



# *The FlakSheet*

**September 2017**

*All the News We Make Up to Fit*



*Curtiss SB2C-5 Helldiver  
N92879 s/n 83725, BuNo 83589  
Breckenridge, Tx*

© Frank Landrus



## The Prez Sez!



*IPMS NCT Adam Coleman's  
Mirage 1/72 OT-130/2 "Chemical Tank"*

Hello again and welcome to September. First off let thank all of you who came to the August meeting it was quite productive. The first thing I would like to talk about are the group builds for 2018 and 2019. For those of you who were not at the last meeting it was decided to participate in two group builds for the next two years. In 2018 we are doing 1/72<sup>nd</sup> scale Air National Guard CONVAIR F-102 Delta Daggers. This build is being headed up by Buddy Wolfe who put forth the idea. There are 22 aircraft available with many already taken. Please contact Buddy for more information on this build.

In 2019 in conjunction with the George Armstrong Custer Gin Drinking and Model Building Society the project will be "The Afirka Korps". This build will be led by a long time member and friend James Sharp. James has a list of about 35 + vehicles he would like to have included in the build. Please contact James for information on this build. I feel both of these builds will be great fun and have a lot of potential in competition.

This month's meeting is September 10<sup>th</sup> at the Garden and Arts facility in Irving, Texas. The program this month will be provided by Frank Landrus who has agreed to provide photos from the Omaha Nationals. Also we still need to decide on a theme for Scalefest 2018. This was tabled last month in order to get the group build voting done. Be thinking of an idea for this.

In October the current meeting date coincides with the C.A.F. air show at the Dallas Executive Airport (Redbird Airport for all of you older guys). We are currently trying to acquire another date for the meeting

if possible. I will keep you up to date on this as the situation unfolds. The projected program for October is the Semi- Annual FUND RAISER. Bring your goodies and your checkbooks. More on this at a later date.

Now let's talk about the C.A.F. airshow. The dates are October 6-8 we once again have been asked to provide staff for the make and take that they sponsor. We will need people on Friday for education day. Saturday and Sunday are general admissions days open to the public. Those of us who participated last year had a great time geeking out on Aircraft and Military vehicles. By volunteering you get in for free and get semi-close parking for the day you chose to be there. We had a great time last year. So be thinking about being a volunteer for this it is a great way to spread information about our society.

Time once again to be thinking of the annual Christmas party for the club this takes place in lieu of the December meeting. So if you wish to volunteer to host the event please let me know.

In closing let me say this I feel this group has come a long way from where we were in previous years. I have notice greater attendance and participation form the group of which I am pleased. I want to thank all of you or this. This is the way a club should operate. Also remember that IPMS Fort Worth's SuperCon is this Saturday the 9<sup>th</sup> of September, 2017 at the Bob Duncan Community Center in Arlington Texas. So until Sunday September 10, 2017 at the Garden and Arts Facility in Irving, Texas let's say so long. As always Happy Modeling.

**Randy**

President I.P.M.S/NCT IPMS # 7854  
*Proud IPMS NCT Member since the Loyal Order of  
Ancient Members*

*PS: You have 12 months to find a new president.*



*IPMS NCT Jake Kenta Sashiki Moon's 1957 release of the  
Merit 1/24 Connaught Type B Grand Prix*



## Freedom Has a New Sound!

ALL OVER AMERICA these days the blast of supersonic flight is shattering the old familiar sounds of city and countryside.

At U.S. Air Force bases strategically located near key cities our Airmen maintain their *round the clock* vigil, ready to take off on a moment's notice in jet aircraft

like Convair's F-102A all-weather interceptor. Every flight has only one purpose — your personal protection!

