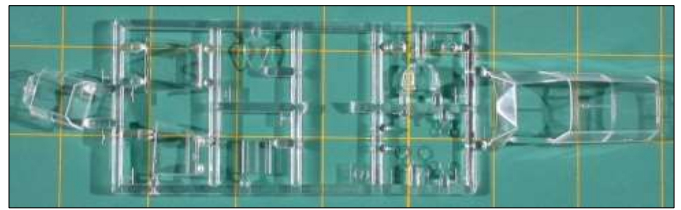
481304 PZL-23A / PZL-23B



481311 PZL-43A Luftwaffe 1940



481313 PZL-43 Polish



The cockpit is very detailed with separate full sidewalls with nearly 40 parts making up the cockpit assembly. The kit also features separate ailerons, elevators and rudder.

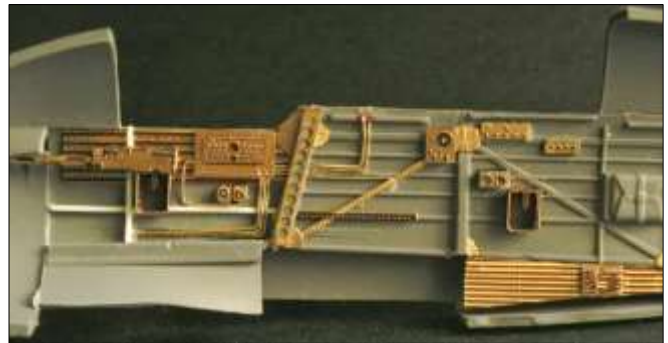
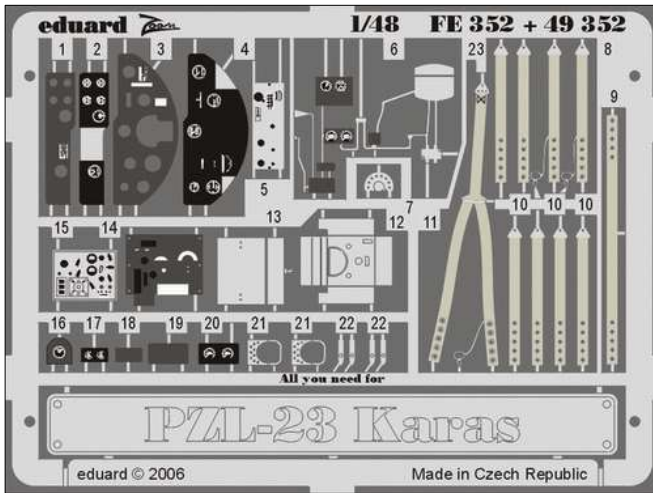
Dragon (www.dragononlineusa.com) has had two of these kits on special for \$25.00 for the past few weeks

Mirage Hobby 1/48 Bomb Set for PZL Karaś



448001 1918-1939 Polish Bombs

Eduard Photo-etch Set for Mirage Hobby Karaś



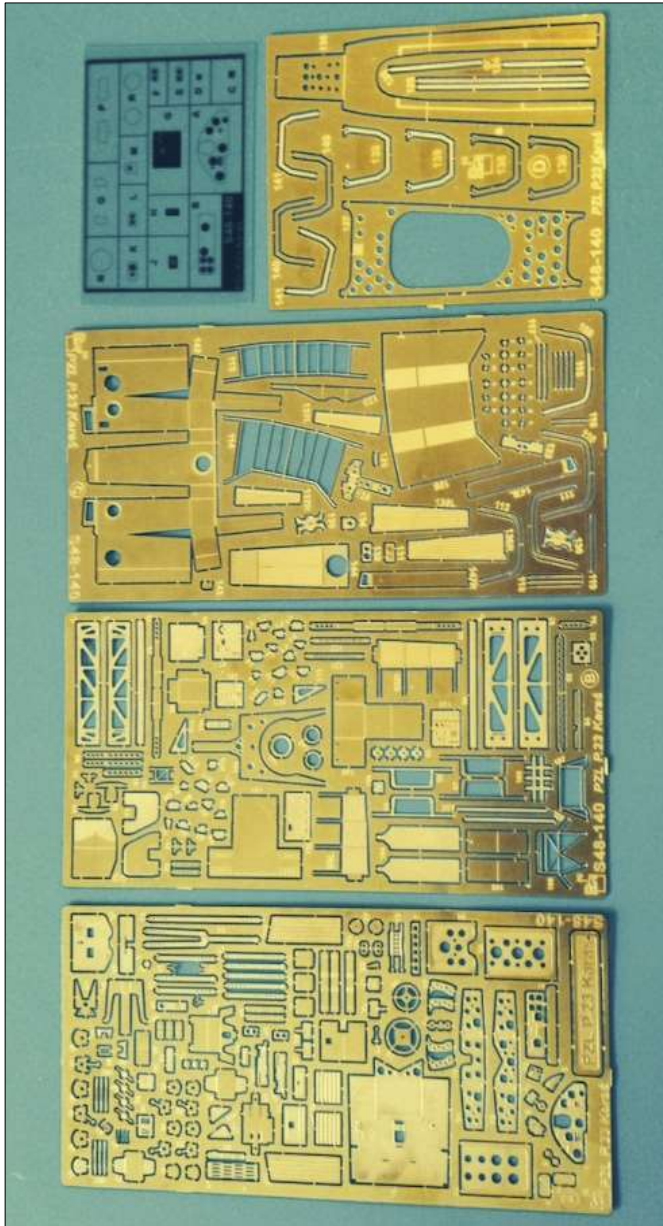
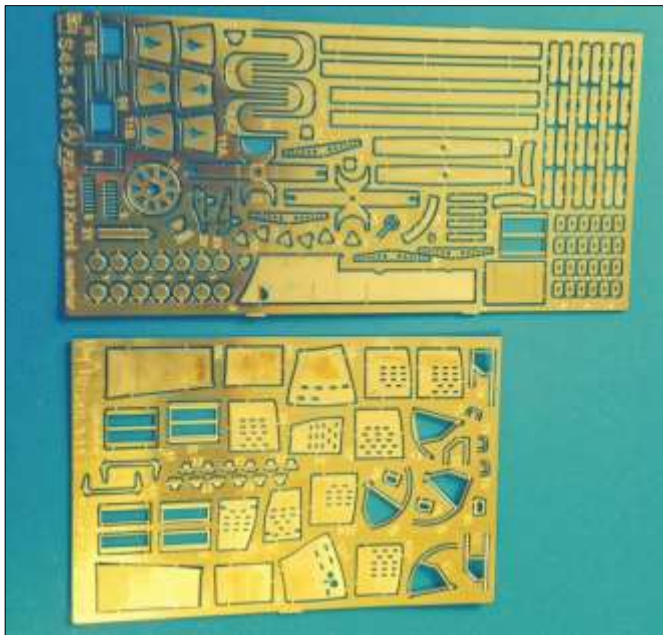
Part Photo-etch Set for Mirage Hobby Karaś



*Part S48-140
Interior Detail Set (4 frets)*



*Part S48-141
Exterior Detail Set (2 frets)*



Exterior Detail Set (2 Frets)

Part photo-etch detail sets are hard to find in the US. I found both PZL 23 sets on ebay, sold by Jadar Hobby in Poland. This seller carries the Part range of photo-etch sets. Jadar also has an internet store: www.jadarhobby.pl. Click on the Union Jack flag link to get the English language version.

