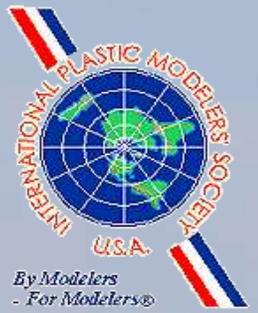




The *FlakSheet*

October 2014

All the News We Make Up to Fit



*By Modelers
- For Modelers®*

*Precious Metal
With Thom Richard at the controls
Addison Airport*





N66671 rests on the ramp prior to our flight to Grand Cane, Louisiana. The color and markings commemorate the WW II 15th Air Force B-17 in which Terry's dad flew as bombardier.

The Prez Sez!

The Bamboo Bomber: An Enthusiast's Appreciation

While in graduate school at Oklahoma State University back in the 1990s, inspired partly by the old "Sky King" television show and the chance finding of copies of the biannually issued *United States Civil Aircraft Register* in the University library, I began a search for identities and owners of all the aircraft used in that show, but especially the identities and fates of the Cessna T-50 Bobcats. That led to a research project in which I compiled the manufacturer's serial number, military serial number, and civil registrations of all T-50s built.

Some five years ago, I started work on a comprehensive history of the T-50, and since then I've researched the CAA/FAA records of every T-50 registered in the US, obtained copies of the USAAF Individual Aircraft Record Cards for the aircraft and histories of the Cranes used by the Royal Canadian Air Force, and found photos and stories from a variety of sources, with the intent of compiling all this data into a book on the aircraft for future publication. But I've only seen two of these aircraft in person, both in museums. Only recently was I given the opportunity to actually fly in one.

Although a total of 5,400 T-50s of all variants — AT-8s, AT-17s, UC-78s, JRC-1s, and Cranes — were built, probably only two dozen or so of these airplanes are routinely flown today. One of those is serial number 6487, N66671, a UC-78B (USAAF serial number 43-32549) built in October 1943 and owned and flown by Terry Sullivan of Bossier City, Louisiana. Terry acquired the airplane in 1994, restored it with the help of parts from other Bobcats, and began flying it on the

local airshow circuit in 2009. Terry owns the Bamboo Bomber Club website (<http://www.cessnat50.org>), and I've been corresponding with Terry for a couple of years, helping answer historical inquiries about the T-50. So when Terry invited me to be his guest for a weekend and join him for a fly-in to Mansfield, Louisiana, I eagerly accepted his offer!

I drove from Dallas to Shreveport on a Friday afternoon, met Terry at Shreveport Downtown Airport (DTN), where he keeps the airplane, and followed him to his hangar.

My first impression, upon opening the doors, was one of SIZE. The FAA refers to a "light twin" as any small multiengine airplane with a maximum certificated takeoff weight of 6,000 pounds or less, and while the T-50's maximum gross operating weight of 5,700 pounds puts it in the light twin category, it's not a small airplane, with a wingspan of 42 feet and a length of 33 feet. But it always looked smaller to me on television when Sky and Penny were flying the "Songbird."

It's also a TALL airplane! It's three feet from the ground to the wing walk on the trailing edge of the left wing, too big a step even for me, a 6-footer, and a stepladder is required operating equipment. It's also a steep walk to the cabin door, but a handrail on the fuselage side helps.

Once inside, the cabin is spacious, with a lot of legroom for the rear occupants. The rear seat holds three people, but it could get cramped on a long flight. Access to the pilot and co-pilot seats is awkward; you have to step over the main spar and avoid stepping on the fuel tank selector and crossfeed valves, but once you figure out which foot should go first, it's not so bad. The pilot/co-pilot seats are adjustable fore and aft, and there was adequate legroom even for me with the co-pilot seat full aft. But it's cozy all around; side-to-side seating is close. The average person was probably smaller when the T-50 first flew.

The next morning, after breakfast at the airport restaurant, we towed the airplane out of the hangar into



Turning final to Runway 18, at Grand Cane. Those overhead windows provide excellent visibility, but let in a lot of heat when the airplane is on the ground.



*Departing Shreveport Downtown Airport. Shreveport Downtown is the city's original airport and is just north of the downtown area.
That's the Red River below the airplane.*

the sun and pre-flighted it for a short trip to C. E. "Rusty" Williams Airport (3F3), Grand Cane, Louisiana, and its 5th Annual Fly-in. My next impression: The cockpit gets HOT in a hurry, thanks to those big overhead skylights in what Cessna called the "turret top." They were no doubt intended to give USAAF student pilots extra visibility when making formation turns, but they let in a lot of light and heat, and many civilian post-war owners of surplus Bobcats had them replaced with factory aluminum panels or even wood and fabric to make the cockpit more comfortable. Air conditioning is not an option.

Engine start-up seemed straightforward to me, a non-pilot, but I noticed the primer control seemed stiff. Each engine requires two or three strokes of primer to start, and Terry seemed to be working hard at it, but he assured me that's normal. Start-up was accompanied by a blast of smoke from each engine, as seems normal with radial engines.

My next impression was, while the engines were warming up, was: This airplane is LOUD! Terry's airplane is equipped with noise-reducing headsets/microphones, which made communication easy, but there's a 245 horsepower, seven-cylinder radial engine turning over about 6 feet from your head, with nothing between you and it but a plexiglas window, and that engine makes a LOT of racket. I felt myself wondering how World War II instructors managed to communicate with their students, given the relatively primitive by today's standards communications gear of the period, and I'm sure that passengers were issued cotton to stuff in their ears. The noise is deafening, and Terry assures me his airplane is thoroughly soundproofed.

Warm-up accomplished, cabin ventilation improved markedly thanks to the blast of air from the props through the opened side window, as well as the open cabin door, temporarily held open by a stop, and we taxied to the runway. The height of the airplane means a pilot's eyes are almost 10 feet off the ground, and

visibility over the short round nose of the Bamboo Bomber seemed sufficient to me that S-taxiing is not required.

We were quickly cleared for take-off on Runway 14 and off we went. The control wheel is initially held all the way back to lock the tail wheel, but after the airplane travels only a few lengths and the speed builds, the wheel goes forward, the tail comes up, and the airplane leaves the runway soon after. Landing gear retraction went unnoticed by me, and flaps are not used at takeoff, but Terry was turning the overhead trim crank as we took off.

A right turn after took us to the northwest in order to skirt the airspace of Shreveport Regional Airport, and we then made a wide left turn to the south toward our destination. In flight, ventilation though the fixed overhead vents is adequate, and the Jacobs radials ran smoothly, belying their "Shaky Jake" reputation. The ride was a gentle one, and about a half-hour later we were lined up for landing on Runway 18 at Grand Cane.

After landing and following the airport's "Follow Me" golf cart to our assigned spot, we shut down the engines and unloaded our cargo: lawn chairs for us and Terry's friends without the room to carry them in their own smaller airplanes. Terry then tossed me a rag and informed me it was my job to wipe any oil off the engines!

I'd always heard that radials were notorious oil-slingers, but there was little oil after our short flight, mainly on the bottom and lower sides of the cowlings. This chore was accompanied by an occasional creak or pop as the engines continued to cool, and the smell of the oil reminded me of the 3-in-One oil my mother used on her Singer sewing machine! And I didn't get a single drop of oil on me.

Terry had told me in advance that my job was also to answer questions about the airplane, so for the next three hours or so that's what I did, while also keeping people from putting their hands where they shouldn't.



On final approach to Shreveport Downtown's Runway 14. Landing visibility is excellent thanks to the Bamboo Bomber's short nose.



That's a very LOUD radial engine just 6 feet from the co-pilot's ear!

The fly-in was open to the general public, and there were lots of questions, from adults and kids alike. Most had never seen or heard of the Bamboo Bomber before, but all seemed fascinated by it, kids especially, who thought it was a real combat warplane and were disappointed to learn it didn't have guns or carry bombs. And there was not one question about Sky King!

After about three hours (and a free hamburger and T-shirt), the show wound down, so we loaded the lawn chairs, pulled each prop through seven blades, started up (more smoke), and taxied to the fuel pumps prior to heading back to Shreveport. The Rusty Williams Airport manager allows participating fly-in aircraft owners to top off their tanks for free before departing, and we put 104 gallons in the Bamboo Bomber (we had taken off with partly empty tanks). At \$4.50 a gallon, that was a mighty generous gesture by the airport.

The trip back to Shreveport was also uneventful, marked only by some gusts. The wind had picked up since our flight down, but the Bobcat handled the gusts well, with more "bounce" than "chop." Terry says the airplane can be a handful, and no doubt the relatively light wing loading and the tall fuselage sides make it more responsive to gusts than a modern aircraft, but the ride reminded me more of a boat rocking in gentle swells and was not at all uncomfortable.

Landing at Shreveport was another smooth one, and after I wiped down the cowlings (again), we connected the tow bar and pushed the Bamboo Bomber back in her hangar and unloaded the lawn chairs. Terry and I had a beer each to celebrate a "successful mission," and my Bamboo Bomber adventure was over.

Cessna's T-50 may be better known to the general public as Sky King's original "Songbird," but its real significance lies in its role as a trainer of World War II multi-engine pilots, and I've had a week or so to think about the experience of flying in this genuine World War II veteran. Aside from the sounds and the smells, what I came away with most was the sense of what it must have been like to fly as a USAAF instructor or

cadet and the role the T-50 played in helping win World War II. I've read much of the literature of World War II air combat, but the aircraft used to train the aircrews seldom get mentioned, so I'm glad to see that T-50s, which trained many a multi-engine World War II pilot, are preserved and flown and lovingly cared for.

My father was a WW II USAAF veteran, an air traffic controller in Puerto Rico. There were T-50s based there, and I know he must have seen them, even though he never mentioned them in the stories he told me about his experiences. While riding with Terry in his Bamboo Bomber, I thought of my dad, and Terry's dad, a 15th Air Force B-17 bombardier, as well as all the instructors and students who flew the T-50 and then went off to combat. I thought of what it must have been like on a long training flight in frigid Canadian winters or baking southwestern U.S. summers. And I thought, too, of the pilots who went overseas into combat and never came back.

This was an experience I'll never forget, and it came just two days after my 68th birthday. So thanks, Terry, for the BEST BIRTHDAY PRESENT EVER!

That's all, folks! See ya at the meeting.

(I'm not really a pompous ass ... I just play one on Hyperscale!)

Michael

*Michael McMurtrey, IPMS-USA 1746
IPMS-Canada 1426
President, IPMS-North Central Texas
Proud IPMS NCT member since 2013*



Putting the Bamboo Bomber to bed. She looks great for a 71-year-old airplane, and Terry, who is also a licensed A & P mechanic, keeps her in excellent condition.



<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
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PO Box 2475
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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!

October 12, 2014 1:00 pm

NCT Fundraiser

Join the Festivities!

Buy High! Sell Low!

Irving Garden & Arts Building

2016 Club build Proposals!

Be sure to bring your 2015 Club build kits!

November 9, 2014 1:00 pm

Modeling Skills Workshop: Polikarpov's Rat

Be sure to bring your Eduard I-16 to show off your progress!

Rats display and base discussion.

Sean Glaspell: Future Dipping – Make sure you bring your I-16 clear parts for clarification....

Frank Landrus: Legos! Align that puppy up!

2016 Club build Selection!

Irving Garden & Arts Building

January 11, 2015 1:00 pm

Be sure to bring your Eduard I-16 to show off your progress!

Rats display and base discussion

Landing gear retraction cables

Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

February 8, 2015 1:00 pm

TBD

Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

March 8, 2015 1:00 pm

NCT Fundraiser

Join the Festivities!

Buy High! Sell Low!

Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

April 12, 2015 1:00 pm

TBD

Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!

May 10, 2015 1:00 pm

TBD

Irving Garden & Arts Building

Be sure to bring your 2015 Club build kits!



Good day all I wish to thank all of you for having the confidence in me to re-elect me to the Vice Presidency. I will continue to striver to make sound decision regards to our club in both financial and other issue that may arise during the next two years. I am always open to suggestions to improve our club and programs. I will as in the past reach out to some of you from time to time for advice and assistance.

Now that that is out of the way let's get down to the nitty gritty. This month meeting is the semi- annual fund raiser (auction). This will take place on Sunday October 12th at the Garden and Arts Center on Senter St. in Irving, Texas. The meeting facility will open at 1:00pm and the auction will begin after a short business meeting at around 1:30 pm. For those of wishing to participate here is a brief explanation of the rules

All persons wishing to participate in the auction must sign in at the registration table at the front of the room.

All items to be placed up for auction must be clearly marked with the owner's initials and a minimum price for the item.

All items placed on the front tables will be auctioned; if you placed an item up there you must bid on it.

Once an item has been sold the purchaser must come forth promptly and claim the item from the registration table where the seller and purchaser will be recorded and the price also recorded.

Payment for the items will be made at the end of the auction. The club will deduct 10 percent from the seller's grand total to help facilitate future events.

All sales are final!

Now on the matter of the club shirts, if you ordered one of the club shirts and have not paid for it please do so promptly. This will reimburse the treasury funds that were used to purchase them.

The November meeting will once again be at the Garden and Arts Center. The featured program will on the many and varied form of RATS aka Polikarpov I-16s. This will be presented by our own Frank Landrus and Sean Glaspell, which will also include a canopy dipping party for those participating in the group build for 2015. So bring the canopies and chips for a dipping good time. I would like to have the theme for Scale Fest set at this meeting so it can be published both electronically and in a hard copy form.

Until Sunday October 12th have a prosperous and good time. For those of you participating in the 2015 group build press on. As always HAPPY MODELING.

Randy Spurr

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



China's Female "Top Gun" Fighter Pilot Trainees

The Chinese Air Force has had female pilots for many years. Beginning in 2009, China began training groups of female fighter pilots. Here are a few pictures of recent training classes.

The training aircraft are Hongdu JL-8's. The JL-8 is in use by 13 air forces. Chinese Air Force JL-8's were originally powered by the Ukrainian Ivchenko-Progress AI-25TLK turbofan jet engine with 16.9 KN of thrust, but this has been replaced by the WS-11, the Chinese-manufactured copy of the AI-25TLK.