The next time jets thunder overhead, remember that the pilots who fly them are not willful disturbers of your peace; they are patriotic young Americans affirming *your New Sound of Freedom!*

PUBLISHED FOR BETTER UNDERSTANDING OF THE MISSION OF THE U.S.A.F. AIR DEFENSE COMMAND

### CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION

## Cover Photo



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
2003 © Chuck Gardner*

The Curtiss SB2C Helldiver was a carrier-based dive bomber aircraft produced for the United States Navy during World War II. It replaced the Douglas SBD Dauntless in US Navy service. The SB2C was much faster than the SBD it replaced. Some 7,140 Helldivers were built. First flight was achieved December 18, 1940 with service introduction in December, 1942.

The U.S. Navy would not accept the SB2C into combat service until 880 modifications to the design and the changes on the production line had been made. This delayed the Curtiss Helldiver's combat debut until November 11, 1943, with squadron VB-17 on *Bunker Hill*, when they attacked the Japanese-held port of Rabaul on the island of New Britain, north of Papua New Guinea.

The first version of the SB2C-1 was kept stateside for training, its various development problems leading to only 200 being built. The first deployment model was the SB2C-1C. She was finally retired by the Italian Air Force in 1959.

The Helldiver was developed to replace the Douglas SBD Dauntless. It was a much larger aircraft, able to operate from the latest aircraft carriers and carry a considerable array of armament. It featured an internal bomb bay that reduced drag when carrying heavy ordnance.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
The Air Museum, Ontario, CA, 1966 © J.D. Voss*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Chino Airport, 1971 © Brian Lockett*

Saddled with demanding requirements set forth by both the U.S. Marines and United States Army Air Forces, the manufacturer incorporated features of a "multi-role" aircraft into the design

Crew nicknames for the aircraft included the *Big-Tailed Beast* (or just the derogatory *Beast*), *Two-Cee* and *Son-of-a-Bitch 2nd Class* (after its designation and partly because of its reputation for having difficult handling characteristics). Neither pilots nor aircraft carrier captains seemed to like it.

The Helldiver's performance has been maligned by many critics, frequently without regard to the facts. Some comparisons to other Navy aircraft are enlightening. The SB2C-4 had a higher cruising speed and greater range (without drop tanks) than the TBM Avenger, and a significantly higher top speed. It easily outperformed the SBD Dauntless in every category except range. Its cruising speed was only two mph slower than the F6F Hellcat. Only the F4U Corsair, among contemporary carrier-based aircraft, had a significantly superior speed. The Corsair could carry the same load as the Helldiver but over a much shorter range.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Dayton, Ohio, July 19, 1980 © Gary Chambers*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Hamilton, Ontario, Canada, 06/17/89 © Caz Caswell*

Of aircraft designed in the same, immediate pre-war period, only the Corsair outlasted it in front-line Navy service.

Delays marred its production—by the time the A-25 Shrike variant for the USAAF was deployed in late 1943, the Army Air Forces no longer had a need for a thoroughbred dive bomber. Poor handling of the aircraft was another factor that hampered its service introductions; both the British Royal Navy and the Royal Australian Air Force cancelled substantial orders.

The advent of air-to-ground rockets ensured that the SB2C was the last purpose-built dive bomber produced. Rockets allowed precision attack against surface naval and land targets, while avoiding the stresses of near-vertical dives and the demanding performance requirements that they placed on dive bombers.

The SB2C remained in active postwar service in active duty US Navy squadrons until 1947 and in Naval Reserve aviation units until 1950. Surplus aircraft were sold to the naval air forces of France, Italy, Greece, Portugal, and Thailand. Greek SB2Cs served in combat in the Greek Civil War with additional machine guns mounted in wing pods. French SB2Cs flew in the First Indochina War from 1951 to 1954.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
1992 © Timothy Cox*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
The Air Museum, Ontario, CA, 1967, VA-103*

The Curtiss SB2C-5 was similar to the SB2C-4, but featured increased fuel capacity, a frameless sliding canopy, the tailhook fixed in the extended position, and the deletion of ASB radar. The end of the war stopped production, with the total manufactured at 970 (2,500 were cancelled at the end of the war.)