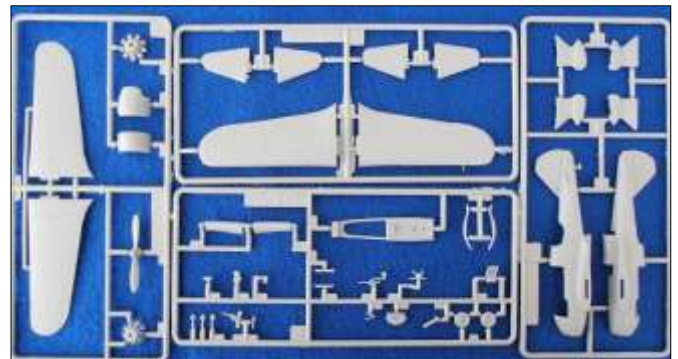
1/72



Heller 247 PZL-23 Karaś



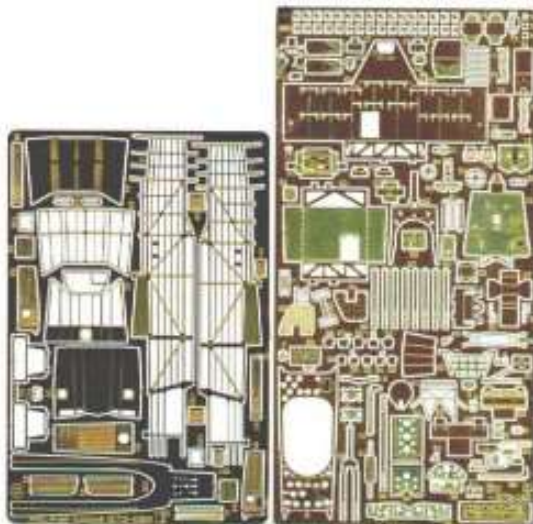
Heller 80247 PZL-23 Karaś



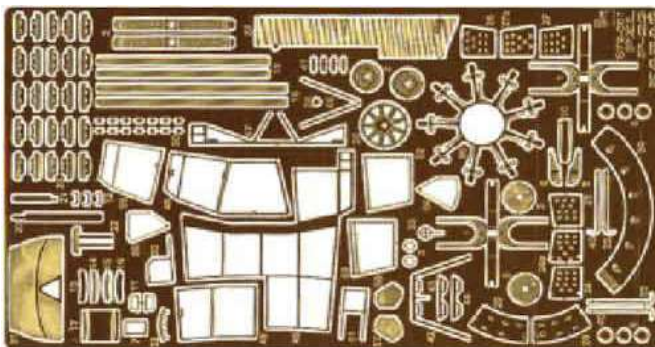
ZP Ruch P-721 PZL-23A Karaś



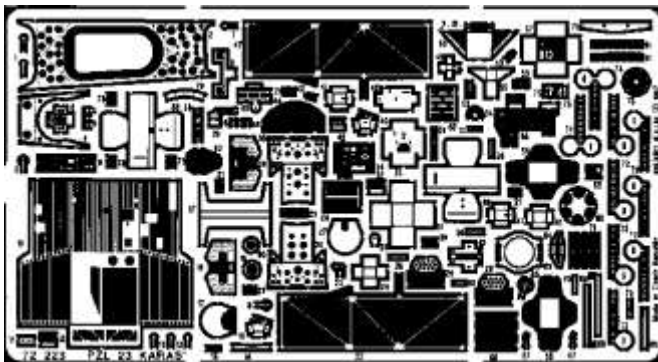
*SK PZL-23A/B Karaś
(A re-pop of the Heller kit)*



*Part S72-080
Exterior Detail Set (2 frets)*



Part S72-081



Eduard 72223 1/72 PZL-23



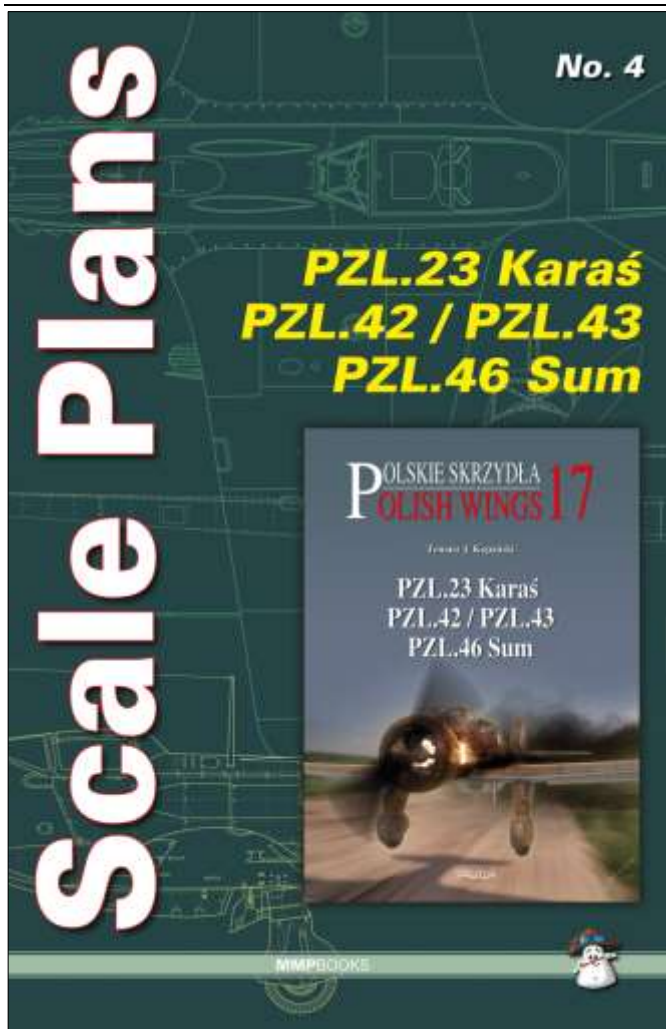
*Polish Wings 17
By Tomasz Kopański*

The book has more than 200 photographs, mostly previously unpublished, and many specially commissioned color profiles of camouflage and markings. Each lavishly illustrated section includes a capsule variant history with color plates of typical aircraft schemes. Photos and extended captions support all artwork. And the whole compact compendium concludes with a superb précis of Polish, Romanian and Bulgarian camouflage – complete with FS matches

This is an excellent reference book, an interesting read, and highly recommended.



Polish Wings 17, page 24



The book is a supplement to Polish Wings 17 featuring 1/72 and 1/48 detailed scale plans for the PZL.23 Karaś, PZL.42 / PZL.43, and PZL.46 Sum. Illustrated by Dariusz Karnas in A3 format with 12 pages.

PZL.23 Karaś Internet Links

Great collection of PZL 23 pictures -

http://www.youtube.com/watch?v=Ws_QKJHz3C4

Really neat computer generated images of Polish PZL 23s in flight -

<http://www.youtube.com/watch?v=sUcPAfgDXdg>

Computer generated images of Rumanian PZL 23s in flight -

<http://www.youtube.com/watch?v=d6kCsCuultc>

Images of the pages in the MMP Polish Wings PZL 23/43/63 book -

<http://www.youtube.com/watch?v=qWTzS2aGJZg>

Another collection of pictures of the PZL 23 -

<http://www.youtube.com/watch?v=PwdfKxrjAhs>

Facebook PZL-23 Karas -

<https://www.facebook.com/pages/EKSPEDYCJA-PZL-23-KARA%C5%9A/195030817333723>

PZL.23 Karaś Models



Mirage Hobby PZL 23 built by Mike Grant (Modelpix)



*Mirage Hobby 1/48 PZL 43 built by Ted Mamere
(aeroscale.co.uk)*



Mirage Hobby PZL 23 built by Maxim Huen



*Heller 1/72 PZL 23 built by Alex Stela
(findmodelkit.com)*

Kit Pick of the Month

Xuntong Model 1/48 Tupolev Tu-2 Series



Xuntong Model B48001

Released in February, these are the first kits from this Chinese company and they appear to be winners. There are three kits representing three different variants of the Tupelov Tu-2: the VS, the S, and the T.

The kit is molded in light gray styrene and presented on eleven parts trees (duplicate trees not shown) and one tree of clear parts. According to the kit box, there are 357 parts in this kit. Among the kit's features and options:



Xuntong Model B48002



Xuntong Model B48003

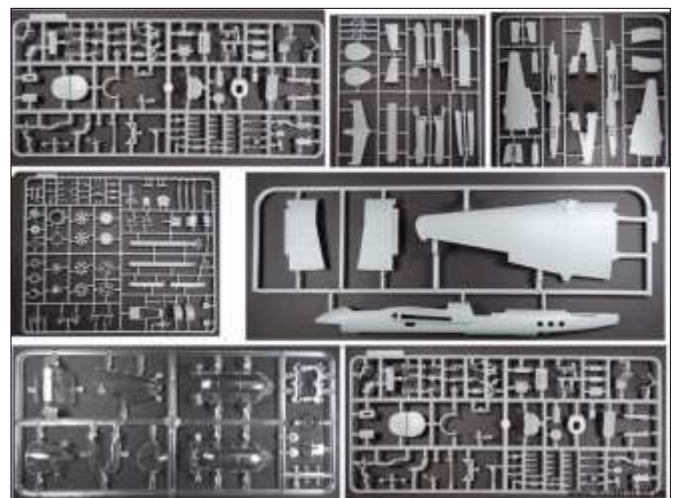
Features:

- Nicely detailed cockpit
- Nicely detailed radio compartment
- Choice of radio antenna types
- Detailed ASh engines
- Cowling covers can be left off to reveal engines
- Choice of open or closed cowling intakes
- Choice of open or closed bomb bay doors
- Detailed bomb bay
- Choice of open or closed forward dorsal gun window
- Choice of open or closed dorsal gun window
- Choice of open or closed ventral gun doors
- Two detailed dorsal guns
- Detailed ventral gun
- Positionable elevators
- Positionable ailerons
- Positionable flaps
- Optional external bomb racks with bombs

Kit B480001 Markings for six aircraft in Soviet, Chinese, Polish and Bulgarian air forces.

Kit B480002 Markings for 8 aircraft in Soviet, Chinese, Polish, North Korean and Bulgarian air forces.

Kit B480003 Markings for 6 aircraft in Soviet, Chinese, Polish, North Korean and Bulgarian air forces.



Xuntong Model B480001 Spures



AKAH
The best plastic technology

Subject Sets of six № 47322
Modern Russian Air Force
Su - 37-2 (side № 711)

(In a set the colors reproduced from real fragments of planes are offered)

Black Green № 71043	White № 71046
Red № 71045	Yellow № 71044

Product non-flammable, non-toxic.
Subject Sets of six water based acrylic model paints. Shake and stir well before use. Dilute 5-10% with water if required. Use brush or airbrush. Avoid eye contact. Flush immediately with plenty of water. Keep out of the reach of young children.

Made in Finland for AKAH, Moscow, Russia
Distributor: Linden Hill, Ltd.
P.O. Box 543, Crugers, NY 10521, USA.

Modern Russian Air Force
Su - 37-2 (side № 711)
№ 47322

AKAH logo and barcode.