Pilot trainee Yu Xu (L) walks with coaches after a flight test



Export variants (K-8P, K-8E) use the lower powered Honeywell TFE731-2A-2A modular turbofan, which has digital electronic engine control (DEEC) with 15.6 KN thrust, provided the US government approves sale of the engine to the customer.



Pilot trainee Tao Jiali examines a jet fighter before her flight test



Pilot trainee Tao Jiali prepares for a flight



The times they are changin'

John Walen

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



Lodner D. Philips The Underwater Cannon

Lodner D. Philips (1825-1869) was a man of varied talents. In his day and age he was known as one of the best under water engineers, especially to himself. He was a shoemaker from the United States, son of Cyril and Virena Bateman Phillips, and born in the town of Perington (now Bushnell Basin)

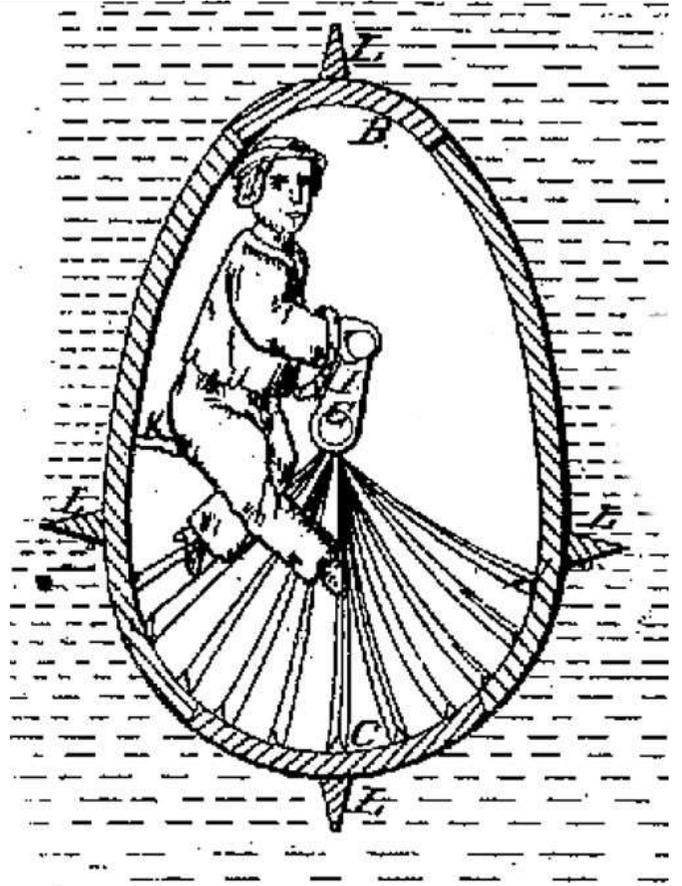
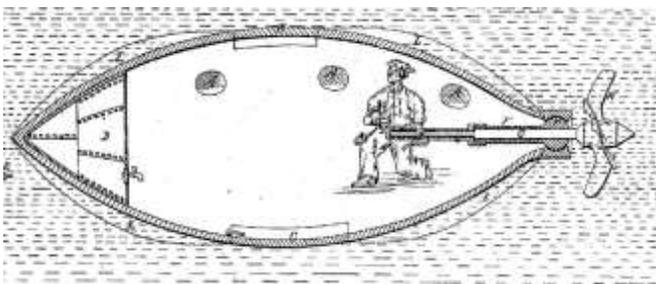
He built three submarines and designed one that was steam-driven. In 1856 he designed an atmospheric diving suit (ADS) for which he was granted a patent.

The first, which he constructed in 1844 at the age of 20, was modeled after a whitefish. Phillips built the submarine at his home out of wood, covered in copper shating. He launched it from what is now known as Michigan City, Indiana where it collapsed at a depth of 20 feet. It featured a long pole fed through a flexible gasket so that he could 'pole' across the lake bottom.

The second submarine achieved hand-cranked underwater speeds of four knots and depths of 100 feet.

A third submarine was launched in 1850. Although considered successful, it is reported to have sunk in Lake Erie. Phillips offered to sell it to the U.S. Navy, which promptly responded, "No authority is known to this Bureau to purchase a submarine boat . . . the boats used by the Navy go on not under the water."

Despite the Navy's rejection, this submarine reportedly was used from its launch in 1850 till it sank

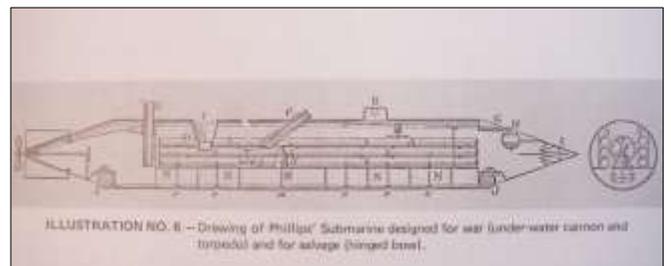


Phillips was granted an 1852 patent for a "Steering Submarine Propeller." The innovation: steering, as well as up-and-down movement was controlled by a hand-cranked propeller on a swivel joint as shown in the above two pics.

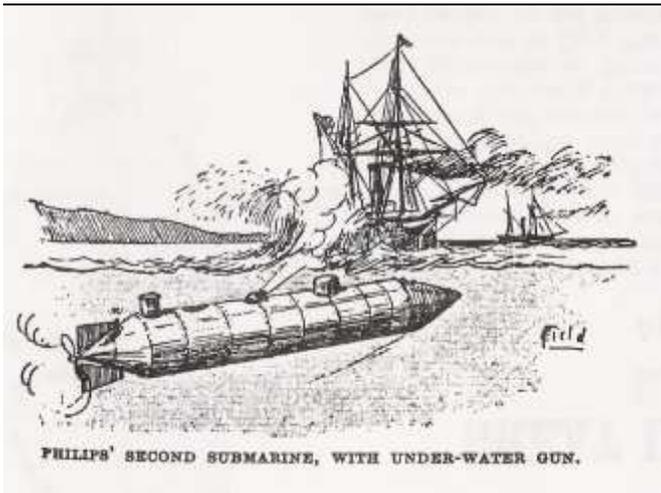
in Lake Erie in 1853 in an attempt to salvage a 267' luxury sidewheel passenger steamer, The Atlantic. The attraction was a safe onboard that had \$ 36,000 in gold. Phillips descended twice to the sunken ship before his submarine gave out and settled alongside The Atlantic.

If you are in to scuba diving in Lake Erie, both ships remain on the bottom of the lake next to each other. An agreement between both the American and Candian governments has preserved the site as an underwater museum for future generations of divers.

During the Civil War, he again offered his services to the Navy, where government records show that his craft was considered for operation against Confederate blockade runners.



Phillips' third submarine featuring an underwater cannon and torpedo.

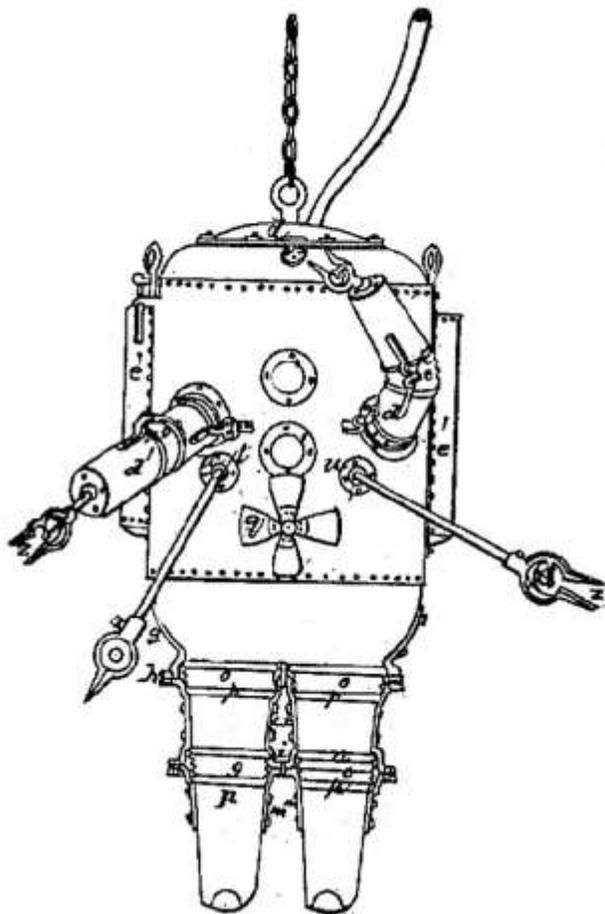


PHILLIPS' SECOND SUBMARINE, WITH UNDER-WATER GUN.

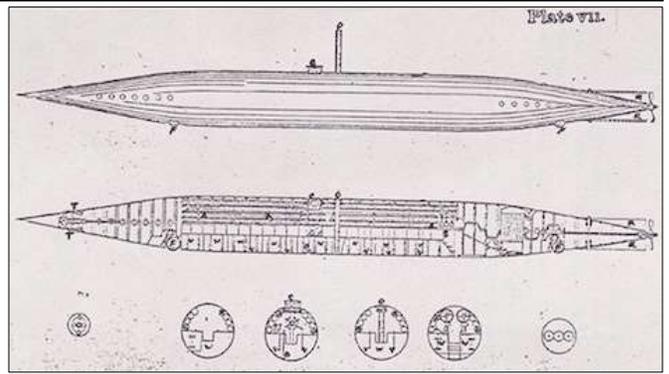
Period drawing of Phillips' third submarine featuring an underwater cannon firing on a ship.

This time the navy showed substantially more interest as they actually read his proposal:

“All the distinctive features were unquestionably demonstrated by the construction of a vessel (Phillips 1850 submarine)...The use of shell rockets upon the water line and the discharging of cannon beneath it was coincident with the use of the vessel from 1850 to 1853, hulks having been blown into pieces or sunk on more than one instance.”



In 1856, he patented his "Submarine Exploring-Armor"--- an armored diving suit



A sketch from Lodner Phillips' design proposals.

Whether true or not, it caught the attention of one Admiral Davis who saw it in 1864 as an answer to resolving the threat of naval blockades.

Phillips spent the rest of the war proposing and modifying his submarine design with the Permanent Commission of the Navy Department where it reviewed and reviewed and reviewed. It apparently eventually became lost in the governmental bureaucracy known as military procurement.

There are plenty of references that attribute the Chicago 'Fool Killer' submarine to be a Phillips design. While similar to Phillips designs, there were a few inconsistencies in the recovery of the vessel. The Chicago Straight Dope spent some time reviewing this legend and came up with a slightly different story.

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Frank

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



*This photograph is believed to be that of
Lodner Darvontis Phillips*



The 'Fool Killer' Submarine

И-16 тип 10 постройки CASA, 1938 г.



Flying Rats Over Spain

Compiled by John Walen

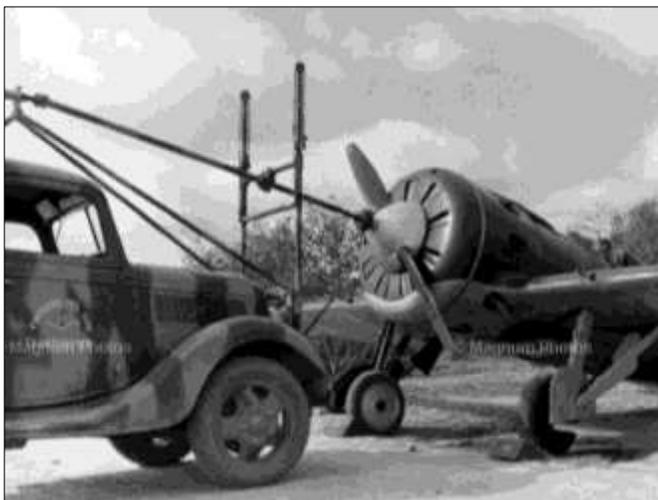


Formation illustrating some of the variety of color schemes

This is the second article looking at the Chapter's 2015 build project – the Polikarpov I-16.

Design work on the Polikarpov I-16 began during the summer of 1932 at the Central Aero and Hydrodynamic Institute. When the comparatively small I-16 prototype (TsKB-12) flew for the first time on December 30, 1933, it was far ahead of any other fighter design in the world. Although designed for a 710 hp Wright Cyclone SR-1820-F-3 engine, Polikarpov had to settle for the Soviet M-22 (licensed Gnome-Rhone Jupiter 9ASB) pending license negotiation approval.

Service trials for the ~ 30 first production I-16's (often referred to as the Type 1 later on) were powered by the M-22 radial engine which developed a modest 450 hp. Even with this engine, it achieved a creditable 234 mph and, was the world's first single-seat fighter to have a variable pitch propeller, an enclosed cockpit (on early versions) and a retractable undercarriage.



*Many Russian aircraft included a propeller shaft to use the Hicks starter system.
Note the multi-part landing gear doors.*



Pilot and ground crew taking a break in the shade

It was immediately put into mass production alongside the Polikarpov I-15 biplane fighter. Later versions of the I-16 incorporated a 1,100 hp Shvetsov M-63 engine and had a top-speed of 292 mph.

The I-16 might well have faded into obscurity, if not for the outbreak of the Spanish Civil War in July 1936. Although not among the best remembered aircraft of the thirties, it was nevertheless a very able and rugged machine and featured prominently in the events of the time.

When the Spanish Civil War broke out, almost 500 were provided to the Republican forces. The outstanding maneuverability, firepower and rate of climb, surprised the Nationalist forces and resulted in Republican forces gaining air superiority for a period of months. The Nationalists nicknamed the stubby fighter *Rata* (Rat), while the Republicans affectionately called it *Mosca* (Fly).

This Spanish Civil War saw the involvement of many European nations. The Nationalists forces, supported mainly by German and Italian governments, were the better equipped. Britain, France, the United States, the Netherlands, Czechoslovakia and Turkey all sent an assortment of aircraft to the Republican forces, directly or indirectly.



Republican pilots enjoying lunch with a local wine – could there be spinach in the can?