The Truman Committee investigated Helldiver production and turned in a scathing report, which eventually led to the beginning of the end for Curtiss. Problems with the Helldiver were eventually ironed out, and in spite of its early problems, the aircraft was flown through the last two years of the Pacific War with a fine combat record.

The Commemorative Air Force Helldiver is currently the only flyable Helldiver existing. There are ten more that are in storage, awaiting restoration, or as static displays. Nine of these aircraft are in the United States. A SB2C-5 (BuNo 83321) is on display in Greece at the Hellenic Air Force Museum. Another SB2C-5 (Bu No 83410) is on display at the Royal Thai Air Force Museum in Thailand.

The CAF's Helldiver was built in 1945 and flown with the US Navy from July 5, 1945 until August 31, 1948 to train new Helldiver pilots. Primarily based in California, she was assigned as a pool aircraft. She probably wore VA-1B, NAS Alameda, California, color and markings from February through September 1947.



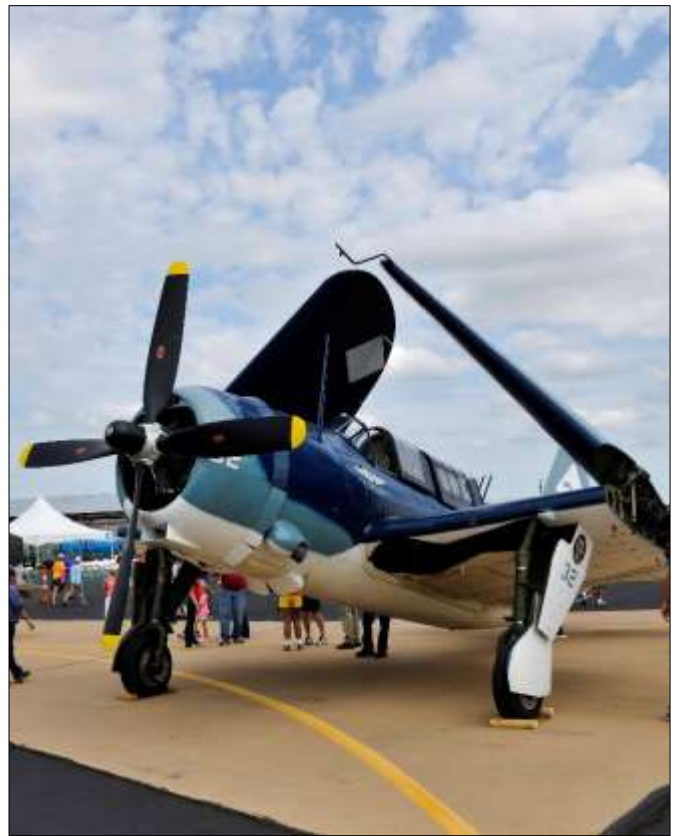
*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Harlingen, Texas, 1978 © Peter Nicholson*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

Her final pool assignment was at NAS Corpus Christi, Texas, in April 1948 where she was used to tow aerial targets. She was struck off strength/charge from the US Navy in August, 1948 and declared surplus on October 14, 1948. She then travelled north to the Montana School of Aeronautics, an aeronautical school in Helena, Montana, as an instructional airframe for aspiring aviation mechanics.