AKAH
The best plastic technology

Subject Sets of six № 47306
USSR Air Force WW II 1943-45

(In a set the colors reproduced from an actual album of samples of paints are offered)

Blue № 72022	Red № 72021	Black № 72026
White № 72044	Grey-12 № 72040	Green № 72030

Product non-flammable, non-toxic.
Subject Sets of six water based acrylic model paints. Shake and stir well before use. Dilute 5-10% with water if required. Use brush or airbrush. Avoid eye contact. Flush immediately with plenty of water. Keep out of the reach of young children.

Made in Finland for AKAH, Moscow, Russia
Distributor: Linden Hill, Ltd.
P.O. Box 543, Crugers, NY 10521, USA.

USSR Air Force
WW II 1943-45
№ 47306

AKAH logo and barcode.



Kit B480003 Contains markings for six aircraft in Soviet, Chinese, Polish, North Korean and Bulgarian air forces.

Looking for Soviet and Russian Air Force paints? Check out the AKAH line of acrylic and acrylic lacquer paints sold by Linden Hill Imports at www.lindenhillimports.com.

The AKAH line offers an extensive range of pre-war, WWII, post-war, and Soviet and Russian contemporary colors. They also offer RAF and Luftwaffe WWII sets. The paints are made in Finland and sold by Russian company. They also carry Neomega and Vector resin detail sets and their own line of Soviet and Russian decals.

The paints are available separately or in six packs.

**Walen's
Man Doll of the Month
(Action Figure)
DAM Toys 1/6
Zombie German SS Officer**



Zombie Ge 93031

**A zombie is awful. A Nazi is worse. Imagine the evil
of a Nazi Zombie!
...but wait!
Save Money! Buy the Zombie Duo Set!**



Zombie Ge 93031

Walen's Game of Thrones Figures of the Month Dark Horse



Jon Snow



Khal Drogo

The figures measure each approximately 7.5" in height, and are based on the likeness of the respective actors, all of whom have approved the sculptures. "We have been quietly developing these for some time," Dark Horse Product Development head David Scroggy remarked, "and we decided to make these non-articulated, in order to capture all of the small details that would be at risk in a traditional jointed action figure. That is why we are not using the term 'action figure,' although that is what many might call them." The first series consisted of five figures (Jon Snow, Ned Stark, Daenerys Targaryen, Tyrion Lannister, and Khal Drogo) and retail for \$25.00 per figure.

The next series of five figures will be released in July 2014 and will include a White Walker, Jamie Lanister, Cersei Baratheon, Robb Stark and Arya Stark. The figures are available online at Amazon and other specialty sites. Please note that based on internet review, there can be variations in the paint that can significantly impact the depiction of the character. What is interesting is that if the actors approved the sculptures, why is there such variation in the facial scupts. While Jon Snow and Khal Drogo are somewhat close, you have to wonder which actress Dark Horse chose for Daenerys Tagaryen.



Daenerys Targaryen

Vigg's WoMan Doll of the Month (Action Figure) Hot Toys 1/6 Captain America: The Winter Soldier Black Widow



One of S.H.I.E.L.D.'s greatest female spies, Black Widow, will be coming back into action with Captain America in the upcoming *Captain America: The Winter Soldier* movie.

This 12 inch Black Widow figure is going to be **Hot Toys** third attempt at perfecting Scarlett Johansson as Black Widow. The figure itself features the movie accurate image of Scarlett Johansson with a newly developed head sculpt with straight brownish-red real fabric hair, newly designed tight-fitting costume made with multiple materials, detailed weapons and accessories. Among the accessories are the usual interchangeable hands, her signature pistols, bite bracelets, a mobile phone and the standard figure base with the movie logo.



*Preaching
to the
Choir*
By the Reverend Mark Smith

LS 1/72 Mitsubishi Ki-15 ‘Babs’



Three or four months ago I shared an old build here from the LS kit of the Mitsubishi C5M2 Type 98 reconnaissance aircraft, the final version of the “Babs” as used by the Japanese Naval Air Force in World War II.

The aircraft was originally an Army Air design, however, and LS made the kit in three other forms that are still available under the ARII label: the civil ‘Kamikaze,’ the Ki-15-I in JAAF colors which externally was virtually identical, and the beautifully redesigned Ki-15-II, the subject of the model pictured here.

The only other production type not represented in this group, the C5M1 built for the JNAF, can easily be built from the LS Ki-15-II kit by omitting the propeller spinner, as its other differences were internal and equipment-related.



They’re fine kits still, and have somehow stayed in production at inexpensive prices since their appearance thirty-five years ago. One could spend five times as much on a new-release RS or Sword kit that may or may not be as good.

With its more powerful engine, this last Army version briefly maintained the necessary performance edge for the Type 98 in its recon role.

There is a fascinating three-minute wartime feature that has appeared at

http://www.youtube.com/watch?v=ZYkTtJJ_0vY

showing what a nimble airplane it was; it features a Ki-15-II of the 8th clearly showing its distinctive “Octopus 8” tail marking. The last few seconds show the aircraft landing and the observer handing a ground crewman what appear to be the camera and two film magazines.

I believe that two different aircraft may have been shown in the clip, but in any case the camouflage is very careful, of flat finish, and extremely clean.

One can observe that the radio-compass directly in front of the pilot was so large as to block his forward vision to a surprising degree, and there is a brief flash of a very large light-colored camera being used by the observer as he shoots through the large side window.

This film also nicely demonstrates how the canopies opened; it wouldn’t have been much fun trying to get out of this airplane in an emergency.





I was inspired to build this particular model after seeing Kikuo Hashimoto's artwork showing the white home defense bands and striking tail markings of the 17th Independent Chutai. Besides its beauty, it was a good candidate to avoid decals, all its markings being pretty straightforward geometrically for making stencils and spraying paint. I used clear cellophane tape for the landing light lens and for the fuselage side windows.

As to further details, the engine is the kit's weakest point, and unfortunately Vector hasn't gotten to the Ha-25 yet. Yet another reason Rob Taurus should tackle this model with an upgrade set! One can use the superior cockpit parts from the Mania / Hasegawa "Babs" kit, with a little fiddling – as well as extrapolation from other Japanese recon and communication types of the period, and the cockpit drawings in the previous article made in England after 'Kamikaze' landed at Croydon.

Those drawings are good general guides but having said that, besides camera equipment it's hard to say what went where. The Ki-51 Sonia, a Mitsubishi contemporary which is better documented internally, might be worth a look for ideas.

The Ki-15-II apparently had different equipment from the military -I version for the RDF / radio-compass equipment, and the LS kit reflects that, but the later generation equipment and military configuration with reconnaissance cameras and radio gear were bound to make for a quite different setup.

The best source to try to reproduce camera and radio equipment would be Robert Mikesh's *Japanese Aircraft Equipment 1940-1945* (Schiffer), which is a very fine companion to his earlier *Japanese Aircraft Interiors* (Monogram, long OOP) – and easier to find now.

I mentioned in the earlier article that the Ki-15 – any version – is not even in the index of the massive *Interiors* book; sadly that's the same case in *Equipment*. The fact that Mr. Mikesh has always been scrupulous to make no claims without documentation that he found convincing has only made his work more credible, and in the same way he avoids guesses.

But in the case of the Ki-15 / C5M aircraft, a modeler might need to do so, especially if the rear canopy is opened. That could begin with the great coverage of Japanese aerial cameras in the *Equipment* volume. The best Japanese camera may have been the Konica copy of the American Fairchild F-8! Is that the one to choose? In the Mikesh tradition, I can only offer the words of Francis Urquhart, the original FU of the original *House of Cards*: "You might very well think that; I couldn't possibly comment."

I cut the front canopy section of the model with in order to pose it open, scribing its cathedral fold down the middle until it could be gently folded. I missed a key detail here, however, something I learned of only when Ed Esposito saw the model and pointed out that the bottom corners of the opening section travel on tracks on the inside edges of the stationary canopy sections, instead of appearing freely suspended as on the model. (I remember the diplomacy with which he imparted this painful piece of information...we miss you, Ed).

Only the final C5M2 version had a more traditional canopy with a sliding section. Visibility was a notable problem in the earliest Ki-15 design, and the canopy sill was deepened early in production of the -I series, and even further on the later versions, with retrofits confusing the issue a bit more for modelers. Another matter of 20/20 hindsight on the model involves the overall color. I would choose a darker shade of light grey-green, with the olive tone, a color now associated with the Zero.

The Ki-15-II was produced by Mitsubishi during the time it was making the Zero fighter, and several existing relics that are clearly identified as being from the Ki-46 "Dinah" airframes (the Mitsubishi aircraft that replaced the "Babs") have been tested with modern methods that indicate that the same light olive-grey was used as an overall color; it makes sense to me that the same color would have been used for the Ki-15.

An excellent post on this color, and how it was corroborated through relics from a crashed Ki-46-II airframe brought down over Coomalie, Australia in July





1943, is found here:

<http://www.aviationofjapan.com/2010/04/ki-46-colours.html>

The Chinese reportedly operated several Ki-15s captured at Harbin after the war, not retiring the last one until 1951. But none remain. What a great subject it would be for a replica. I would like to see the looks on their faces at Oshkosh when this one emerged from the distance and floated into the pattern.

Many thanks to Nicholas Millman this month, who kindly agreed to tell us about the 17th - one of the most interesting units in the JAAF hierarchy, but one with a complex history that has remained largely hidden for those of us who can't read Japanese. His article appears here for the first time. Nick's most recent books are the Osprey titles *Ki-44 Shoki Aces* and *Ki-27 Nate Aces*. His blog, Aviation of Japan

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

is not to be missed if you are interested in the subject. Welcome to the Flak Sheet, Nick. And my appreciation to Mike Quan, who kindly provided these photographs – as well as “covered parking” for this model over the last thirty years.