Spanish Civil War aircraft featured American cartoon characters as squadron tail art

But the major supporter of the Republicans was the Soviet Union, which supplied 1,409 aircraft, 276 of which aircraft were Polikarpov I-16's.

The I-16 first entered combat in Spain in November 1936. Flown in many cases by Soviet pilots, they proved more than a match for German He 51 fighters and Arado Ar68, were marginally superior to Italian C.R.32 biplanes and were inferior to the Messerschmitt Bf 109's sent to the Nationalist forces specifically to counter the I-16. The arrival of the newest Bf 109Bs and the overwhelming numerical superiority of Nationalist fighters were the primary cause of the heavy I-15 and I-16 combat losses suffered in 1937.

Combat experience showed that the I-16 had deficiencies; several aircraft were lost after structural failure of the wings which was quickly remedied by reinforced structures. Heavy machine gun bullets could sometimes penetrate the armored backrest and fuel tanks occasionally caught fire in spite of being protected. The hot Spanish summers required the addition of oil radiators, and dust adversely affected the life of the engines. Although some aircraft accumulated up to 400 hours of flying time, the average life of an I-16 was 87 days, of which one sixth was spent on maintenance.



*Jose Maria Bravo being shaved in front of his Polikarpov I-16 aircraft during the battle of the Ebro, August 1938
Photo: SPANISH AIR FORCE ARCHIVE*



*Polikarpov I-16 replica CM-260
Museo del Aire, Madrid, Spain*

The biggest complaint in service was the light armament of only two 7.62 mm (0.30 in) machine guns. This was somewhat addressed with the appearance of the I-16 Type 6 which added a third machine-gun in the bottom of the fuselage. The four-gun Type 10 was nicknamed "Super Mosca" or simply "Super". When the war ended on 1 April 1939, 187 *Ratas* had been lost in Spain: 112 lost in combat, one shot down by anti-aircraft fire, eleven destroyed on the ground, one force-landed and 62 lost in accidents.

Republican I-16 Type 10 Super Mosca

The Soviet Union profited from the international isolation of the Spanish Republic imposed by poorly enforced non-intervention agreements and assisted the beleaguered Republican government by providing weapons and pilots.

After the western democracies refused military assistance to the established Spanish Government in the name of so-called "Non-Intervention", the Soviet Union was practically the only nation that helped Republican Spain in its struggle.



*Polikarpov I-16 Type 24, painted as CM-249
Fundacion Infante de Orleans, Madrid Spain*



Spanish Historic Aviation Museum's restored I-16 Type 24 painted as a Spanish Republican I-16 Type 10, CM-249, circa 1937

In a similar manner as Hitler with his Third Reich rearmament plan, Stalin saw the acquisition of first-hand combat experience in Spain by Soviet pilots and technicians as essential for his plans regarding the capability and combat readiness of the Soviet Air Forces. Therefore much emphasis was placed on detailed reporting of the results of the testing of the new Russian military equipment and air-warfare techniques.

Some of the most effective pilots in Spain were those sent by the Soviet Union. The Spanish Republican Air Force not only lacked modern aircraft, it also lacked experienced pilots. Unlike most other foreign pilots in the service of the Spanish Republican Air Force, Russian pilots were technically volunteers. They received no incentives, like combat bonuses, to supplement their modest wages.

Many Soviet aircrew traveled to Spain in the fall 1936, along with the new aircraft that the Spanish Republic had purchased from Russia. The first planes that came to Spain were Tupolev SB bombers; I-15 and I-16 fighters would arrive later. Their first action was a morale-lifting bombing raid on the Talavera de la Reina military airfield used by the German sponsored Condor Legion that bombed Madrid almost daily.



Typical I-16 Type 24 cockpit layout



Included this image because it's cool

This action made the Russian pilots very popular among the people in Madrid. SB pilots were able to take advantage their aircraft's relatively higher speed, but the plane was vulnerable and its fuel tanks easily caught fire when hit. When the Condor Legion employed the Bf 109B later in the war, the SB squadrons suffered heavy costs.

There were about 300 Russian pilots in or around Madrid by the end of November 1936. The improved defensive capacity of the Spanish Republic boosted the morale of the areas of Spain under loyalist control. The Russian pilots gave their best performance in the Battle of Guadalajara, routing the Italian *Aviazione Legionaria* and pounding the Fascist militias incessantly from the air.

Following the demands of the European Non-Intervention Committee, Soviet pilots were phased out in the fall of 1938 and trained Spaniards took their places. From about 772 Russian airmen that served the Spanish Republican Air Force for over two years, a total of 99 lost their lives. Little gratitude or recognition were shown to the surviving pilots despite their effort and, to compound their sad lot, many would later become victims of the Stalin Purges after their return to the USSR.

I-16 Internet Video Links

Neat computed generated video of Republican I-16 vs Nationalist Bf 109 -

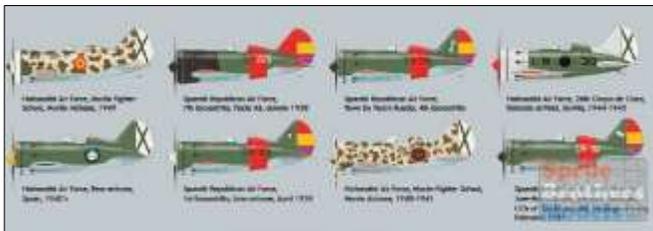
http://www.youtube.com/results?search_query=I-16+Spanish+Civil+war

Documentary history of I-16 -

<https://www.youtube.com/watch?v=cWDbUQx6DPg>



Eduard 1/48 I-16 Kits in Spanish Civil War Schemes



- Eduard 1160 Limited Edition Dual Combo*
Type 10 Spanish Nationalist, 26th, Sevilla, I-W-30
Type 10 Spanish Nationalist, Moron, I-W-6
Type 10 Spanish Nationalist, Moron, I-W-6
Type 10 Spanish Nationalist, Moron, C8-25
Type 10 Spanish Republican, Vilajuiga, 1939, CM-193
Type 10 Spanish Republican, Liria, 1938, CM-158
Type 10 Spanish Republican, Pachs, 1938, CM-225
Type 10 Spanish Republican, 4th Esc, CM-170

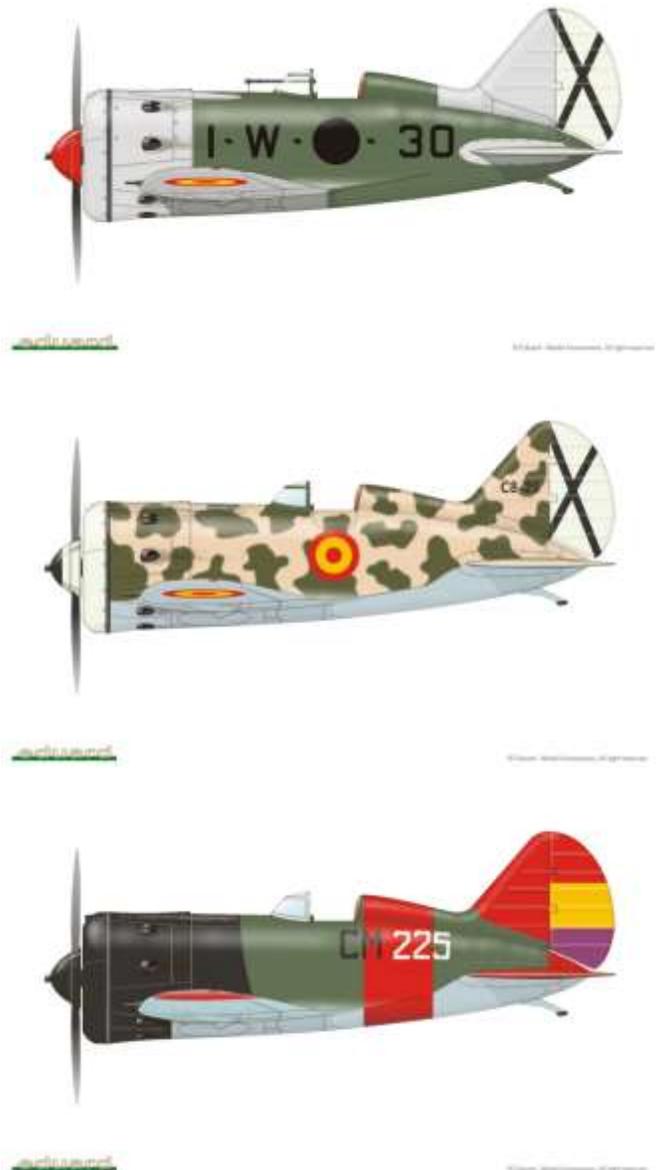
Two full kits, each consisting of approximately 93 olive colored plastic pieces, 2 clear plastic pieces, 60 + photo-etched pieces (many in color), and canopy and wheel hub masks; comprehensive 16-page A4 instruction booklet with full color marking guides; decals for eight I-16s flown by Republican and Nationalist forces during the Spanish Civil War.



Eduard 8466 Weekend Edition
Type 10 Spanish Republican, 4th Esc, 1938, CM-274



Eduard R0003 Royal Class
Includes 14 color schemes, including 3 Spanish Civil War
Type 10 Spanish Republican, 4th Esc, 1938, CM-274
Type 10 Spanish Republican, Late 40s Movie Star
Type 10 Spanish Nationalist, 1939
Type 10 Spanish Nationalist, 26th, Sevilla, I-W-30



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

Eduard 1/48 I-16 Models in Spanish Civil War Markings



I-16 Type 10 in Republican markings built by James Mustarde (internetmodeler.com)



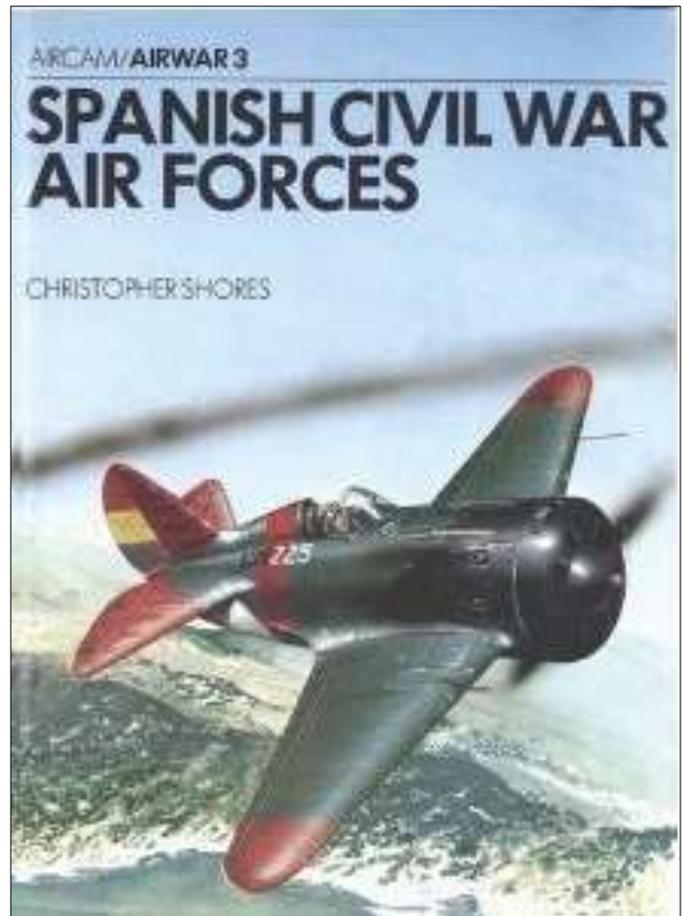
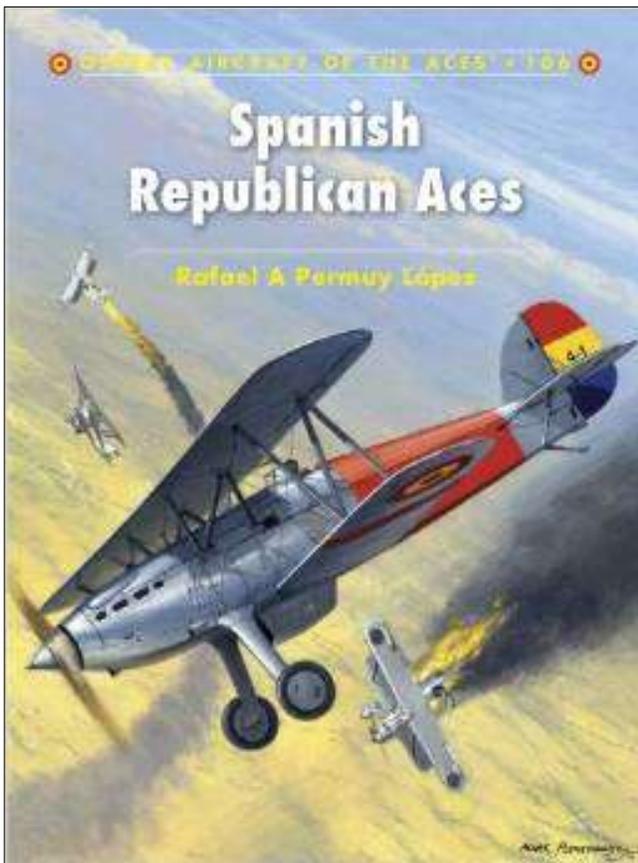
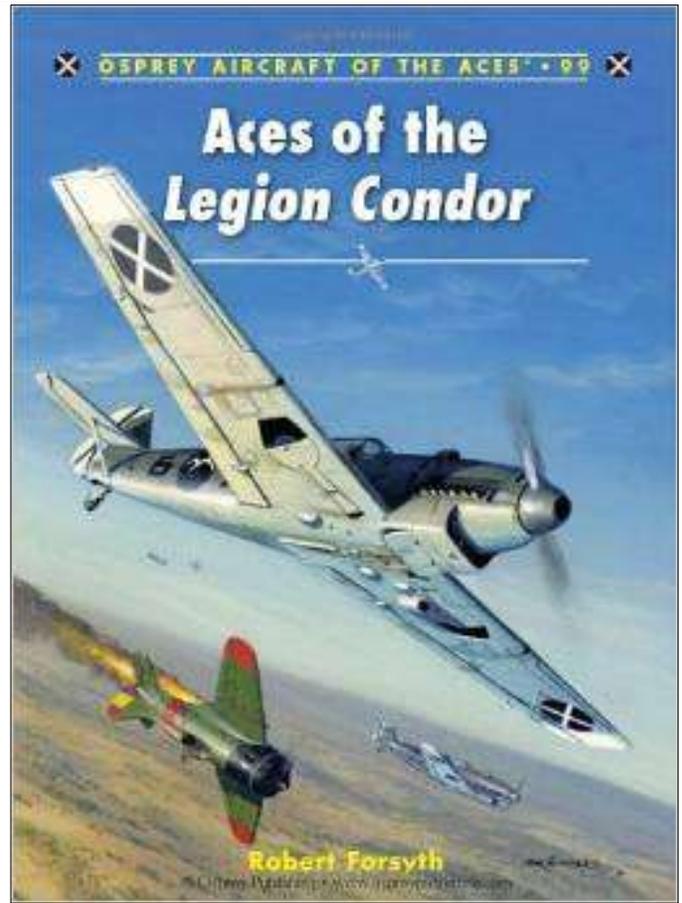
I-16 Type 10 in Nationalist markings built by Bernhard Schenk (aircraftresourcecenter.com)