Ed Maloney and the Planes of Fame Air Museum staff in recovered her in 1962 from Helena, transporting her in May 1963 to the Air Museum in Ontario,



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

California where she was displayed in her NAS Glenview (VA-103) paint scheme. The CAF benefactor acquired her 1970, registered her as N92879, and donated her to the Confederate Air Force. She was restored to airworthy status in Ontario, California, before being delivered to the CAF in Harlingen, Texas, in November 1971.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

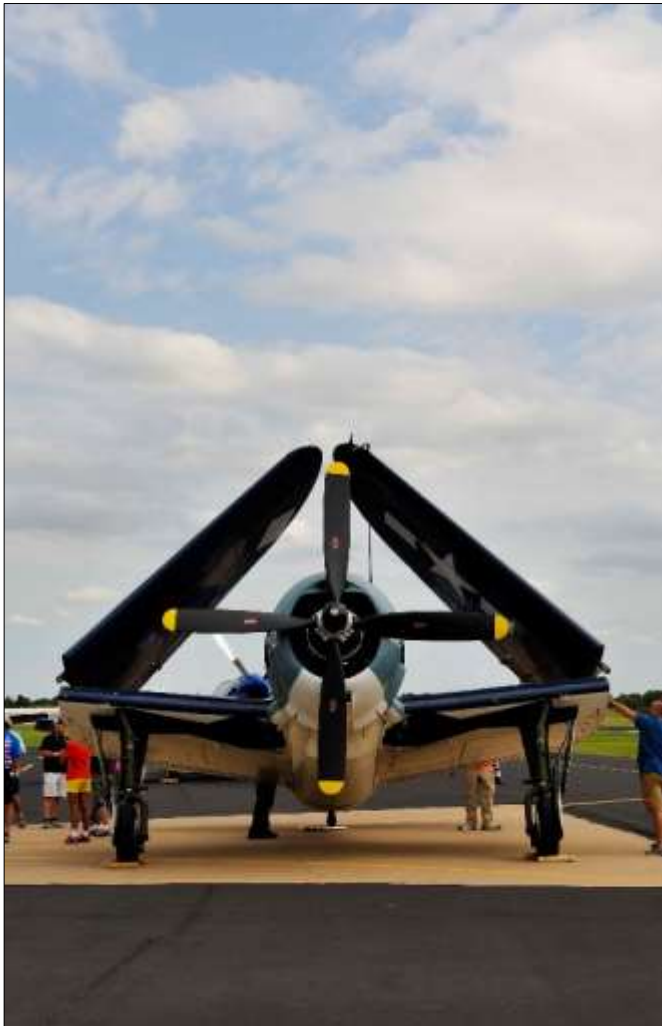


*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

She flew as USN 5 until a engine failure that resulted in a hard emergency landing in August 1985 at Harlingen, Texas.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

Volunteers of the CAF put in thousands of hours and more than \$ 200,000 in the effort to bring her back. She was finally rebuilt and returned to airworthy status on September 27, 1988.

She suffered minor damage at New Orleans-Lakefront, Louisiana, on December 8, 2001, after a ground collision with a Cessna 152 (N48727). After repairs by the Cactus Squadron based in Graham, Texas, she flew in her current markings, '32', representing the USS Franklin (CV-13). The USS Franklin, nicknamed "Big Ben" was one of 24 Essex-class carriers built during World War II. Known as the



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

“Ship That Wouldn’t Die”, she was heavily damaged in March 1945 in a Japanese aerial attack that was actually filmed lived. You can see this movie footage as part of the Gary Cooper film, *Task Force*, that was released in 1949. CV-13 became the most heavily damaged US aircraft carrier to actually survive the war with the loss over 800 of her crew.

‘32’ is operated by the West Texas Wing of the Commemorative Air Force, and is currently based in Houston, Texas. The newly re-opened Lone Star Flight Museum (Ellington Filed) had their grand re-opening (after moving from Galveston) and the “Beast” was on the scene next to the Museum’s F6F-5N Hellcat. Rides are available for \$ 995 that provides 20 minutes of actual air time.