JAAF Ki-15 II - Jacob Terlouw, AoJ

Mark Smith

Proud IPMS NCT member since 1980

T-Shirt of the Month



Available from Eduard.com

New ScaleFest Award Best WWII British Aircraft Sponsored by John Walen





Stragglings With

Nicholas Millman

The 17th Dokuritsu Hiko Chutai



These two models represent the two color schemes most commonly worn by the 17th's Ki-46 "Dinah" aircraft - which photos consistently show as scrupulously maintained and generally very clean. The brown over grey-green was built from the Marusan / UPC kit and the overall grey-green bird is from Tamiya. The brown over grey scheme may or may not have been used by Ki-15s. The brown shade was designed to match the color of the earth on the expansive Kanto Plain, which was a physical background for most of the 17th Group's missions."

The 17th Independent Air (or Flying/Flight) Squadron (in Japanese *Dokuritsu Hiko Dai 17 Chutai* - 独立飛行第17中隊 - literally 'Independent Air No.17 Squadron') had its origin in the 101st Independent Air Squadron established in Japan in July 1941. The unit was originally equipped with the Type 97 Headquarters Reconnaissance Aeroplane (97 *Shiki Shireibu Teisatsu-ki* 九七式司令部偵察機) known as the '97 Shi-tei' (九七司偵) and usually referred to in the West as the Ki-15 "Babs".



Mitsubishi Ki-46-II of the 17th



*Mitsubishi Ki-46-II of the 17th, based in Tokyo, 1945
Vincent Dhorue*

The unit marking was a stylized bird silhouette in black or red superimposed on a broad white horizontal band across the fin and rudder. The Flight (Shotai - 小隊 - usually three aircraft) and aircraft number within the Flight were indicated by a coloured star on the rudder for the Flight leader and one or two diagonal stripes painted on the fin for the second and third aircraft in the flight.

Following the Doolittle raid on Japan in April 1942 the air defense capability of the homeland was urgently reviewed. The 17th Air Brigade (*Hiko Dan* - 飛行団) was established on 30 April 1942 to provide air defence of the Kanto sector, which included the Imperial Palace, the Tokyo-Yokohama area, Tachikawa and other vital points.

The new Air Brigade comprised the 244th and 5th Air Regiments (*Hiko Sentai* - 飛行戦隊) both initially equipped with Type 97 fighters (Ki-27 'Nate'), the 4th Independent Air Squadron equipped with Type 2 two-seat fighters (Ki-45 'Nick') and a Brigade Headquarters Reconnaissance Squadron which was to be the 101st.

In August 1942, following assignment to the HQ of the 17th Air Brigade, the 101st was formally redesignated as the No.17 Air Brigade Headquarters Reconnaissance Squadron (*Dai 17 Hikodan Shireibu Teisatsu Chutai* - 第17飛行団司令部偵察中隊) and began operating a mix of 97 *Shi-tei* aircraft together with the elegant twin-engined Type 100 Headquarters Reconnaissance Aeroplane (100 *Shiki Shireibu Teisatsu-ki* - 百式司令部偵察機) known as the '100 Shi-tei' (百式司偵) and usually referred to in the West as the Ki-46 'Dinah'.



Mitsubishi Ki-46-III of the 17th



*Mitsubishi Ki-46-III of the 17th
Tamiya 1/48 by Mark Smith*

The role of the unit, based at Chofu and under the command of Capt Takahiko Yasuda, was long range air defense reconnaissance for the Kanto sector, conducting continuous sector patrols of the approaches air space, reporting incursions in co-operation with coastal radar units and then tracking enemy formations to provide a running commentary on their type, number, altitude and heading to facilitate interception by fighter units.

Each sector patrol was usually flown by a flight of three aircraft, one of which would track any incursion sighted whilst the others continued to patrol. Although an organic part of 1st Air Army the 17th Air Brigade was under the operational control of Eastern Army Command for air defence purposes. In January 1943 Capt Kitagawa who had previously served with the 81st Sentai took over command of the reconnaissance unit.

With re-assignment as a brigade HQ squadron the marking of the unit changed to a stylised '17' in red laid over a horizontal bar in cobalt blue symbolizing the headquarters status (cobalt or sky blue was the arm of service colour for Army Air and was usually used to denote command status).



*Mitsubishi Ki-46-III of the 17th
Tamiya 1/48 by Mark Smith*



Mitsubishi Ki-46-II of the 17th

Stars and diagonal stripes continued to be used to indicate aircraft within Flights but this system was later simplified to display one to three coloured horizontal stripes painted on the rudder.

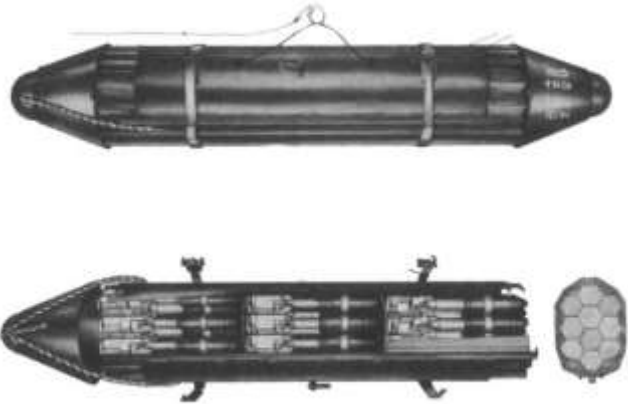
On 10th March 1944 the 17th Air Brigade was re-organized and expanded to become the 10th Air Division (Hiko Shidan - 飛行師団) under the temporary command of Maj Gen Shoichi Sato with a strength of six fighter regiments and one independent air squadron. At the end of March the 17th Air Brigade's former HQ reconnaissance unit was re-designated as the 17th Independent Air Squadron (*Dokuritsu Hiko Dai 17 Chutai* - 独立飛行第17中隊), the title by which it is best known in Western documentation and depictions. In May 1944 the 10th Air Division Division was transferred from 1st Air Army to the direct command of the CinC of the General Defence Command (GDC) with operational control remaining with Eastern Army Command.

At the time the 17th was rated as of average ability and listed as having no less than 50 Type 100 (Ki-46 'Dinah') aircraft of which about half were capable of Ta-Dan air-to-air bombing as well as a few fighters of unspecified type. The size of the squadron was remarkable, on a par with that of a fighter sentai, and it was formed into two sections, a reconnaissance section and a fighter section equipped with Ta-Dan capable Ki-46 aircraft.

The selection of the Ki-46 to pioneer the Ta-Dan bombing technique against the expected B-29 formations was based mainly on its status as the fastest climber and best high altitude performer in the Army's air arsenal, a performance proven in competing trials and tests with fighter types. The Ta-Dan tactic involved dropping canisters of small cluster-type bombs in the path of the B-29 formations. Once the B-29 raids got under way the fighter strand to the 17th's story expanded and developed.



Mitsubishi Ki-46-II of the 17th



Ta-Dan cluster-type bombs

Whilst the Ta-Dan tactic proved ultimately disappointing, the speed, climb and altitude capability of the Ki-46 continued to be exploited with officially sanctioned adapted and cannon armed variants used to conduct preliminary interceptions in an attempt to break up the intruding bomber boxes. However, unlike other units within the 10th Air Division, the 17th was not required to establish air-to-air ramming flights.

The first armed versions of the Ki-46 flown by the 17th had the fuselage fuel tank removed and either one or two 20mm machine cannon installed in its place to fire obliquely from a position below and behind the target bomber. In the fall of 1944 the engineering section of the 17th managed to install a 37mm cannon in the oblique firing position and subsequently six Ki-46-II and a single Ki-46-III were converted to this heavier armament.

Successful experimentation with armed variants of the Ki-46 culminated in deployment of the purpose-built Ki-46-III interceptor, which was far from being just an expedient stop-gap fighter as so often asserted. The 17th claimed victories against the B-29 with the new interceptor and in Ta-Dan attacks but the promise of the Ki-46 as a fighter was largely overtaken by events as the B-29 offensive was switched to low altitude night bombing and long range and naval task force deployed American fighters began daylight incursions.

In March 1945 the 17th were assigned to the newly established 30th Fighter Group (not to be confused with the 30th *Sentai*), a late war composite grouping consisting of 47th (Ki-84) and 244th Air Regiments



Mitsubishi Ki-46-II of the 17th



C - Dérive d'un Ki 46 III du 17^e Dokuritsu Hikokai (unité indépendante) en 1945, Vincent Dhorue

*Mitsubishi Ki-46-III of the 17th with Yata garasu, 1945
Vincent Dhorue*

(Ki-100), Shimoshizu Air Unit and 17th Independent Air Squadron, plus three heavy bombers from the Utsunomiya Air Instruction Division and two navigation air squads to provide navigational assistance.

The 30th was formed to provide escort capability to the 18th, 19th, 25th, 45th and 47th Shimbu tai special attack units and to take over the duties of 6th Air Army in defending the Kanto Sector when the 6th Air Army was re-deployed to oversee the Ryuku Islands defence operations. In July 1945 the 17th Independent Air Squadron was re-designated the 17th Independent Air Group (Dai 17 *Dokuritsu Hikotai* - 第17独立飛行隊).