Not Spanish Civil War Just Really Liked this Type 17 Model



Images from panzermodelling.com

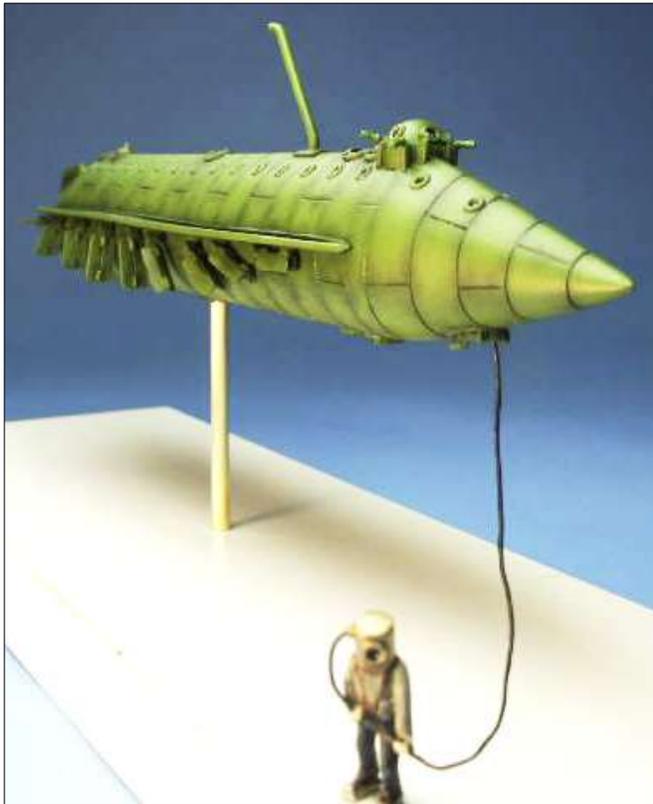
Spanish Civil War Air Warfare Books



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

Walen's Kit Picks of the Month

Cottage Industry Model's 1/72 Union Submarine Alligator



Originally powered by 16 paddles along her hull, the *Alligator* was launched in May 1862. "It was made of iron, with the upper part pierced for small circular plates of glass, for light, and in it were several water tight compartments." Sent to the base at City Point, all tasks considered for *Alligator* — clearing obstacles, blowing up enemy bridges — were deemed too risky due to her deep draft. She was subsequently sent back to the Washington Navy Yard for more testing. In July the paddles were replaced with a screw propeller which her crew operated by hand-crank. Sent south to aid in the attempt to capture Charleston Harbor, the *Alligator*, like the monitor, sank in heavy weather while under tow.

Approximately 8 1/2" long, the kit includes a diver figure, resin and white metal parts to complete the model in either the early version with oars, or the later version with propeller. Reviews indicate this is a very easy kit to build, and probably a good one for those with limited experience building resin kits.

This kit retails for \$49.95 and is available from www.cottageindustrymodels.com

1/72 Scale C.S.S. Hunley



The Cottage Industry web store provides this information about this re-mastered kit: "The new kit features several options and add-ons that were not available before. First, we added figures of the guards seen in the C.W. Chapman painting. We also added the option of extra hatch lid castings to portray the model with either open, or closed hatches. There are also 2 options for adding the Torpedo Spar that are much more up to date and more technically accurate than before. We included the dock that the Hunley sits on in the famous painting, and we created an entirely new set of well-illustrated fully explained instructions covering the building process.

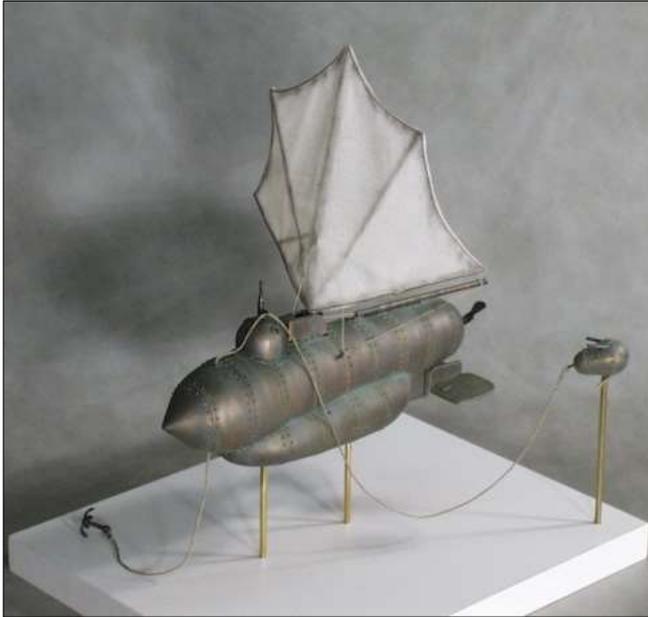


This model is a cinch for novices to the world of building resin kits, and will provide a fun, accurate, and quick weekend project for the more advanced builder. We also included spare parts of many of the small fragile items that we thought might be messed up or lost during the building process.

The retail price on this kit is \$29.95 and it can be ordered from www.cottageindustrymodels.com and www.freetimehobbies.com



1/32 Scale Robert Fulton's "Nautilus"



Robert Fulton designed and built this submarine in 1805 and approached Napoleon Bonaparte for funding. The French agreed; Fulton built the boat, and successfully tested it in Paris on a couple of barges and a schooner. The original submarine worked much like the Hunley and Turtle in that a crew of 3 served as its main means of propulsion. A sail could be raised, lowered and turned on a pivot to aid the boat while on the surface. The Nautilus never saw wartime action and later lay rotting on the banks of the River Seine.

This model measures approx. 8 1/2" long overall X 8 1/2" high with the sail upright. Very simple to build and comes with thorough instructions, sail-cloth, resin hull, and resin and metal parts.

The kit retails for \$79.95 and is available from www.cottageindustrymodels.com



Scratch-built 1/48 Sperry Messenger

2014 Is Winding Down

The year is almost over. Here in Texas we still have two of our regular contests remaining, September 13th in Fort Worth and October 4th in Austin. Both are at the same location as last year. I am planning to attend both. These two events usually have a good sized crowd.

As usual I got back from the IPMS National Convention all inspired to create an entry or two for next year. I have so many partially started projects to choose from it is hard to decide. It would be great to get one a month completed then have all of them from which to choose an entry or two. Many of mine may be a bit too ambitious but we shall see.

Like Lone Star Models on Face Book

Note there are two Lone Star Models on Face Book. One is an RC hobby shop in Lancaster Texas. Mine has my logo on it and a photo of an LSM B-10 built by Chaz Bunch.

NOTE!!! Any prices shown in this newsletter do not include S&H. or Texas sales tax of 8.25% (Texas residents only). Pay Pal accepted. Please use **LSMODELS@PDQ.NET** for the Payee.

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

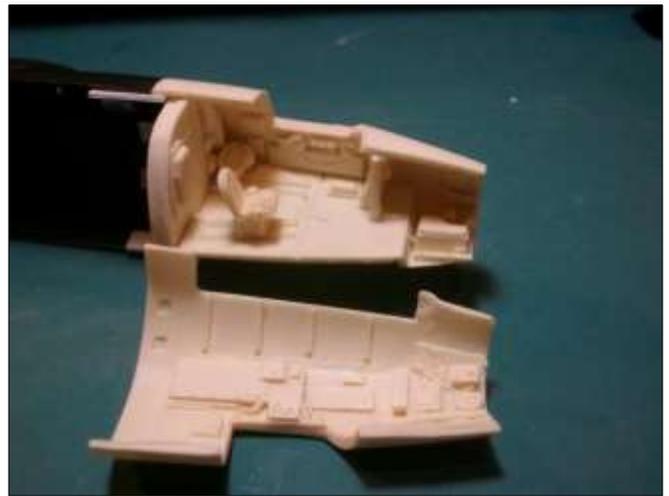
Feel free to share this news letter with your friends. I can add them to the mailing list.

Thanks!

www.lonestarmodels.com



Curtiss SOC-3 Seagull Recovery by a Cruiser, July 1943



1/48 Martin B-26 Cockpit set

NEW! 1/48 Martin B-26 cockpit set \$25.00. Note in the photo above, the pilot's seat, instrument panel and controls have not been installed

Miscellaneous New Items



1/48 Curtiss SOC-3 Seagull

NEW! 1/48 SOC-3 resin kit. White metal prop and struts, no decals. \$65.00 S&H not included



1/32 5"-51 Shore Battery

I have a number of things other than aircraft I want to do. I have long had an interest in the battle for Wake Island. To that end I wanted to build a model of one of the 5"-51 shore batteries. above is a photo of the model masters as they are right now. It will just be the gun, some loose ammo and some transport containers for the powder bags. To be available soon!



The first "Mystery Ship", NR614K, Race No. 31

After posting news of the new 1/32 Travel Air Mystery Ship kit, I had a number of requests to do a cockpit set for the old Hawk/Testors kit.

This set is now available \$18.00 S&H extra



The 1/48 RB57A conversion is now available. It can be used on either Airfix or Classic Airframes kits. The conversion includes a small decal sheet for some Arkansas National Guard aircraft. \$30.00 S&H extra



RB-57A-MA sn 52-1440 Arkansas ANG 154th TRS

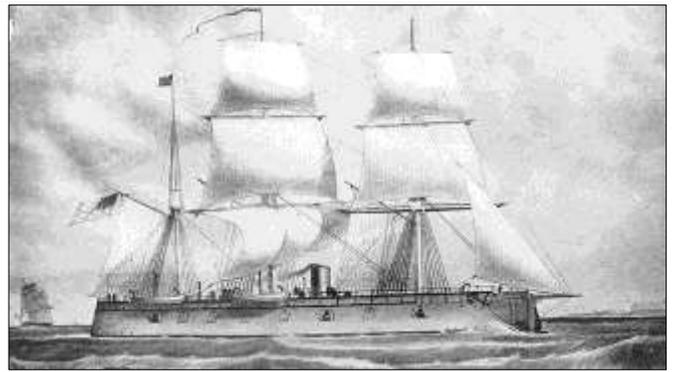


RB-57A-MA sn 52-1427 Arkansas ANG 154th TRS

Another request I have finished is the 1/48 Jettmaster kit. Like the original aircraft it is based on the earlier 1/48 Mixmaster kit. A new tail section is included along with a taller fin/rudder, new cockpit/fuselage top and interior bulkhead plus 4 plugs to fill in the exhaust pipe locations from the Mixmaster kit. Everything else is the same as in the Mixmaster kit. \$160.00 S&H extra. Available in two weeks



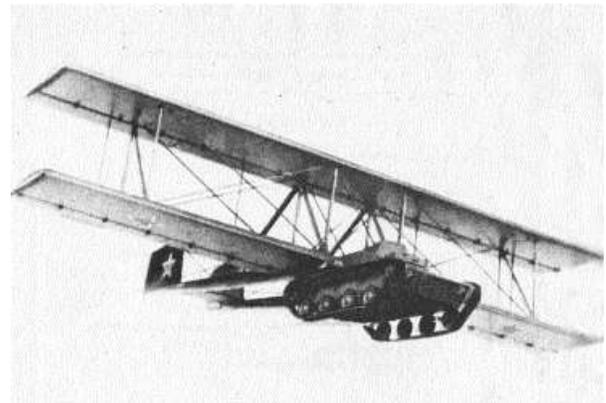
Note Airspray A-26 Fire Bomber in the back ground.



USS New Ironsides

I still have three 1/192 ship hulls I never did complete. I am now thinking about finishing them: U.S.S. New Ironsides, U.S.S. Roanoke, and the Peruvian Monitor Huascar.

Other “shelf of doom” Lone Star Models kits that I hope to complete this season (in time for the 2015 Nationals) include two new 1/16 scale resin figures and the T-60 flying tank (below).



Old tubes of glue

Ever find a small tube of glue in an old kit? Many of the Japanese companies did this. Tamiya especially! If you come across one save it!

When I do, I get some paper towel and set the tube on it then cut off the end with the applicator. Squeeze out all of the glue and discard it. Next carefully pry the tube back open and with an old pair of scissors or your bobby knife make a slit down the side so you can flatten it out. I usually soak mine in a small paint bottle of thinner to finish removing all of the glue. Once cleaned it is ready to use.

It is thin lead and can easily be cut into small strips. I like to use it for seat belt webbing. It is pliable and stays where you want it. Just glue it in place with a tiny drop of superglue. It also works well as small hold downs for internal wiring in you cockpit, wheel bays, or engine compartments.

Till next time, remember to follow Lone Star Models on Face Book too. I think the term is “Like” us?