*Curtiss SB2C-5 BuNo 83589, c/n , N92879  
Breckenridge, Texas, May 2017 © Frank Landrus*

## Local Events of Interest

**September 2, 2017 (Saturday)**

### Warbirds On Parade

[www.lonestaraeroclub.org](http://www.lonestaraeroclub.org)

Ted Black  
Waterford at Pantego  
2650 West Park Row  
Pantego, Texas 76013-2270



**September 7, 2017 (Thursday)**

### Lone Star Aero Club

[www.lonestaraeroclub.org](http://www.lonestaraeroclub.org)

Ted Black : Oshkosh 2017  
Waterford at Pantego  
2650 West Park Row  
Pantego, Texas 76013-2270



**September 7, 2017 (Tuesday)**

### EAA Chapter 34 Meeting

<http://www.eaa34.org>

TBD  
Terminal Building 2<sup>nd</sup> floor conference room  
Arlington Municipal Airport  
Arlington, Texas

### Fort Worth



### Scale Modelers

**September 18, 2017 (Monday)**

### IPMS Fort Worth Scale Modelers

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

No Meeting – See you at SuperCon !  
First Baptist Church of Benbrook  
1015 McKinley Street  
Benbrook, Texas 76126



## Local Events of Interest



**September 19, 2017 (Tuesday)**

### **B-36 Peacemaker Museum**

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

Dan Roberts: "Rangers/LRRP's in Vietnam"  
 UNT Health Science Center Room 124, West Building  
 1000 Montgomery Street  
 Fort Worth, Texas



**September 23-24**

### **Fall Fly Days and Car Show**

### **Cavanaugh Flight Museum**

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault  
 Addison, TX 75001



**October 5, 2017 (Thursday)**

### **Lone Star Aero Club**

[www.lonestaraeroclub.org](http://www.lonestaraeroclub.org)

Don Pyeatt: "Convair B-36 Peacemaker"  
 Waterford at Pantego  
 2650 West Park Row  
 Pantego, Texas 76013-2270



**October 6-8, 2017**

### **CAF Wings Over Dallas WWII Airshow**

<http://wingsoverdallas.org/>

Dallas Executive Airport  
 5303 Challenger Drive  
 Dallas, Texas 75237



**October 10, 2017 (Tuesday)**

### **EAA Chapter 34 Meeting**

<http://www.eaa34.org>

TBD

Terminal Building 2<sup>nd</sup> floor conference room  
 Arlington Municipal Airport  
 Arlington, Texas



**October 28-29, 2017**

### **Alliance Air Show**

### **US Navy Blue Angles**

**Theme: "A Tradition For The Future"**

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

Alliance Airport  
 Fort Worth, TX

## Local Events of Interest



**October 16, 2017 (Monday)**

**IPMS Fort Worth Scale Modelers**

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

Auction !

First Baptist Church of Benbrook

1015 McKinley Street

Benbrook, Texas 76126



**October 17, 2017 (Tuesday)**

**B-36 Peacemaker Museum**

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

TBD

UNT Health Science Center Room 124, West Building

1000 Montgomery Street

Fort Worth, Texas



**November 11, 2017**

**The 8<sup>th</sup> Annual Racers Reunion Banquet**

[www.radiusnation.net](http://www.radiusnation.net)

Featuring the History of the IMCA

PCS Productions

1551 Corporate Drive Suite 125

Irving, Texas 75038



**November 11, 2017**

**Pioneer Flight Museum**

<http://pioneerflightmuseum.org>

Wings & Wheels Fall Fly-In!