The 30th Fighter Group was considered part of the mobile air defence forces required to respond to an invasion attempt against the homeland but after the Sei Go operation in July 1945 its composition changed and by August 1945 it consisted of 59th and 244th fighter, 62nd bomber and 17th Independent Air Group, reverting under command of the 6th Air Army and deployed in the Western Sector. With assignment to the new unit the 17th changed its tail marking to a black three-legged crow - *Yata garasu* - set against an orange disc representing the sun. The marking was designed for the unit by the artist Fumino. In Japanese mythology the three-legged crow was associated with divine guidance of the Emperor Jimmu but a full exploration of the whys and wherefores of this mythical bird would require another article in its own right!

Nicholas Millman

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



Floyd's Fling

Ultracast 1/48 P-40B/C Seat with wide lap belt harness



Manufacturer website: www.ultracast.ca
Mfr Stock No.: 48255
MSRP: \$5.95 CDN (~ \$5.50 USD)
plus \$9.95 CDN shipping
Provided by: Ultracast

Direct Link to Item:

<http://www.ultracast.ca/products/48/255/default.htm>



Ultracast has been making seats and figures for years. I've always enjoyed their releases as they make life so much easier. The latest batch of seats is for the P-40 series of aircraft. The first release is suitable for all USAAF P-40s prior to mid-1942. This seat is accurately portrayed and includes a molded on back support structure. The seat has realistic rendered lap belts. Molded in yellow tinted off-white resin that is blemish and bubble free. Removal of the pour block is easy enough and cleanup will be easy. The seat just needs paint to bring it to life. It is a simple matter of replacing the kit seat with the resin one. Simple, beautiful detail, and inexpensive, typical of Ultracast products. The addition of a proper seat with belt is the single easiest way to upgrade a kit cockpit. Ultracast has exactly what you want and need. Another great release from this company.

Thanks to Ultracast for the review item. You can obtain yours by contacting them directly at www.ultracast.ca. While there check out their figures, other seats and props. I'm sure you'll find plenty to improve your model. There is a worldwide shipping fee of \$9.95 CDN applied to the order so you might as well buy a few items. Let them know you heard about it here.



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

Upcoming Contests



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 XXIII

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

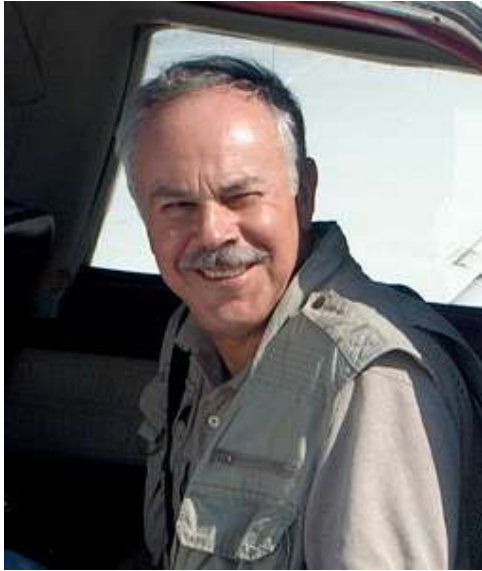
Bob Duncan Community Center

Vandergriff Park

2800 S. Center Street

Arlington, Texas

Local Events of Interest



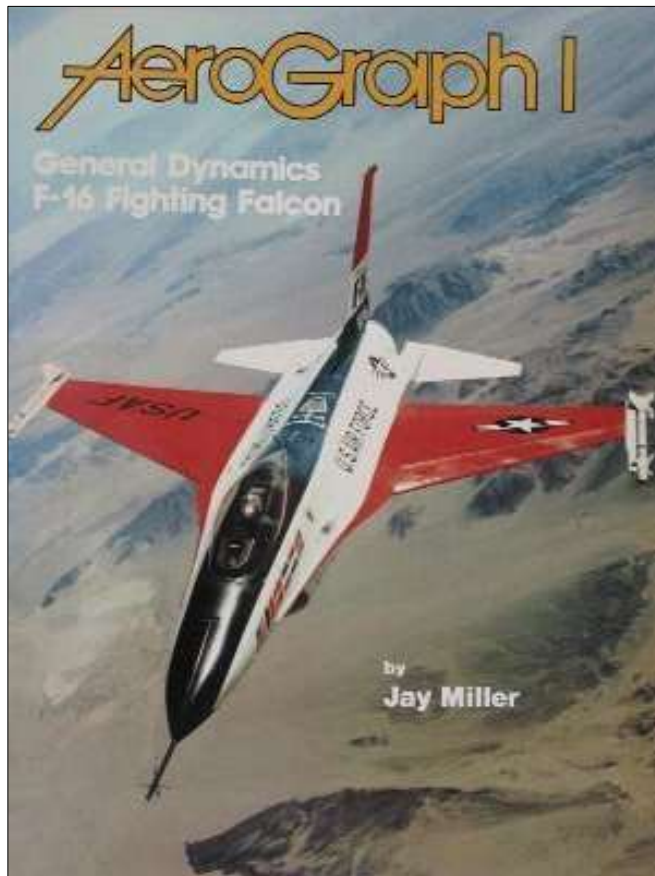
May 1, 2014 (Wednesday)

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



May 4, 2014 (Sunday)

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

Monthly Meeting

Heritage Park, 217 South Main,
Irving, Texas 75060



FORT WORTH, TEXAS



May 10, 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



May 13, 2014 (Tuesday)

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

TBD

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



May 14, 2014 (Wednesday)

Marauder Men of the Metroplex

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

Business Meeting

Spring Creek Barbecue
3608 South Cooper Street,
Arlington, Texas 76015

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



June 1, 2014 (Sunday)
IPMS MCMA <http://www.themcma.net/>
Monthly Meeting
Heritage Park, 217 South Main,
Irving, Texas 75060



May 20, 2014 (Tuesday)
B-36 Peacemaker Museum
<http://www.b-36peacemakermuseum.org/>
Keith Jackson: A-12 Avenger II – Come Hear the Real Story
UNT Health Science Center Room 124, West Building
3500 Camp Bowie Blvd., Fort Worth, Texas



June 16, 2014 [Monday]
IPMS Fort Worth Scale Modelers
<http://www.fortworthscalemodelers.org/>
Don Martin: Swords and Daggers of Deutschland
Baptist Church of Benbrook
1015 McKinley Street Benbrook, TX 76126



May 24, 2014 (Saturday)

Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

TBD

Tyler Pounds Airport, 2198 Dixie Drive
Tyler, Texas 75704



June 5, 2014 (Wednesday)

Lone Star Aero Club

www.lonestaraeroclub.org

Richard Graham: SR-71 Pilot

DFW Airport at Hyw 360 & FAA Road

American Airlines C.R. Smith Museum

Fort Worth, Texas 76155



Fort Worth



Scale Modelers

June 16, 2014 [Monday]

IPMS Fort Worth Scale Modelers

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

Paul Metz: The F-20 Tigershark

Baptist Church of Benbrook

1015 McKinley Street Benbrook, TX 76126



July 5, 2014

Thunder Over Cedar Creek Lake

<http://www.tocclairshow.com>

Cedar Creek Lake, Texas

Cowtown AeroCrafters Fly-in at Propwash Airport (16X)



Saturday May 10 2014



at 10:00 AM until the last guy leaves

Warbirds, L-Birds, Antiques, Classics and Homebuilts....whatever

Drinks and
snacks provided

No Fuel available
on the field

Children are welcome,
but must be
supervised. Safety First

"West-Handed"
Traffic Pattern



Contacts (call or text); Lanny Parcell at 940-255-7621 or Mark Todd at 214-636-1449

"The Best Little
Airshow in Texas"