Mike

www.lonestarmodels.com

IPMS NCT Member Bonus Feature!
Soviet Storm: WW II In the East
The War At Sea
Episode 13 (of 18)
(Link's By Walen)



Soviet Storm: World War II -- In The East: Episode 13 – The War At Sea –

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

The Soviet navy fought many different types of war, from coastal raids in the Black Sea, to convoy escorts in the Arctic Ocean and submarine patrols in the Baltic Sea. Their submarines would prove a particularly lethal force, and in 1945 were responsible for massive and controversial losses of life at sea.

John Walen

John Walen, IPMS 17482

Proud IPMS NCT member since 1982



Looking To Collect something Different?
How About
Steampunk Fairies?



Naomi



Jess



Rebecca



Cherry



Anne Stokes Avenger



Tabitha

John Walen

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

October 2014's

Mystery Planes

Can You ID This Aircraft?

John Walen

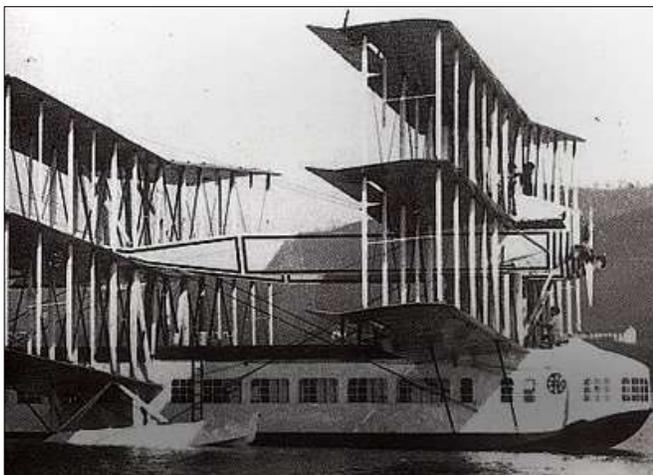


Check the Next Issue of the FlakSheet!

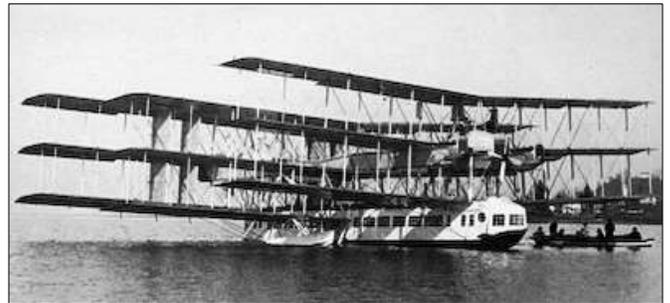
Last Month's Mystery Plane

Caproni Ca. 60

The Caproni Ca 60 Noviplano, dubbed the 'Capronissimo', was a singularly unique aircraft that featured three sets of triplane wings set above a giant fuselage that resembled some sort of luxury houseboat. The Caproni Ca 60 was designed by Count Gianni Caproni of Italy.



Caproni was a prolific aircraft designer, and the Ca 60 was probably the most unusual of all his creations. The Caproni Ca 60 was powered by eight 400 horsepower Liberty V12 engines. Four of the engines were mounted on the leading set of wings, while the other four were located on the third row of wings and helped push the aircraft along. Originally it was hoped that the Caproni Ca 60 would carry up to 100 passengers back and forth across the Atlantic. However during the aircraft's first flight on 4th March 1921 it crashed back into the water after only reaching a height of around 60 ft. Fortunately the pilot survived the impact and partial breakup of the aircraft. Perhaps even more fortunately for the pilot - and any future passengers - he never had to fly it again as it caught fire and was completely destroyed while it was being rebuilt.



Looking for Something Unusual for a Diorama?
How about a Swiss Aircraft Carrier?

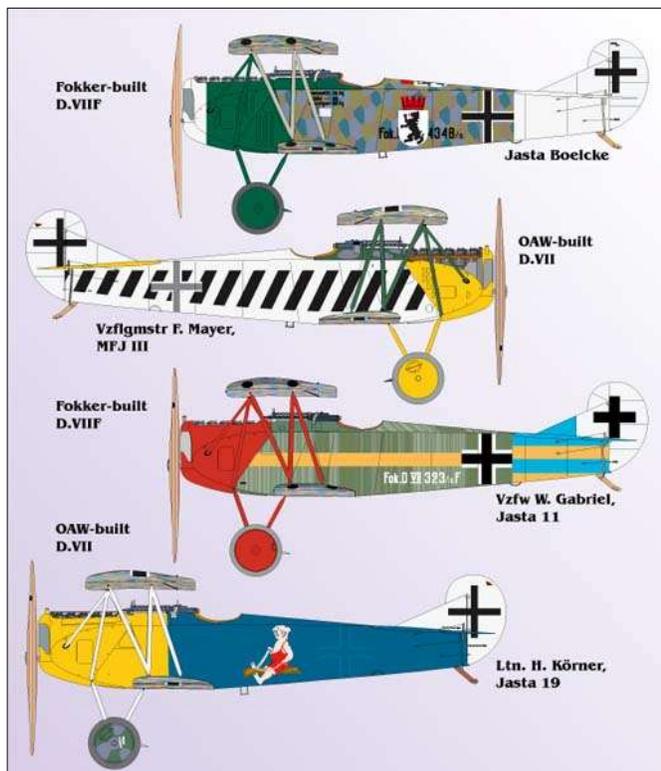


John Walen

John Walen, IPMS 17482
Proud IPMS NCT member since 1982

Floyd's Fling

Lifelike Decals 1/32 Fokker D.VII Part 3 By Floyd S. Werner, Jr.



Manufacturer website:

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

Mfr Stock No.: 32-018

MSRP: ¥ 1600

Target Kits: Wingnut Wings

Wingnut Wings has set a new standard in 1/32nd scale WWI aircraft. That is not news to model builders. One of the latest releases is the Fokker D.VII series of aircraft. The only thing this jewel needs is more marking options. Enter Lifelike and their exquisite artwork.

Inside a 6" x 9" ziplock bag are two single sided A4 instructions. Four brightly colored aircraft are showcased. The decals themselves are on two pages by Microscale.

They are in perfect register and opaque. Because they are made by Microscale you know they will react well with all the setting solutions. The smaller sheet is 5 ½ by 5 ½ inches with all the yellow markings produced on

that sheet. The larger one is 5 ½ x 8 with the remaining colors and markings included.

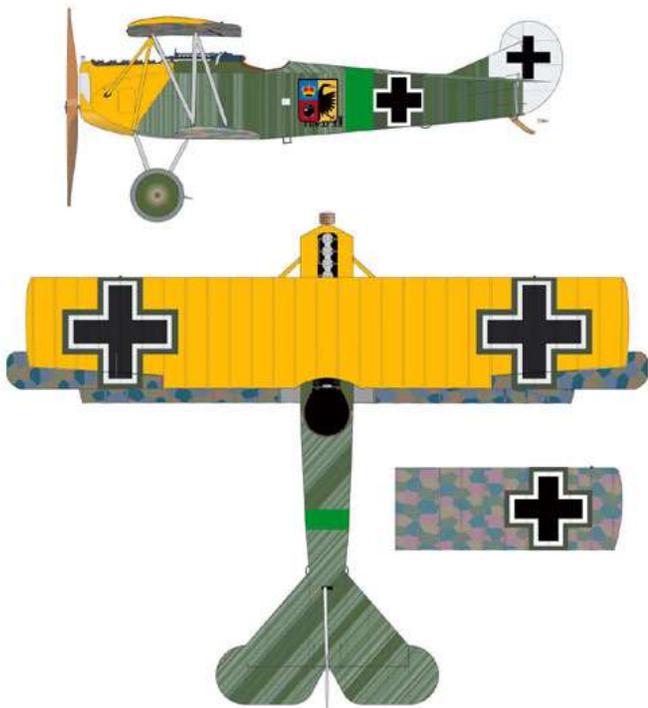
The first aircraft is a Fokker built machine from Jasta "Boelcke" in November 1918. It was possibly flown by Lt. Paul Blunk. What amazes me the most about Lifelike is their research and attention to detail. This aircraft is a perfect example in that they have the engine serial number, as well as, the airplane serial number. Sure the aircraft serial number is easy enough but the engine serial number; that is something else. Blunk's D.VII features a four color lozenge pattern with a white tail and nose. The one horizontal stabilizer is black. The area around the cowling is green as are the wheels. The fuselage has the Berlin coat of arms making this a rather attractive aircraft.

The second aircraft is a OAW built aircraft. This is my favorite aircraft on the sheet. It is a typical lozenge upper surface but the fuselage is mostly white with black stripes and a yellow nose, wheels and horizontal tail. The wing support struts were a dark green. The fuselage cross is a grey and not black like is normal. One of the things about Lifelike is that when they don't know something they give you the best educated guess. In this case the fuselage cross may be yellow or grey. They let you, the modeler, decide.

The much sought after D.VIIF with the BMW engine is the subject of the third aircraft. This Jasta 11 aircraft was flown by Vzfw Willy Gabriel in late June 1918.



Lt. Hans Korner on his Fokker Dr. I



Vizefeldwebel Willy Gabriel's Fokker D.VIIF

The Blue and Yellow striped tail is quite striking. If that isn't enough color for you there is a yellow stripe down the fuselage to the red cowling and support struts. The wing crosses look to me to be the same style of WWII Luftwaffe with larger black portions than is normal. This is a colorful aircraft.

The last aircraft is pretty plain but the artwork on the side of the fuselage is 'interesting'. An OAW built aircraft flying for Jasta 19 (Lt. Hans Korner) would be eye catching on any modeling table. The fuselage is predominately blue with a yellow nose, but like I said it is more about the artwork. On the side of the fuselage, which is devoid of national markings, is a 'Fat Boy on a Flying Carpet'. It is a huge cartoon looking figure. The struts are painted white which will set off the blue fuselage.

Researched by Lifelike, really colorful subjects, printed by Microscale for models designed by Wingnut Wings, what a perfect combination. There are plenty of choices. The choice may be not be which one to do but how can you afford more Wingnut Wings models to use these decals on.

Highly recommended

Thanks to Lifelike for the review copy. You can only get them from them directly at <http://www16.ocn.ne.jp/~lifelike/>. Let them know you read about it here.

After writing this review Lifelike contacted me to inform me that new information had come to light about Vzfw. Gabriel's aircraft. It appears that the stripe was orange and not yellow as provided and that the number was slightly smaller than provided so they would be sending replacement decals to me and anyone else who

purchased the decals. FREE of charge. Just contact them at lifelike@eos.ocn.ne.jp. Do you know of any other company, decal or otherwise, that would do that? These are exceptional decals from an exceptional company. That is someone who takes their product seriously.



Vizefeldwebel Willy Gabriel

Highly recommended

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



*Fokker D.VIIF, Jasta 15, Lt. d R. Josef Veltjens, Late 1918
Zoring on <http://riseofflight.com/>*

Upcoming Contests



October 4, 2014

ASMS Capital Classic
IPMS Austin Scale Modeler Society
<http://www.austinsms.org>
Norris Conference Centers
2325 West Anderson Lane
Austin, Texas



October 11, 2014

ConAir 2014 Annual IPMS Model Contest & Expo
IPMS Air Capital Modelers
<http://www.aircapitalipms.org/>
Midway Baptist Church
5135 S. Broadway.
Wichita, Kansas 67210



November 1, 2014

GatorCon 2014
Theme : Fifty Shades of Gray
IPMS Acadiana Plastic Modelers
<http://www.cajunarmor.com/IPMS-Acadiana.html>
Lafayette Event Center
607 Johnston Street
Lafayette, Louisiana 70503



November 9, 2014

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



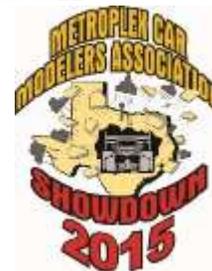
January 24, 2015

Calmex 29
IPMS SWAMP
<http://ipmsswamp.com/>
Managan Center
1000 McKinley St.
West Lake, Louisiana



February 21, 2015

Model Fiesta 34
Theme: "Critters"
<http://www.alamosquadron.com>
IPMS Alamo Squadron
San Antonio Event Center
8111 Meadow Leaf Drive
San Antonio, Texas 78227



March 14, 2015

MCMA 2015 Showdown 25th Annual
<http://www.themcma.net/>
IPMS Metroplex Car Modelers Association
Dr. Pepper Star Center
12700 North Stemmons Freeway
Farmers Branch, Texas

Upcoming Contests



March 12-14, 2015

2013=5 Lone Star Figure Show

www.lonestarfigureshow.com

Lone Star Military Miniature Society
DFW Marriott South
4151 Centreport Blvd.
Fort Worth, Texas 76155

RiverCon IV March 14, 2015



We Support Wounded
Warriors Project
Donate at Contest

March 14, 2015

RiverCon IV

IPMS Red River Modelers

www.ipmsredrivermodelers.org

Clarion Hotel Shreveport
1419 East 70th Street
Shreveport, Louisiana

March 28, 2015

Great South TigerFest XXI

IPMS New Orleans Flying Tigers Scale Model Builders
St. Jerome K.C. Hall
3310 Florida Ave
Kenner, Louisiana



April 25, 2015

Model Mania 2014

IPMS Houston

Theme: Technicolor

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

Stafford Center
10505 Cash Road, Stafford, Texas

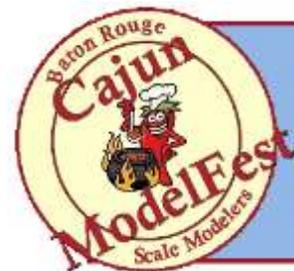


April 30 – May 2

AMPS 2015 21st International Convention

<http://www.amps-armor.org/ampssite/>

Theme: First In Line
WW2 Victory Museum
Auburn, Indiana



May 16, 2015

Cajun ModelFest XXX

Theme:

IPMS Baton Rouge Scale Modelers

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

LSU 4H Minibarn

Building 338

3310 Florida Ave

Baton Rouge, Louisiana



May 30, 2015

ScaleFest 2015

IPMS North Central Texas

<http://ipmsnct.net/>

Grapevine Convention Center

1209 South Main Street

Grapevine, Texas 76051

Upcoming Contests



May 30 - 31, 2015

WonderFest

www.wonderfest.com

Crowne Plaza Louisville Airport Hotel
830 Phillips Lane
Louisville, Kentucky 40209

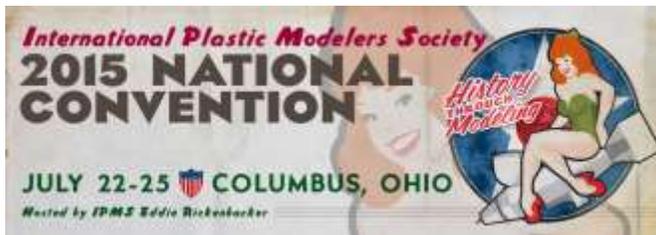
June 18-20, 2015

Squadron EagleQuest XXIV

Theme: Heavy Metal

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

Embassy Suites Dallas
DFW Airport North Outdoor World
2401 Bass Pro Drive
Grapevine, Texas 76051



July 22-25, 2015

IPMS USA 2015 National Convention

<http://ipmsusa2015.com>

Hyatt Regency Columbus
350 North High Street
Columbus, Ohio 43215



August 1, 2015

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 13, 2015

SuperCon 2015

Theme: Swedish Ejection Seats

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

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



September, 2015

15th Annual Spoo-Doo Model Show

IPMS Central Arkansas Scale Modelers
Statehouse Convention Center – Caraway Rooms
101 E Markham Street
Little Rock, Arkansas 72201



October 10, 2015

ConAir 2015 Annual IPMS Model Contest &

ExpoIPMS Air Capital Modelers

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

Kansas Aviation Museum
(NW Corner of McConnell AFB)
3350 S. George Washington Blvd.
Wichita, Kansas 67210

Local Events of Interest



October 2, 2014 (Thursday)

Lone Star Aero Club

www.lonestaraeroclub.org

Don Pyeatt / Jim Hodgson Presentation :
Amon G. Carter's Travel Air 5000 Restoration
DFW Airport at Hyw 360 & FAA Road
American Airlines C.R. Smith Museum
Fort Worth, Texas 76155



October 3-5, 2014

CAF World War II Air Expo

www.AirPowerExpo.org

Dallas Executive Airport
5303 Challenger Drive
Dallas, Texas 75232

24TH ANNUAL BIG BAND HANGAR DANCE

Silent Auction! C-47 Flights Available!

VINTAGE FLYING
EST. 1990

Purchase Tickets Online!!!

MUSEUM
October 4, 2014
8 p.m. until midnight

"REMEMBERING D-DAY PLUS SEVENTY"

Tickets \$30 Advance \$35 At the Door \$20 Dinner (Dinner 6:30 - 8:30 sold in advance)		Reserved & Corporate Tables Available BYOB
--	---	--

FEATURING THE ALAN GLASSCOCK ORCHESTRA

Optional Dress: 1940's, military or civilian

SHOWCASING THE D-24 DIAMOND LIL

Vintage Flying Museum
Meacham Field (DFW)
505 NW 35th Street
Fort Worth, TX 76106

For additional information call 817-624-1935 or e-mail info@VintageFlyingMuseum.org
Visit www.VintageFlyingMuseum.org

October 4, 2014

24th Annual Bid Band Hanger Dance

www.VintageFlyingMuseum.org

Vintage Flying Museum
Meacham Field

505 NW 35th Street, Fort Worth, Texas 76106

Local Events of Interest



October 11, 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



October 12, 2014 (Sunday)

IPMS MCMA

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

Monthly Meeting

Irving Garden & Arts Senter Park East
Irving, Texas 75060



October 14, 2014 (Tuesday)

EAA Chapter 34 Meeting

<http://www.eaa34.org>

TBD

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



October 15, 2014 (Wednesday)

Marauder Men of the Metroplex

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

BBQ Meeting

Spring Creek Barbecue

3608 South Cooper Street, Arlington, Texas 76015

Fort Worth



Scale Modelers

October 20, 2014 [Monday]

IPMS Fort Worth Scale Modelers

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

Semi-Annual Kit Auction

Baptist Church of Benbrook

1015 McKinley Street, Benbrook, TX 76126



October 21, 2014 (Tuesday)

B-36 Peacemaker Museum

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

Bill Allen: "Dark Days of the F-111"

UNT Health Science Center Room 124, West Building
1000 Montgomery Street, Fort Worth, Texas

Local Events of Interest



October 25, 2014 (Saturday)

Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

TBD

Tyler Pounds Airport, 2198 Dixie Drive, Tyler, Texas 75704



October 25 & 26, 2014

Fort Worth Alliance Airshow

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

Fort Worth Alliance Airport

2221 Alliance Boulevard, Fort Worth, Texas 76177



November 8, 2014 (Saturday)

Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

VFW Volunteer Meeting

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



November 8, 2014

Frontiers of Flight Museum

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

WWII Documentary Screening : '4-4-43'

6911 Lemmon Avenue

Dallas, TX 75209



November 8, 2014

Pioneer Flight Museum

<http://pioneerflightmuseum.org>

Fall Fly-In and Picnic

Old Kingsbury Aerodrome

190 Pershing Lane

Kingsbury, Texas 78638

BG John C. E. Scribner



Texas Military Forces Museum

Camp Mabry

Austin Texas

November 8 - 9, 2014

Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

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Babe Of The Month

Dichen Lachman



Dichen Lachman (born 22 February 1982) is a Nepalese Australian actress and producer, best known for appearing in the soap opera *Neighbours* as Katya Kinski and Joss Whedon's science fiction drama television series *Dollhouse* as Sierra. Lachman portrayed Suren in the supernatural drama television series *Being Human* as a main character during the show's second season.



Dichen has starred also in her own movie released in February 2014: *Lust for Love*.

Lachman was born in Kathmandu, Nepal where she lived until she was six and a half years old. She moved to Adelaide, Australia in late 1988 with her family. Her mother is Nepalese of Tibetan origin and her Australian father is of German heritage. She attended West Lakes Primary School, Gilles Street Primary School, Norwood Morialta High School, St Mary's College, Adelaide, Annesley College and the University of Adelaide.





In an interview with *The Soap Show*, Lachman said she had appeared on the BBC television show *Ready Steady Cook* while visiting England in late 2006. In the interview, she explained that she is in Los Angeles to advance her acting career, but said she would love to work in the UK and Australia.

On 26 March 2008, it was announced that Lachman would portray Sierra in the television series *Dollhouse*, created by Joss Whedon. Her character is an Active (or "doll"), whose real name is Priya Tsetsang. Sierra is one of many who can be "programmed" with multiple personalities and abilities to engage in specific assignments.

Dichen moved to Los Angeles shortly after she finished with the Australian TV drama "Neighbours" in 2007.

Lachman filmed an ad for Wanadoo which was filmed in Australia and aired in the United Kingdom. In 2005, Lachman joined the cast of the Australian soap opera *Neighbours* as Katya Kinski. She had auditioned for the role of Elle Robinson, but the producers decided to create the part of Katya for her.

Lachman played a small role in the feature film *Aquamarine*. After she finished shooting the role of Aaren in the film *Bled*, Lachman joined the cast of the film *Aztec Rex* in Hawaii.





In an interview with ScifiNow, Lachman responded to the rumor that she would star in the upcoming television show based on Star Wars by saying, "I am a huge George Lucas fan. I love those movies and it would be a dream come true — I'd love to do it, it would be incredible."

She was named one of the 100 hottest women on screen for 2009, by the lesbian media site AfterEllen.com. "What a privilege to be there," she said.

She guest starred as an insurance agent/street racer on *NCIS: Los Angeles*. She also appeared as Amy Hanamoa, the widow of a murdered police officer, in an episode of *Hawaii Five-0*. Lachman made a guest appearance in an episode of the *Doctor Who* spin-off *Torchwood*, for its fourth series *Torchwood: Miracle Day*. Additionally, in 2011 it was announced in *Variety* that Lachman would be joining the cast of *Being Human* as a series regular. Lachman also made a brief appearance in the web-series *The Guild* during Season 5, episode 8 as a guest at a party during a gaming convention.

In 2012 it was announced Lachman would be joining the Shawn Ryan driven pilot *Last Resort* for ABC and she subsequently appeared as a main character during the show's 13 episode run.



She also guest starred in the second season of the Jane Espenson scripted web series, *Husbands*.

Between 2010 and 2013, while working on other productions, Lachman and her close friend Anton King produced *Lust for Love*. King wrote the script in 2010 and used Kickstarter to raise funds to make the movie. The initial goal was to raise USD\$70,000; however, when the deadline was reached on 11/11/11 over 1,500 people had pledged money, with a final figure of USD\$101,030. To complete the movie additional funds were raised through friends and family. British film maker Jack Wylson came on board as a producer, Australian actor Adam J. Yeend as co-producer, and Adam Bricker as director of photography.

Lachman has recently been shooting in Canada, where she has joined the cast of *The 100* in the role of Anya.





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
<https://www.facebook.com/commemorativeairforcefg1dcorsair>

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>

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



Invader Squadron, Commemorative Air Force

<http://www.invadersquadron.org>

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



Silent Wings Museum

www.silentwingsmuseum.com

6202 North I-27 Lubbock, Texas 79403



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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

<http://www.vintageflyingmuseum.org>

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

Local Plastic Emporiums



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<http://www.malhobby.com>
108 S. Lee St., Irving, TX 75060
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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
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(817) 581-1027

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Roy's Hobby Shop



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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

RealSpace Models 1/144

Atlas V – Dream Chaser

By Sven Knudson, IPMS 32490

www.ninfinger.org



The kit box shows the assembled and painted model.

Background

The Dream Chaser is a reusable crewed suborbital and orbital lifting-body spaceplane being developed by Sierra Nevada Corporation (SNC) Space Systems. The Dream Chaser is designed to carry up to seven people to and from low Earth orbit. The vehicle would launch vertically on an Atlas V rocket and land horizontally automatically on conventional runways.

The objective of the Dream Chaser Space System is to provide NASA with a safe, reliable commercially-operated transportation service for crew and cargo to the International Space Station (ISS) and back to Earth. Other future Dream Chaser missions could potentially include delivering crew and cargo to other orbiting facilities—including a European orbital facility after the ISS is decommissioned in 2024—or functioning as a short term independent orbiting laboratory for other government agencies or commercial entities, as well as



The Dream Chaser space plane atop a United Launch Alliance Atlas V rocket. Image Credit: SNC

potential orbital space tourism. There are plans to build a fleet of Dream Chasers.

Dream Chaser is a reusable composite spacecraft designed to carry from two to seven people and/or cargo to orbital destinations such as the International Space Station. It would have a built-in launch escape system and could fly autonomously if needed. It could use any suitable launch vehicle but is planned to be launched on a human-rated Atlas V 412 rocket. The vehicle would be able to return from space by gliding (typically experiencing less than 1.5 g on re-entry) and landing on any airport runway that handles commercial air traffic. Its reaction control system thrusters burn ethanol-based fuel, which is not an explosively volatile material, allowing the Dream Chaser to be handled immediately after landing, unlike the Space Shuttle. Its thermal protection system (TPS) is an ablative tile created by NASA's Ames Research Center that would be replaced as a large group rather than tile by tile, and would only need to be replaced after several flights.

The historical antecedents of the Dream Chaser go back over 50 years in the US; with the 1957 X-20 Dyna-Soar



Left landing gear failed to deploy as private Dream Chaser spaceplane approaches runway at Edwards Air Force Base, Ca. during first free flight landing test on Oct. 26, 2013 – in this screenshot. Credit: SNC



Here's what comes in the box.

concept and the 1966 Northrop M2-F2 and Martin X-23 PRIME lifting bodies. Its design is derived from NASA's 1990 HL-20 lifting body design which was itself similar to the 1980s Soviet BOR-4, which in turn was considered by NASA engineers as influenced by the late 1960s HL-10, and Soviet Mikoyan-Gurevich MiG-105 military spaceplane concept, a spaceplane studied as a means to develop a Soviet counterpart to the US's X-20 Dyna-Soar.



Here's a closer look at the parts.



Here's another side of the parts.

The name "Dream Chaser" has been used for two separate space vehicles. One, planned to be an orbital vehicle based on the NASA HL-20, originated at SpaceDev when Jim Benson was still there. The second, a suborbital vehicle, was the result of Jim Benson having reused the name when he formed the Benson Space Company for the purposes of space tourism.

The Dream Chaser was publicly announced on 20 September 2004 as a candidate for NASA's Vision for Space Exploration and later Commercial Orbital Transportation Services Program (COTS).

When the Dream Chaser was not selected under Phase 1 of the COTS Program, SpaceDev founder Jim Benson stepped down as Chairman of SpaceDev and started Benson Space Company to pursue the development of the Dream Chaser.

In April 2007, SpaceDev announced that it had partnered with the United Launch Alliance to pursue the possibility of using the Atlas V booster rocket as the Dream Chaser's launch vehicle. In June 2007, SpaceDev signed a Space Act agreement with NASA.

About two weeks after Benson's death, SpaceDev agreed to be acquired by Sierra Nevada Corporation, a privately owned company operated by Fatih Ozmen and Eren Ozmen, on 21 October 2008 for \$38 million.



Here's your final view of the parts.



Sierra Nevada Corporation's Dream Chaser successfully rolls through two tow tests at NASA's Dryden Flight Research Center in California.

On 1 February 2010, Sierra Nevada Corporation was awarded \$20 million in seed money under NASA's Commercial Crew Development (CCDev) phase 1 program for the development of the Dream Chaser. Of the \$50 million awarded by the CCDev program, Dream Chaser's award represented the largest share of the funds.

SNC completed the four planned milestones on time which included program implementation plans, manufacturing readiness capability, hybrid rocket test fires, and the preliminary structure design. Further initial Dream Chaser tests included the drop test of a 15% scaled version at the NASA Dryden Flight Research Center. The 5-foot-long (1.52 meters) model was dropped from 14,000 feet (4,300 m) to test flight stability and collect aerodynamic data for flight control surfaces.