\$10.00
per Person or
\$20.00
per Car

FREE
ADMISSION
to Veterans,
Active Military
Personnel and
Their Families

RIDES
WILL BE
AVAILABLE
IN SEVERAL
WARBIRDS
FRIDAY &
SATURDAY

SIXTEENTH ANNUAL CORSIKANA AIRSHOW



Hosted by the Coyotes Squadron
of the Commemorative Air Force



SATURDAY MAY 10, 2014

CORSICANA MUNICIPAL AIRPORT
GATES OPEN 9:30 A.M.
www.coyotesquadron.org

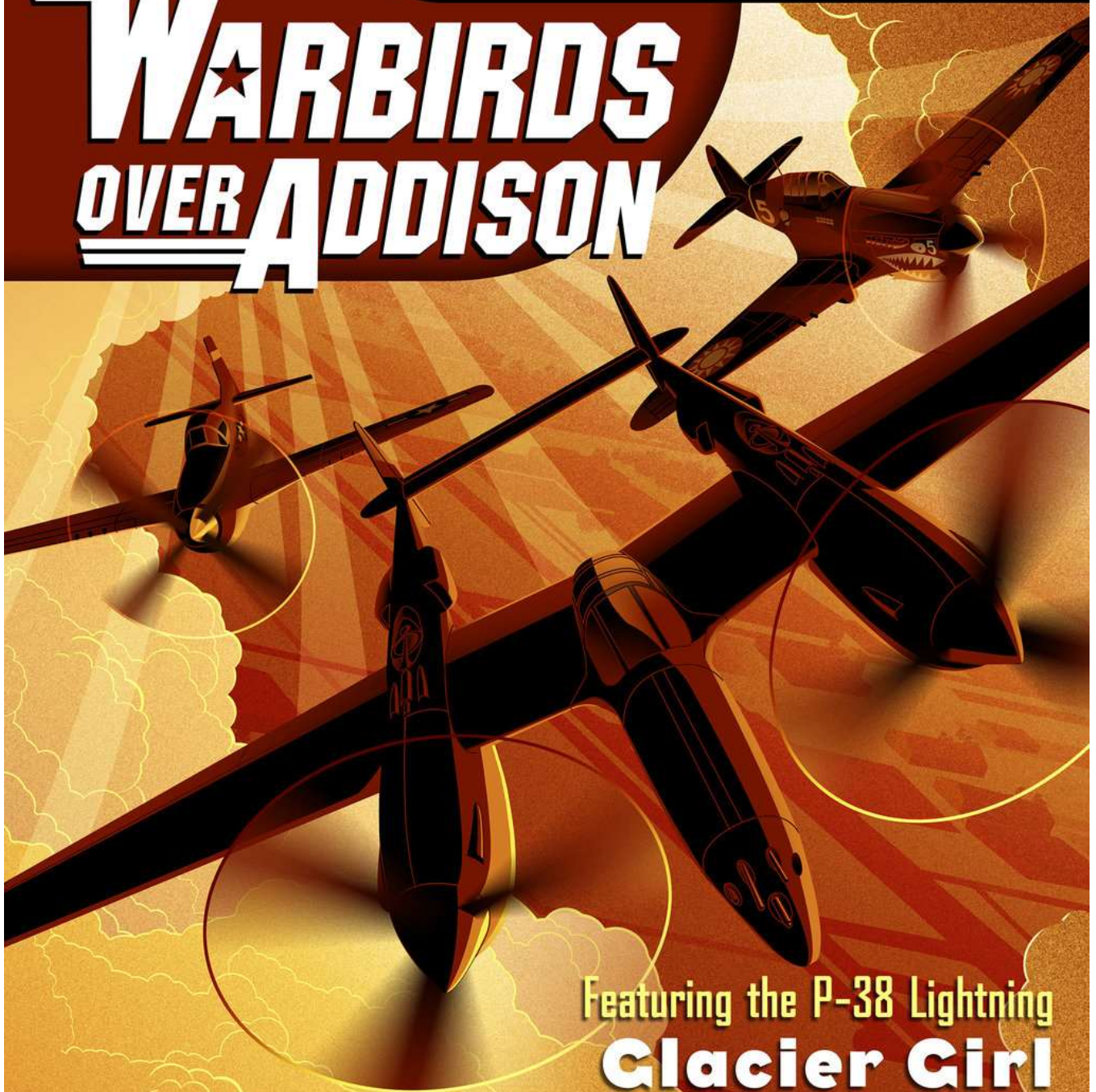


MAY 17 & 18, 2014



10am-5pm

WARBIRDS OVER ADDISON



Featuring the P-38 Lightning
Glacier Girl

Aircraft Fly-bys & Displays
Warbird Rides
Sherman Tank Demo

Admission: \$10 Adults
\$5 Children (4-12)



4572 Claire Chennault
Addison, Tx 75001
(972) 380-8800
www.CavFlight.org

WARBIRDS OVER ADDISON! May 17-18, 2014, 10am-5pm



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

Emily Irene VanCamp



Emily Irene VanCamp (born May 12, 1986) is a Canadian actress, known for her lead roles on the WB series *Everwood* (2002–06), ABC series *Brothers & Sisters* (2006–10), the present ABC drama series *Revenge* and as Agent 13/Sharon Carter in *Captain America: The Winter Soldier*.

Born in Port Perry, Ontario, to Cindy and Robert VanCamp, she is the third in a family of four girls. Her father is an animal nutritionist and her first job was working for her father, delivering food to clients in and around her hometown.

VanCamp started studying dance at age three and, wanting to become a professional dancer, at the age of eleven convinced her parents to let her attend a summer training program in Montreal.



At twelve she was accepted at the École supérieure de ballet du Québec, the training program of Les Grands Ballets Canadiens, and moved in with a local French Canadian family

That same year VanCamp became interested in acting after visiting her sister Katie on the set of the film *Ladies Room*. She started taking acting classes on Saturdays, found an agent and, after working on a couple of commercials, was cast in the second part of the three-part season 7 premiere of the Canadian children's horror anthology television series *Are You Afraid of the Dark?*.

Her character was present in one scene and spoke no dialogue. She played opposite a 17-year-old Elisha Cuthbert. VanCamp followed this with a turn as a teenage Jackie Bouvier in the Emmy-nominated CBS





The horror mystery received mildly positive reviews but was a ratings disappointment, and was cancelled after nine episodes. Her performance as the lead character's younger sister caught the eye of former *Dawson's Creek* writer Greg Berlanti.

Her performance reminded him of Katie Holmes and he "desperately wanted to work with her". He cast her in his forthcoming first show, *Everwood*, also for the WB. VanCamp played Amy, Dr. Abbott's daughter, who immediately forms a friendship with Dr. Brown's son Ephram, played by Gregory Smith. A significant portion of the show was devoted to the relationships between the two families, and in particular to Amy and Ephram. The young actress gained a certain amount of recognition for the role, in which her character was

TV movie *Jackie Bouvier Kennedy Onassis* and a guest spot on YTV sitcom *Radio Active's* in season 3.

The following year saw another television guest spot on an episode of the short-lived medical horror series *All Souls*, where she played a hit and run victim with spinal trauma. She also had roles in the miniseries *Dice*, directed by Rachel Talalay and in the TV film *Redeemer*, directed by Graeme Clifford, which aired in early 2002.

VanCamp experienced her big break at 15 when she was cast as regular Sam Dolan in the WB mid-season show *Glory Day* (known in Europe as *Demontown*), the third TV series from *Dawson's Creek* creator Kevin Williamson.





VanCamp's next big role came at age 20 when *Everwood* creator Greg Berlanti cast her as a regular mid-way into the first season of the ABC drama *Brothers & Sisters*, which he was showrunning, offering her the part directly. The Jon Robin Baitz-created series chronicles the lives of the Walkers, a wealthy family who own a food company, after their patriarch dies and it is revealed he has a secret child from a long-standing affair, Rebecca Harper, whom VanCamp plays.

VanCamp remained a regular on *Brothers & Sisters* during the show's first four seasons and returned as a guest for a couple of episodes in the fifth and final season to wrap up her character's storyline.

confronted with drugs, depression and an alienation from her family, receiving four Teen Choice Awards nominations and one Young Artist Awards nomination during the course of the show's run.

While on breaks from *Everwood*, VanCamp starred in a few film projects, including the thrillers *No Good Deed* and *A Different Loyalty* as well as *Rings*, a horror short film that bridges the events between *The Ring* and *The Ring Two* and ties directly into her appearance in the opening scene of the latter film. VanCamp filmed the post-apocalyptic horror film *Carriers* in the summer of 2006. Early 2007 saw the broadcast of a season 8 *Law & Order: Special Victims Unit* episode, in which her drug addict character Charlotte Truex can't recall her actions on the night her mother was murdered, and the premiere of the independent drama *Black Irish*, where her character Kathleen McKay, the sister of lead actor Michael Angarano's character Cole, has to deal with teenage pregnancy.





While working on the show, she found the time to star in the independent dramedy *Norman* in mid-2008, which earned her her only award wins to date, from the San Diego Film Festival and the Breckenridge Festival of Film. The film sees her playing the girlfriend of main character Norman Long, played by Dan Byrd, who pretends he's dying of cancer. VanCamp also starred in the two-part TV film *Ben Hur*, the latest adaptation of Lew Wallace's 1880 novel.

VanCamp starred in *Hallmark Hall of Fame* film *Beyond the Blackboard*, based on the true story of teacher Stacey Bess, whom VanCamp portrays. The film aired on CBS on April 24, 2011. She was then cast as Amanda Clarke/Emily Thorne in the ABC TV drama *Revenge*, which was given a series order in May 2011. As the first TV show VanCamp has truly headlined, *Revenge* has garnered her a significant amount of



recognition, including a couple of Teen Choice Awards nominations.

VanCamp co-starred in *Captain America: The Winter Soldier* as Sharon Carter, a potential love interest for Chris Evans' titular hero and the niece of the previous film's love interest Peggy Carter, played by Hayley Atwell. The film was shot from April through June 2013 and was released on April 4, 2014. As Marvel Studios is known for contracting their actors for multiple films, it is likely that VanCamp will appear in potential sequels and possibly other films set in the Marvel Cinematic Universe.

VanCamp's latest film project, the independent drama *The Girl in the Book*, started filming in mid-June 2013 in New York City. Based on a true story, the film centers on VanCamp's character Alice Harvey, a 28-year-old assistant book editor and aspiring writer. In order to fund its post-production, the film's producers launched a crowdfunding Kickstarter campaign which successfully surpassed its \$65,000 goal on July 1.

VanCamp has two older sisters, Katie and Alison, and a younger one, Molly. Her eldest sister Katie, who lives in Tokyo with her husband, is a former dancer and now a children's book writer.

VanCamp speaks French fluently and has also studied Spanish and is an accomplished dancer, having studied ballet, jazz, hip hop and tap as a child, which she credits with helping her through her fight scenes on *Revenge*.





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 Fort Worth



http://www.hobbytown.com/Fort_Worth-TX/
677 Sherry Lane
Fort Worth, TX 76116
(817) 735-0021

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/>
3303 N. Central Expressway
Plano, TX 75023
(972) 424-8493

HobbyTown USA Hurst



746 Grapevine Highway
Hurst, TX, 76054
(817) 581-1027

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 1/144 R-7 Voskhod

By Sven Knudson, IPMS 32490

www.ninfinger.org



The kit box has a line drawing of both Voskhod 1 and Voskhod 2. You only get one in the kit, though.

Background

The Voskhod programme (Russian: Восход, IPA: [vɐs'xot], *Ascent* or *Dawn*) was the second Soviet human spaceflight project. Two manned missions were flown using the Voskhod spacecraft and rocket, one in 1964 and one in 1965.

Voskhod development was both a follow-on to the Vostok programme and a recycling of components left over from that programme's cancellation following its first six flights. The Voskhod programme was superseded by the Soyuz programme.



Here's what you get in the kit.

The Voskhod spacecraft was basically a Vostok spacecraft that had a backup, solid-fueled retrorocket added to the top of the descent module. As it was much heavier, the launch vehicle would be the 11A57, a Molniya 8K78M with the Blok L stage removed and later the basis of the Soyuz booster. The ejection seat was removed and two or three crew couches were added to the interior at a 90-degree angle to that of the Vostok crew position. However, the position of the in-flight controls was not changed, so the crew had to crane their heads 90 degrees to see the instruments.

In the case of Voskhod 2, an inflatable exterior airlock was also added to the descent module opposite the entry hatch. The airlock was jettisoned after use. This apparatus was needed because the vehicle avionics and environmental systems were air-cooled, and depressurization in orbit would cause overheating.



Here's a closer look at the main core and booster parts.



Here's another side of the main core and booster parts.

A solid-fueled braking rocket was also added to the parachute lines to provide for a softer landing at touchdown. This was necessary because, unlike the Vostok, the Voskhod descent module landed with the crewmen still inside.

Unlike Vostok and the later Soyuz, Voskhod had no launch abort system, meaning that the crew lacked any means of escape from a malfunctioning launch vehicle.

Voskhod had a solid-fueled backup retrorocket on top of the capsule in case the main one failed (as it did on Voskhod 2). While Vostok lacked this feature, it was not considered a problem since the spacecraft would decay from orbit within 10 days. Since the relatively lightweight Voskhod was well below the 11A57 booster's lift capacity, meaning that it launched into a much higher orbit and would not decay as quickly.

The Voskhod rocket (Russian: Восход, "ascent", "dawn") was a derivative of the Soviet R-7 ICBM designed for the human spaceflight programme but later used for launching Zenit reconnaissance satellites. It consisted of the Molniya 8K78M third stage minus the Blok L. In 1966, all R-7 variants were equipped with the updated core stage and strap-ons of the Soyuz 11A511.



Here's a closer look at parts for the upper stage, payload shroud, airlock cover, core and booster engines, and the interstage truss.



Here's a look at another side of the upper stage, payload shroud, airlock cover, engines and interstage truss.

All 11A57s launched after 1965 were functionally an 11A511 without the Soyuz's payload shroud and launch escape system. Around 300 were flown from Baikonur and Plesetsk through 1977 (various payloads, but Zenith PHOTINT satellites were the most common) when the newer 11A511U core was adopted.

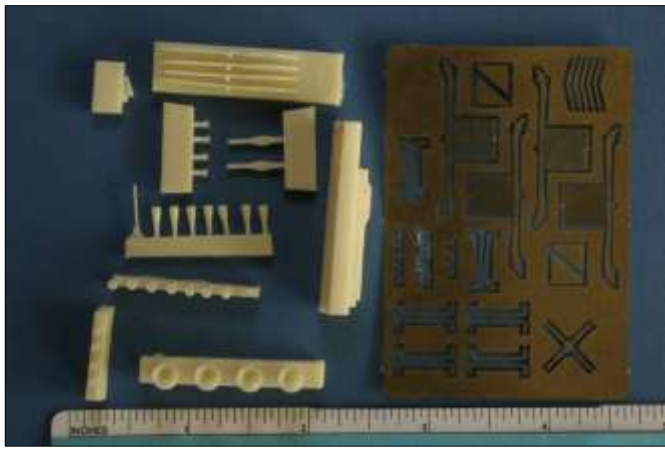
Kit contents: 53 resin parts
39 photoetched parts
decals
instructions

Comments

This kit can be built to represent the launch vehicle for Voskhod 1 or Voskhod 2, the only external differences being the airlock shroud and a different paint scheme on Voskhod 2. The resin parts are solid, with the exception of the rocket nozzles, which are nicely hollowed out. The parts are molded with crisp details and finely engraved panel lines and a smooth surface finish. There are no visible air holes in any of my parts. There is some flash around the interstage truss.



Here's a look at the photoetched parts (some of which aren't needed) and the rest of the resin parts, including various rocket nozzles and the booster cross braces.

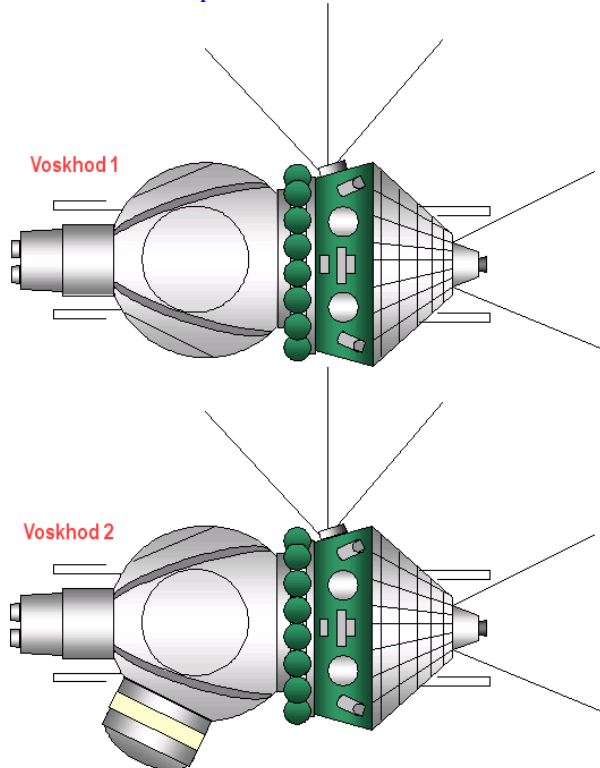


Here's another side of the photoetched and resin parts.

All parts are still attached to their pour plugs. Extra parts are included for some of the more delicate bits, such as the vernier rocket nozzles and the booster cross braces. The decals are a set of R-7 stencils. The instructions include a short program history, multiple graphical assembly steps with detailed sub-steps, finished off with a decaling and painting guide.

Price: \$ 95.00 plus shipping

Order from: New Ware
 ing. Tomas Kladiva
 Klimkova 5
 710 00 Slezska Ostrava
 CZECH REPUBLIC
 email: tom.nwkits@seznam.cz
 web:
<http://www.mus.cz/~ales/newware/>



Voskhod-1-Cosmonauts



Alexei Leonov, The First Spacewalk – Voskhod 2



Mounting the Voskhod Spacecraft on the R-7 booster

Dragon 1/35 IJA Type 95 Light Tank "Ha-Go" Late

By Cookie Sewell



- Kit Number:** 6770
- Media:** 287 parts (213 in grey styrene, 66 etched brass, 6 clear styrene, 2 DS Plastic track runs)
- Pros:** New kit of this vehicle in this scale; petite details nicely reproduced; full armament provided
- Cons:** No detail other than weaponry for interior provided.
- Recommendation:** Highly Recommended for all Pacific War fans
- Price:** US \$ 49.95



Type 95 Ha-Go light tanks halted by the Australians' deadly anti-tank gun fire, with its crew lying dead nearby



As with the previous two releases of the Type 95, Japanese tank design, like many others, started with examples of the Renault FT from WWI and advanced from there. Their first efforts, the Type 89 Medium and Type 92 Tankette, paralleled Western designs. In 1935 they designed a new three-man light tank armed with a 37mm cannon and two 7.7mm machine guns.

Weighting at about 8 metric tons, the little tank underwent four years of testing before entering full production in 1939. But the Japanese did not understand or take into account the results of tank combat with the Soviets in 1938-1939 at the Khasmin Lakes or Khalkin Gol. As a result, they wound up with tanks with inferior armor and armament to their main enemy in the Pacific, the United States.

While around 1,160 Ha-Go tanks were built, mostly by Mitsubishi Heavy Industries, they served in all theaters and for the entire course of the war. But they rarely enjoyed success in combat; tanks which work fine against unarmed peasants in China and Korea are usually not well suited for a mechanized enemy with better tanks and better tactics.





Attempts at upgrades, such as modifying the little tank to mount the heavier Type 97 Chi-Ha turret with 57mm gun, provided little relief. Possessed of poor visibility, a large “dead zone” around the tank, and tissue-paper thin armor, it was usually more lethal to its crew than the enemy. Its swan song was during its use by the 2nd Japanese Armored Division as dug-in pillboxes on the island of Luzon.

This kit tweaks a few of the details found on the earlier kits to replicate the final production variants. It adds a new bow and upper glacis, ten more etched brass bits, and some changes to the components of the earlier kits.