For the CCDev phase 2 solicitation by NASA in October 2010, Sierra Nevada proposed extensions of Dream Chaser spaceplane technology. According to head of Sierra Nevada Space Systems Mark Sirangelo, the cost of completing the Dream Chaser should be less than \$1 billion.



Dream Chaser commercial crew vehicle built by Sierra Nevada Corp docks at ISS



Dream Chaser model being tested at NASA Langley

On 18 April 2011, NASA awarded nearly \$270 million in funding for CCDev 2, including \$80 million to Sierra Nevada Corporation for Dream Chaser. Since then, nearly a dozen further milestones have been completed under that Space Act Agreement. Some of these milestones included testing of the airfoil fin shape, integrated flight software and hardware, landing gear, and a full-scale captive carry flight test.

On 3 August 2012, NASA announced the award of \$212.5 million to Sierra Nevada Corporation to continue work on the Dream Chaser under the Commercial Crew Integrated Capability (CCiCAP) Program.

In December 2013, the German Aerospace Center (DLR) announced a funded study to investigate ways in which Europe might take advantage of the Dream Chaser crewed spaceplane technology. Named the DC4EU (Dream Chaser for European Utilization), the project will study using it for sending crews and cargo to the ISS and on missions not involving the ISS, particularly in orbits of substantially greater altitude than the ISS can reach.



The completed craft on the day of its 1st captive carry test



The completed craft suspended from an Erickson Air Crane

In January 2014, the European Space Agency (ESA) agreed to be a partner on the DC4EU project, and will also investigate whether the Dream Chaser can use ESA avionics and docking mechanisms. ESA will also study launching options for the "Europeanized" Dream Chaser, particularly whether it can be launched within the Ariane 5's large aerodynamic cargo fairing – or, like the Atlas V, without it. In order to fit within the fairing, the Dream Chaser's wing length will have to be reduced slightly, which is thought to be easier than going through a full aerodynamic test program to evaluate and prove it along with the Ariane for flight without the fairing.

In late January 2014, it was announced that the Dream Chaser orbital test vehicle was under contract to be launched on an initial orbital test flight, using an Atlas V rocket, from Kennedy Space Center in November 2016. This is a privately arranged commercial agreement, and is funded directly by Sierra Nevada and is not a part of any existing NASA contract.

On September 16, 2014, NASA did not select the Dream Chaser for the next phase of the Commercial Crew Program.



The Dream Chaser space plane is derived from the HL-20 lifting body developed by NASA. Photo Credit: SNC



A rear view of the Dream Chaser at a press briefing.

In May 2013, The Dream Chaser Engineering Test Article (ETA) was shipped to the Dryden Flight Research Center in California for a series of ground tests and aerodynamic flight tests. This move to Dryden came about a year after a captive carry test that was conducted near the Rocky Mountain Metropolitan Airport on 29 May 2012.

During that test, an Erickson Skycrane was used to lift the Dream Chaser to better determine its aerodynamic properties. "The testing at Dryden will include tow, captive-carry and free-flight tests of the Dream Chaser.



The Dream Chaser gliding to earth.



The completed craft suspended from an Erickson Air Crane

A truck will tow the vehicle down a runway to validate performance of the nose strut, brakes and tires. The captive-carry flights will further examine the loads the vehicle will encounter during flight and test the performance and flutter of the vehicle up to release from an Erickson Skycrane helicopter. The free-flight tests are designed to validate the Dream Chaser's aerodynamics as well as test the flight control surfaces to verify flight characteristics for approach, flare and landing." A second captive carry flight test was completed on 22 August 2013.

On 26 October 2013, the first free-flight occurred. The test vehicle was released from the "skycrane" helicopter, and flew the correct flightpath to touchdown less than a minute later. Just prior to landing, the left main landing gear failed to deploy resulting in a crash landing. In a press teleconference a short while later, Mark Sirangelo, corporate vice president of Sierra Nevada, told reporters that the view of the ETA was obscured by the dust as it skidded off the runway, but that the vehicle was found upright, with the crew compartment intact, and all systems inside still in working order. Sierra Nevada corporation engineers do not believe that the ETA flipped over.



The completed craft suspended from an Erickson Air Crane

The first two Dream Chasers — the ETA and the Flight Test Article (FTA) — have been given internal and external names, with some sources reporting that the ETA will be named *Eagle*.

An initial orbital test flight of the Dream Chaser orbital test vehicle is planned for 1 November 2016, launching on an Atlas rocket from Kennedy Space Center.

The flight lasted 15 minutes 30 seconds, reached an altitude of more than 102.8 nautical miles (190.4 km) and traveled 262.5 nautical miles (486.2 km) downrange, landing in the Atlantic ocean.

The flight went as expected until just after splashdown, when the hatch cover, designed to release explosively in the event of an emergency, accidentally blew. Grissom was at risk of drowning but was recovered safely; the capsule sank into the Atlantic and was not recovered until 1999.

Kit contents: 11 resin parts
decals
instructions

Comments

The resin parts are solid, with the exception of the engine bells. All parts are molded with crisp details and a smooth surface finish. Some of the parts are still on their pour plugs and some minor clean-up will be required. There are no visible airholes on the parts. The instruction sheet has graphical assembly steps combined with a painting and decaling guide.

Price: \$ 50.00 plus shipping

Order from: RealSpace Models
813 Watt Dr.
Tallahassee, FL 32303
email: realspace@nettally.com
web: <http://www.realspacemodels.com/>

Review By Sven Knudson, IPMS 32490



Meng Model 1/35

Russian “Terminator” Fire Support Combat Vehicle BMPT

By Cookie Sewell



- Kit Number:** TS-010
- Media:** 1,520 parts (579 in black styrene, 471 in dark green styrene, 429 black vinyl, 15 clear styrene, 25 etched brass, 1 nylon string)
- Advantages:** Matches the T-90A kit for quality; tremendous amount of detail provided; KMT-8 mine clearing installation a bonus
- Disadvantages:** With 980 parts to them and five-part track links the tracks are not likely to win many fans
- Recommendation:** Highly Recommended for all modern Russian armor fans
- Price:** US \$ 84.95





Back in 1984 I found a great T-shirt for sale in a military shop just off Fort Rucker, Alabama. It had a crazed US Green Beret with one each of every small arm or light crew served weapon on his back, a rifle in his hands and a bayonet between his teeth. The caption was “We’ve got so many ways to blow you away you’re bound to like one of them!” That pretty much sums up the concept behind the BMPT tank escort vehicle.

The Soviets had experimented with tank escort vehicles for some time after they found the BMP series to be too lightly armed to survive in some situations, and tanks by themselves were too “blind” to deal with all threats. This was crystalized into a series of prototype vehicles carrying different armament combinations and onboard personnel, some with dismount teams and some with more heavy weapons, but all based on the chassis of the T-72 main battle tank. The feeling was that they could easily convert them from early model T-72 tanks which were no longer suitable for modern tank-versus-tank combat in Europe.

After the slaughter of the New Year’s Eve 1994-1995 attack on Grozny in Chechnya, this brought such a vehicle back to the fore.



They carry tandem warhead HEAT rounds for tanks, but in city conditions they are more likely to be fitted with thermobaric (volumetric) ones to deal with bunkers and apartment buildings.

One of these is capable of wiping out all living creatures within a confined area the size of a two room apartment as well as causing it to collapse. The grenade launchers are for dealing with pockets of infantry (in this case fighters and “illegal armed bands” to quote the Russians).

The BMPT is heavily protected with tank level base armor, at least “Kontakt-5” explosive reactive armor, and “reshetka” grill armor over less vulnerable spots of the vehicle.

While the “production” version of “Ramka” first was shown in 2002, so far only three have been sold to Kazakhstan. But with all of its armament the Russians soon dubbed it the “Terminator” after the Arnold Schwarzenegger cyborg character. A new variant dubbed “Terminator 2” is now being shown, which has a modified turret but eliminates the hull mounted grenade launchers and their two operators.

While Zvezda has announced a kit of the Terminator, Meng has beaten them to the market and this kit has been out now for a couple of months. Like their T-90A kit before it, this kit was designed with the cooperation of Gur Khan (Aleksey Khlopotov), a Russian armor historian and writer.

Like the T-90A this one is also a stunner.





The amount of detail that Meng has given this kit is truly incredible. It provides the Russian armor modeler with a kit of similar detail level to the DML Tiger I and Panzer III/Sturm III kits with separate torsion bars and detailed shock absorbers among other nice touches. But this one drops the previous kit's nicely done V-92S2 engine for a complete KMT-8 mine clearing installation - track-width mine plows and electromagnetic radiators to detonate electromagnetic fused mines.

The directions come in a handsome if somewhat confusing book with the history in Chinese, English, Japanese, and Russian. There are 41 steps in the construction of this kit. One thing that Meng has done and few others attempt is to provide aids to assemble the kit. This one includes three: a set of jigs to assemble the five-part track links, a gluing jig to set the pitch of the torsion bar/road wheel arms, and a painting mask for the road wheels.

Most of the kit assembles in the fashion most armor modelers expect, starting with the lower hull and suspension. As it is a "one-off" there are no holes that need to be drilled as all of them are provided in the components. While 1,129 parts are carried over from the T-90A kit, they are basically just the suspension and tracks. This kit does provide the best Soviet-style lever action shock absorbers (parts E-7, E-9, B-14, B-22) and they even may be permitted to operate if care is used on assembly.



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

The upper hull assembly is similar to other kits. The entire fender tips are slide molded and one piece styrene affairs, a nice touch. A styrene spring and fillet finish off each one. This vehicle has a different glacis layout and thus is a bit different than the tank. As before the engine deck area is the best rendering of this area of T-72/T-90 series vehicles around. The upper hull work proper starts with Step 15 and the bulky side pannier/stowage bin assemblies. There is no unditching log nor auxiliary fuel tank assembly needed on this particular vehicle so those parts are excess.





Step 23 covers the sub-turrets and shows the double hatch arrangement - an armored hatch with a flip-over treadplate cover above it. Both sub-turrets may be left to rotate.

Step 25 is the start of the main turret. This gets to be very complex so care is needed with some of the subassemblies.

The 30mm cannon module consists of some 17 parts; while the 30mm barrels are styrene (parts L19) they have very nicely done slide-molded muzzle brakes. The module is held in vinyl keepers in the arms of the elevated mount to permit elevation. Note that the directions invert the assembly in some steps so pay close attention to which end is up!

The missiles consist of four parts (sides and end caps) and are fitted to their racks in pairs. They are left loose when fitted to the turret to permit elevation.

Three options are given for the KMT-8: not mounted, travel, and operating. Assembly of the main element starts in Step 37 and if care is taken the plow elements may be left moveable.

Finishing instructions and decals are provided for three (albeit most likely the same one in different years!) different vehicles: Arms Exhibition, Nizhniy Tagil 2009 (standard Russian Army three color - sand/black/dark green); Arms Exhibition, Nizhniy Tagil 2011 (sand with dark green and red brown patches); Arms Exhibition, Nizhniy Tagil 2013 (sand with medium brown and dark brown angular patches).



No decals are included, which is a bit of a shame that none of the Kazakhstani vehicles are presented.

Overall while it again has the overwrought tracks it is an excellent kit of a unique if currently "low density" vehicle.

Sprue Layout

- A 8 Glacis, scraper blade, lower glacis
- B 33 Engine deck details, reshetka armor panels, details
- C 33 Fender bins, details
- D 25 Side skirts, lights
- E 29x3 Road wheels, smoke grenade launchers, torsion bars
- F 30x2 Skirt ERA boxes, idlers, fuel tank racks and ends
- G 18 Turret base, elevated mount, details
- H 72x8 Track pads, guide teeth
- H 48x8 Black vinyl - end connectors
- J 3 Track assembly jig
- JIG 1 Clear styrene assembly jig
- K 44 Hatches, handles, antenna, details
- L 32 Fender tips, 30mm cannon assembly
- M 57 Auxiliary turrets, Ataka missiles, hull details
- MC 1 Etched brass (stencil)
- N 14 Clear styrene
- P 53 KMT-8 main elements
- Q 6 KMT-8 components
- R 12 Drivers, idler mounts, driver's hatch
- T 12 Black vinyl mantlet covers, hoses
- X 25 Etched brass
 - 1 Nylon string
 - 1 Upper hull
 - 1 Lower hull
 - 20 Vinyl poly caps
 - 1 Turret shell
 - 2 Metalized stickers for mirrors

Cookie Sewell

**Revell 1/25
1971 'Cuda 'Nash Bridges'**

By [Stephen Sutton](#)



Kit Number	2381
Primary Media	Styrene
Clear Media	Styrene
Pros	Easy build
Skill Level	Basic
MSRP (USD)	\$16.05

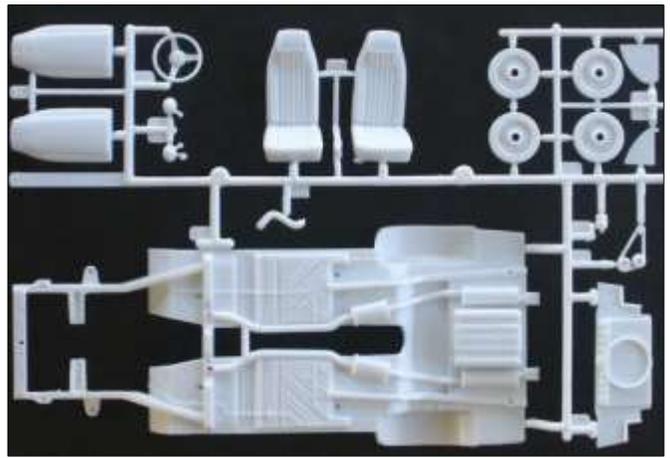


Background

Every Friday night, San Francisco Detective Inspector Nash Bridges jumps into his bright yellow 'Cuda convertible and hunts down the bad guys.