DML has done a nice job of giving the modeler a very detailed kit with many parts provided as separate components, such as the fender and mudguard assemblies. Photos show they did not last long in the jungle environments of most tanks, so this assists the modeler for a specific replica.

This time the suspension comes with four brass spacers/washers per road set (e.g. eight per bogie) and a slide molded center ring for each pair of wheels, so they are quite involved. The suspension is very petite but complete, and happily DML has provided a set of DS Plastic tracks rather than single link ones for this kit.



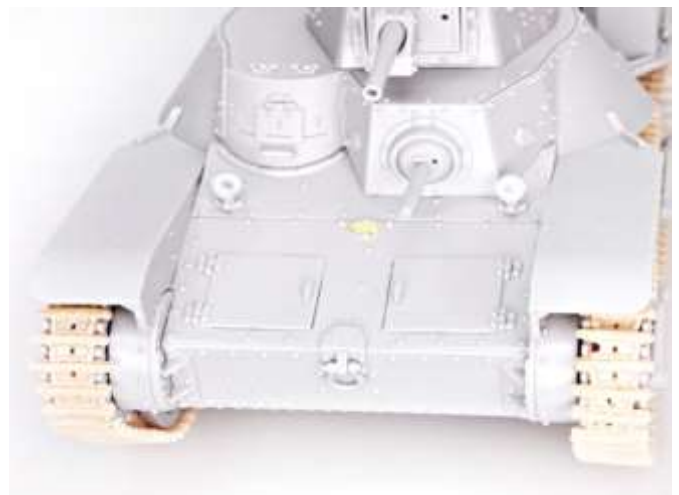
The tracks are about the size of 1/72 Sherman tracks as a comparison so this is a good idea.

There is no interior per se in the model, but the turret has one and it covers a nicely done replica of the 37mm gun with a choice of two different breeches/catch baskets and moveable ball mounts for the two machine guns. The commander’s hatch offers either two styrene flaps or one with an etched brass seal. All hatches are separate and the front glacis ones offer either closed and locked or open with unlocked latches. The driver has an optional closed hatch or one with the viewer flipped up; each comes with its own clear styrene insert. Each hatch now comes with an etched brass guide and locking arm attachment.

The vehicle is provided with basic OVM to include three tow cables, pioneer tools, and a four-piece jack.

Technical assistance was provided by Shin Okada.

Four finishing options are offered: 14th Tank Regiment, Peleliu 1944 (four-color camouflage, characters on hull and insignia on turret); 14th Tank Regiment, Peleliu 1944 (four-color camouflage, different characters on hull and insignia on turret); Company 3, 14th Tank Regiment, Malaya 1944 (four-color camouflage, three bars on turret, star 663 registration plate); Company 1, 9th Tank Regiment,





Guam 1944 (four-color camouflage, white split rectangle, characters on hull). A small sheet of Cartograf decals is provided.

Overall, this looks to be a nice kit of the final production version of this little tank but will require concentration on the part of the modeler to assemble.

Thanks to Freddie Leung for the review sample.

Sprue Layout

- A 39 Glacis, OVM, hatches, details
- B 60x2 Road wheels, suspension, machine guns, 10 rivet heads
- C 26 Turret base, main gun, hatch, details
- D 14 Driver's hatch/viewer, idler wheels, spare track links
- E 4 Fenders/mud guards
- F 1 Smoke grenade launchers
- G 4 Jack
- H 3 Gun breech/shoulder piece
- J 2 Front, upper glacis
- K 6 Clear styrene
- X 2 Upper and lower hull sections
- Y 2 Turret, cupola
- Z 2 DS Plastic track runs
- MA 66 Etched brass

Cookie Sewell



American sapper is looking for mines. Two Japanese light tanks Type 95 Ha-Go in the background



Type 95 Ha-Gō on display at the United States Army Ordnance Museum



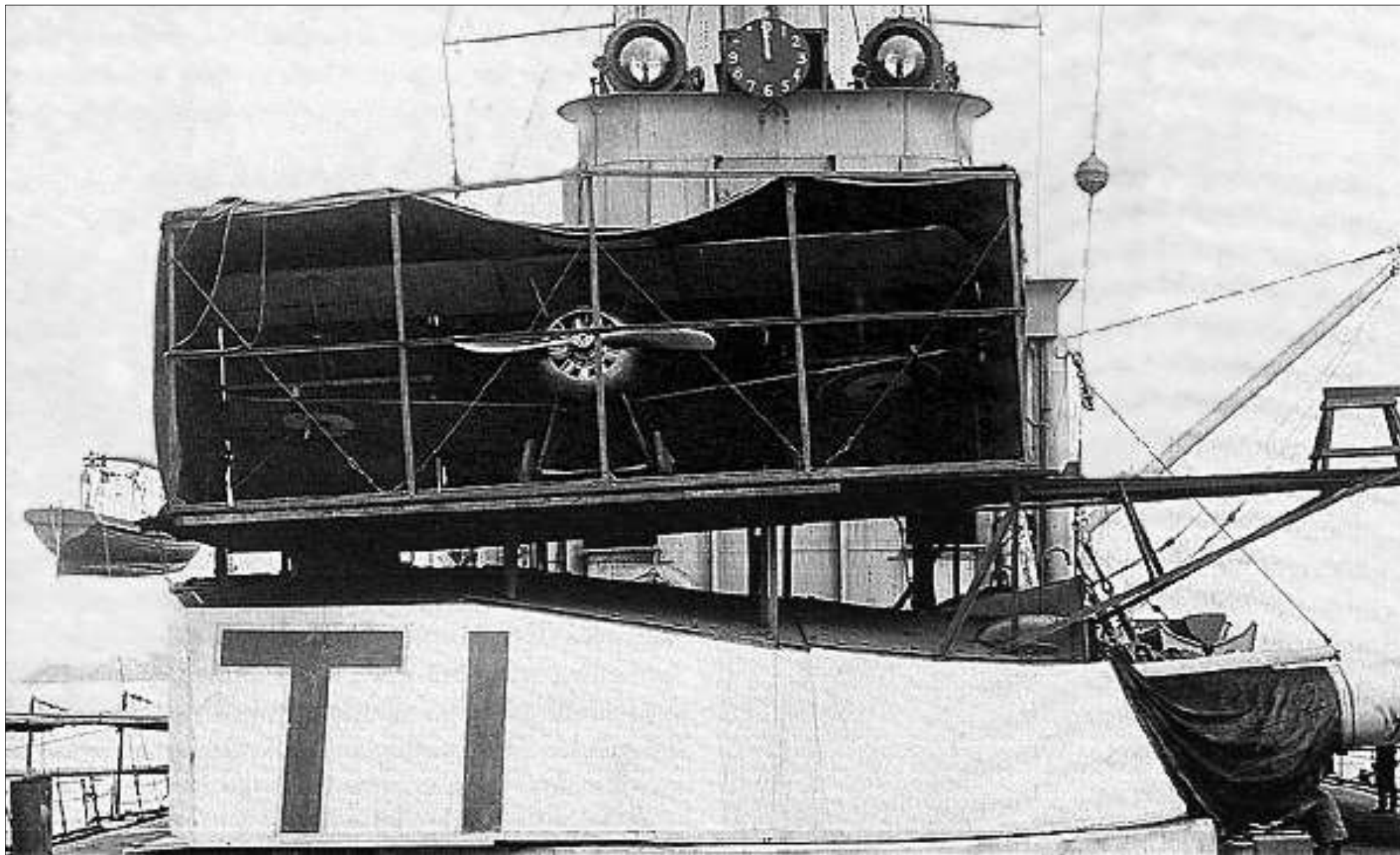
Japanese Type 95 "Ha-Go" Light Tank, preserved at the U.S. Army Museum, Ft. DeRussy, Honolulu, Hawaii

Spitfire Image of the Month



Spitfire Mk V in US (circa 1943)

Naval Nostalgia



Standard practice in World War I was for plane to be stored in a canvas hangar atop a turret. Turret would be turned into the wind for takeoff.

Here, one of HMS Tiger's Sopwith Pups.

By 1918, every capital ship in the British and American navies had at least one aircraft for scouting and spotting.

Aerial Nostalgia



Very courageous French WWI flyers

Rat of the Month



This picture shows a P-16 Type 29 of 71 IAP of the Baltic Fleet.

The Type 29 was the last production variant of the I-16 and designed primarily for ground attack.

It was characterized by four underwing rocket rails, a 12.7 mm UBS in the lower part of fuselage, by the oil cooler moved on the right side, and by a slightly modified landing gear (moved slightly outside and shorter) to make room to the UBS between the wells; the prop blades were slightly shortened too.

Red Ball Express Image of the Month



GMC CCKW SWB 6x6

Art for Art's Sake



“Gabby”, P-47D-25-RE, s/n 42-26418; 24” x 36” oil on canvas, 2007, © Gerald Asher

Tail Shot



Hawker Hart Trainer, K4972, RAF Museum, London
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
Vice President	Randy Spurr		rls4440@yahoo.com	IPMS USA #
Contest Director	Lynn Rowley		ldr.rocket@gmail.com	IPMS USA # 31765
Treasurer:	Trevin Baker	(214) 797-9766		
Secretary	Ed Grune	(817) 473-8492	efgrune@att.net	IPMS USA#
Facebook Director	Richard Hanna		rwhanna@swbell.net	
Hannibal Lecter:	James Sharp		boxstock@tx.rr.com	

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.

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.