It was Don Johnson who decided to use the 1971 Cuda convertible on his show, and chose to have the cars painted yellow with white interiors. Actually that hue is a 1970 color known as "lemon twist." After shooting the pilot, the show's producers were not sure if it would show up well enough in filming. So if they decided to change colors, they were going to have an episode where the Cuda was crashed and Nash would end up with a different one in purple or red.

Don't forget we're talking Hollywood here, so this TV detective's improbable transportation is not actually one of the nine original, ultra-rare, Hemi-powered convertibles built in 1971. Like a lot of the props, it's a reasonable facsimile, a more common 1970 model modified to look like the authentic item. Still, it has a certain cachet because Johnson's himself once warmed-up the white vinyl upholstery.

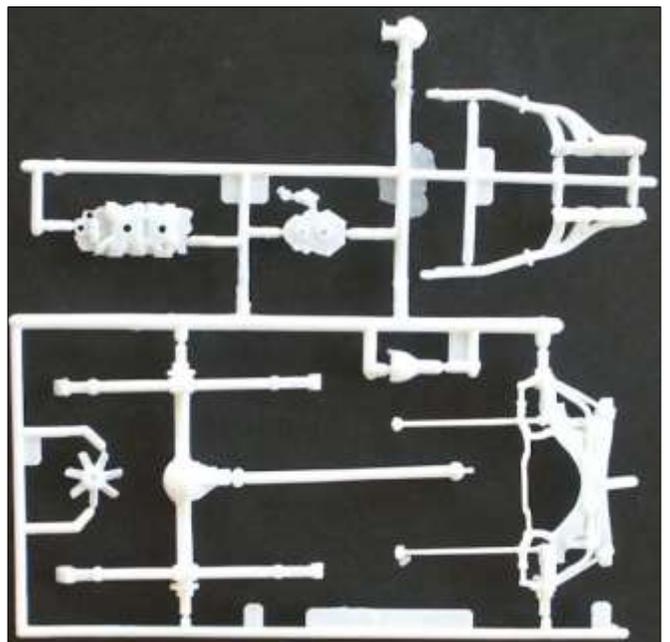


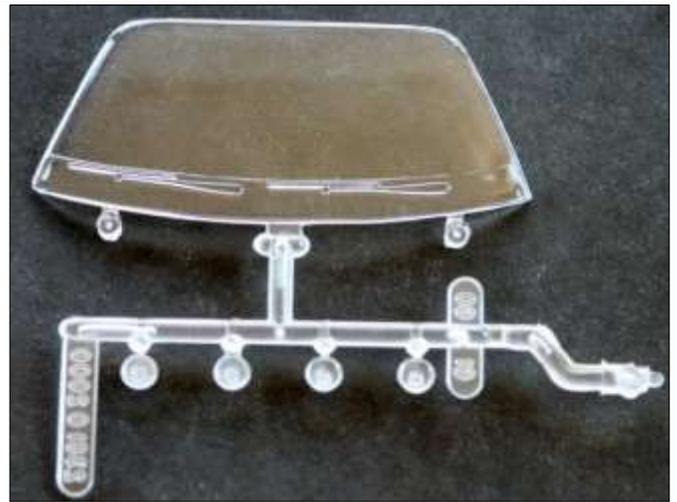
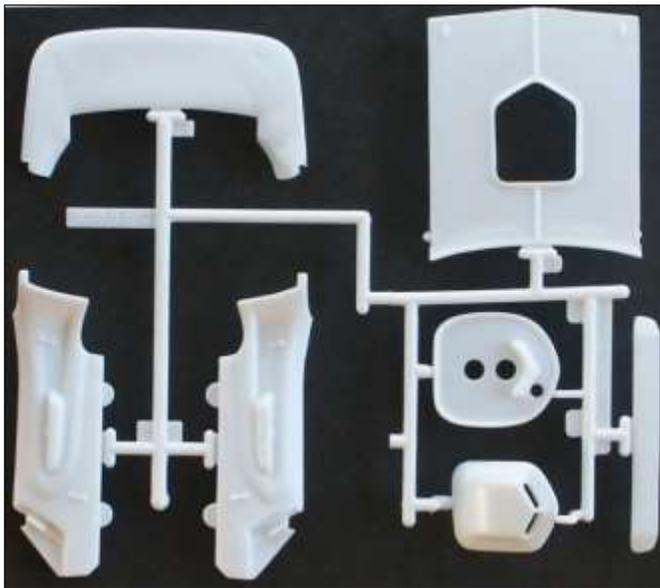
Most of the Nash Bridges bric-a-brac and set props—the fake cocaine, dusty coffins, bullet-riddled jackets, and costumes that would make a hooker blush—have already been snapped up. What remains is the crown jewel, a '71 Hemi Cuda, which went up for sale earlier this year at the prestigious Barrett-Jackson auction in Scottsdale, Arizona.

First Look

Mopar fanatics will love this one, the kit features: One-piece convertible body and a highly detailed 426 Hemi (hemispherically-shaped combustion chambers) with shaker hood scoop. The Hemi valve covers are found on the chrome tree, they will need to be removed and striped using Fantastic household cleaner, then painted semi-gloss black.

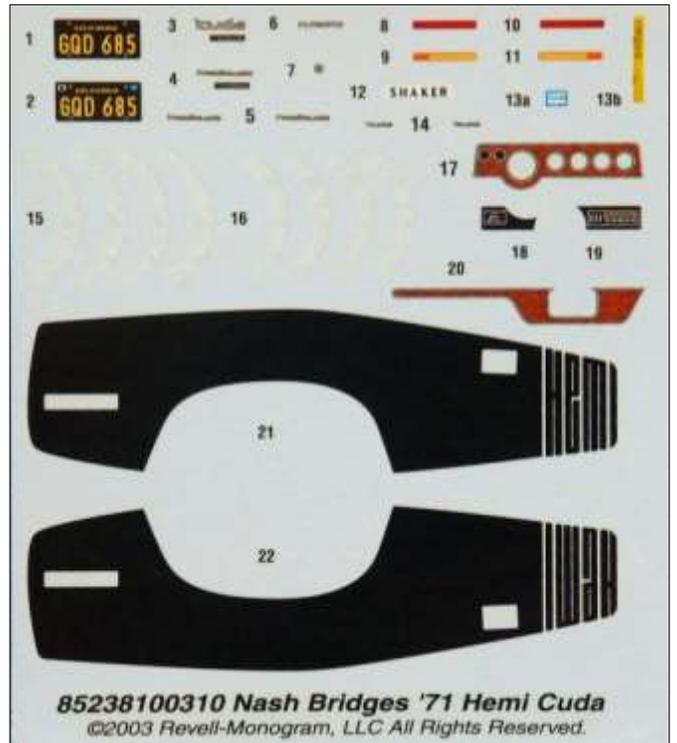
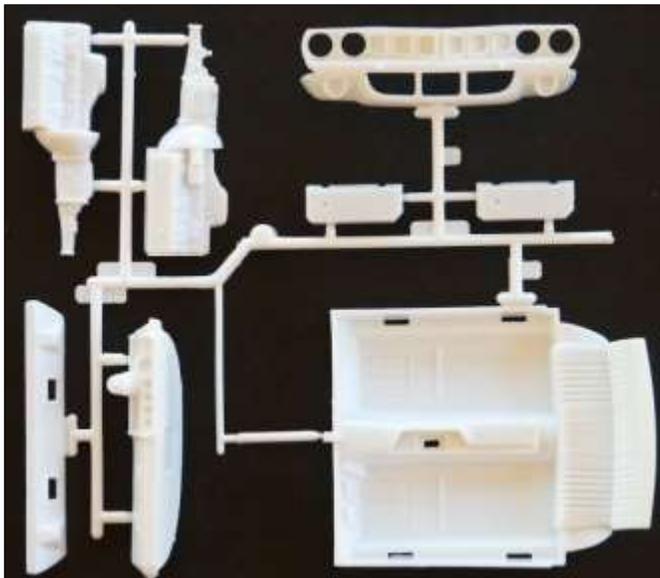
The kit is molded in white and clear plastic, no flash was present on my copy. The body is solid and straight except for the front windshield frame; it is twisted and will need to be straightened out. 15" rally's and tires are located at all four corners. The interior is basic and will be easy to assemble. Decal options give you the choice of adding the Hemi billboard striping to the rear Gil fenders.





Conclusion

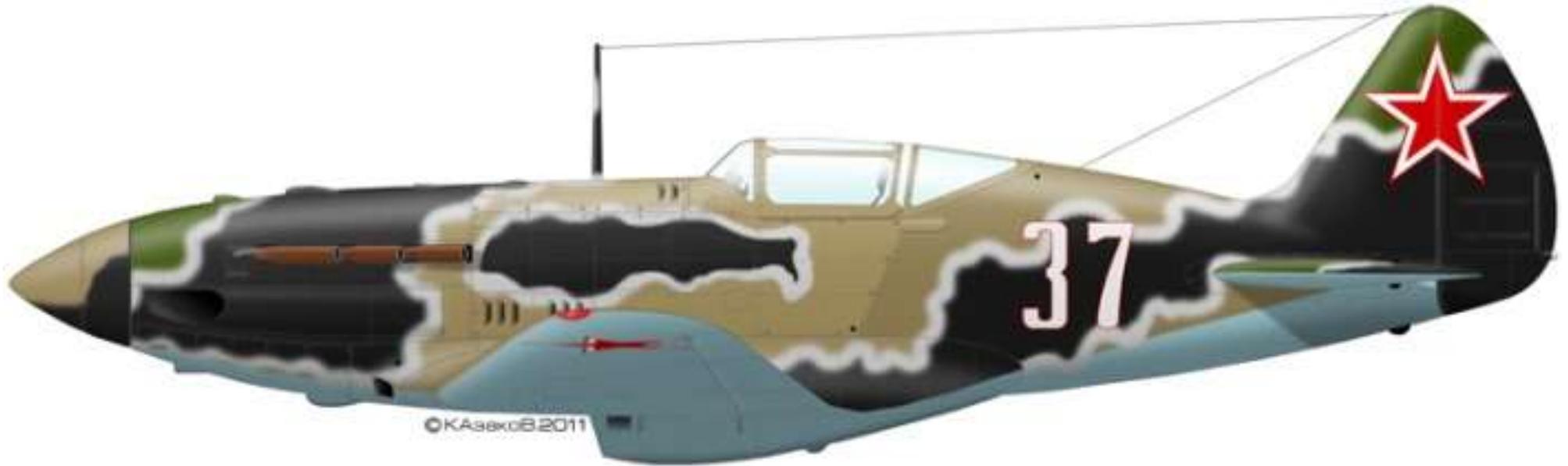
This is a nice and long awaited addition to the Revell-Monogram family of Mopars, I would highly recommend this Cuda for your collection.



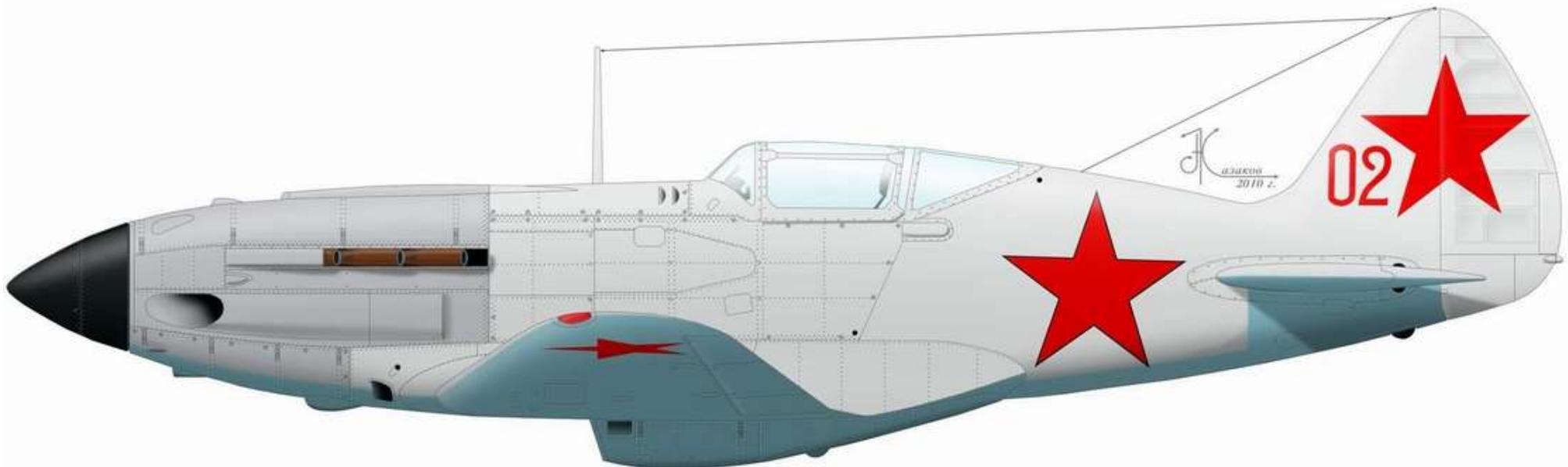
Many thanks to [Revell-Monogram](http://www.revell-monogram.com) for supplying this review sample. Look for this build on [Cybermodeler](http://www.cybermodeler.com).



MiG-3 Images of the Month



Unusual "Southern Front" 1942 winter/summer camouflage scheme



© 2011 by Kazakov Alex

Naval Nostalgia



A pair of Gloster Grebe fighter planes, tethered to the underside of the British Royal Navy airship R33

Aerial Nostalgia



Cole Palen's New Build Fokker D.VII (OAW) painted as "Seven Swabians". It is the last plane built by Cole Palen that he had the opportunity to see fly before he passed in 1993

Rat of the Month



гвардейский И-16 Ишачок

Art for Art's Sake



“A Comet Over Washington”, Lockheed P-80A Shooting Stars, 412th FG; 24” x 36” oil on canvas, 1997, © Gerald Asher

Tail Shot



Gerald Yagen's Bucker Bu 133C Jungmeister, cn 38, LG 01, N388U, Military Aviation Museum and Fighter Factory, Virginia Beach, VA
Photo © by Jay Miller, IPMS #45, Proud IPMS-NCT member since 1964

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

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

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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.