Old Kingsbury Aerodrome

190 Pershing Lane

Kingsbury, Texas 78638

Fort Worth



Scale Modelers

**November 20, 2017 (Monday)**

**IPMS Fort Worth Scale Modelers**

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

TBD

First Baptist Church of Benbrook

1015 McKinley Street

Benbrook, Texas 76126



**November 21, 2017 (Tuesday)**

**B-36 Peacemaker Museum**

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

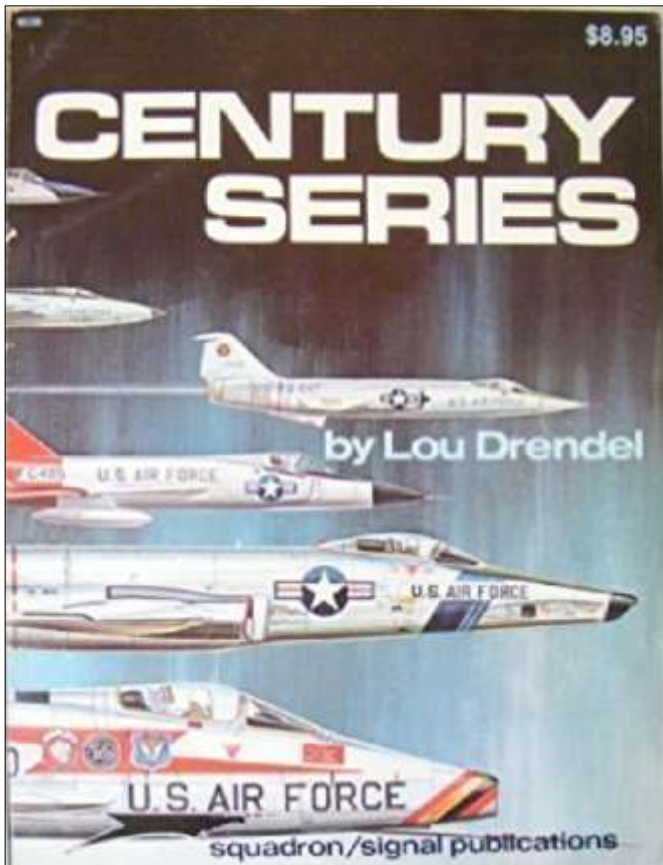
TBD

UNT Health Science Center Room 124, West Building

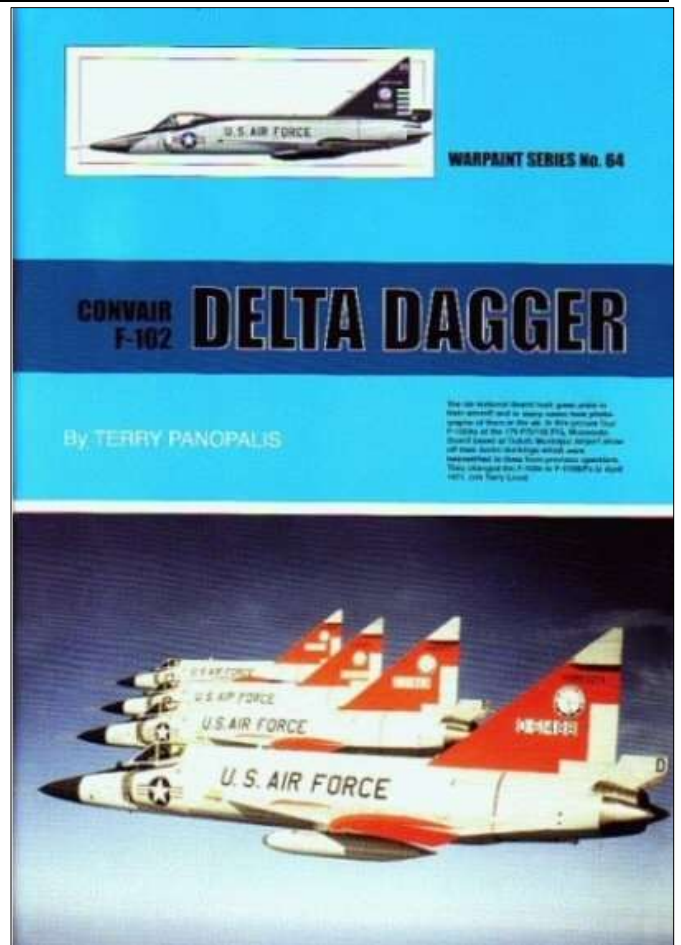
1000 Montgomery Street

Fort Worth, Texas

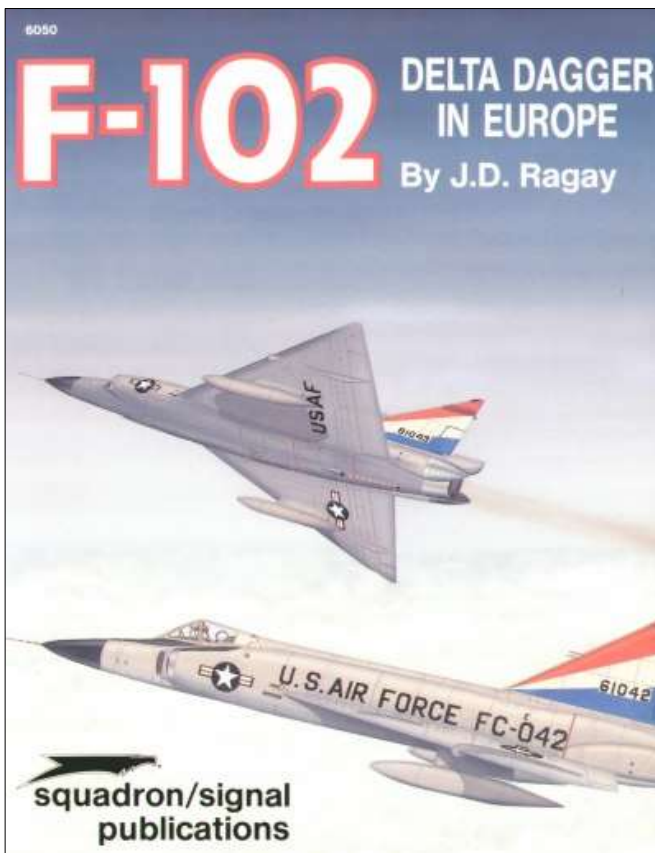
## Books on the F-102A



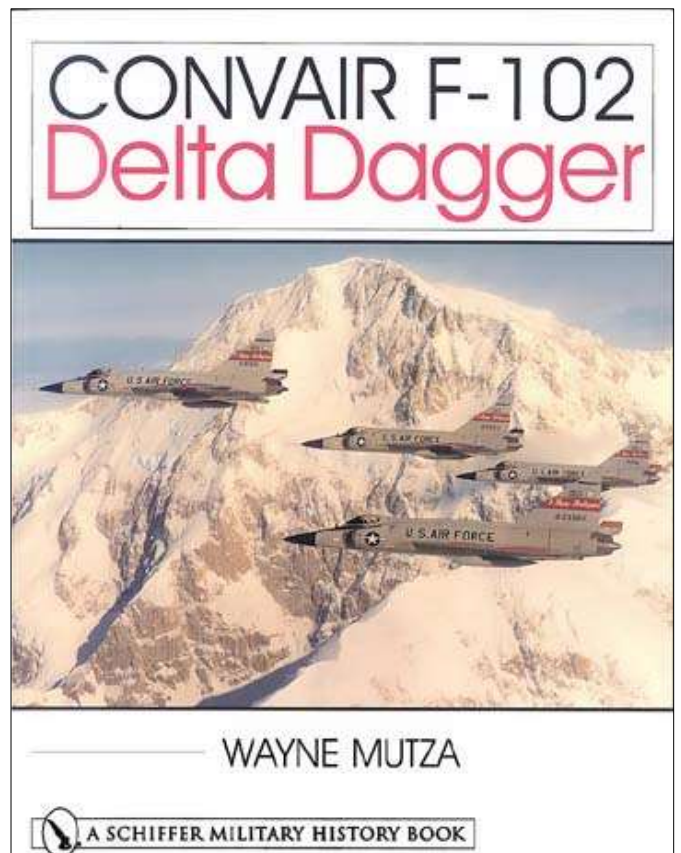
*Squadron / Signal Publications  
Aircraft Specials 6039, 1980*



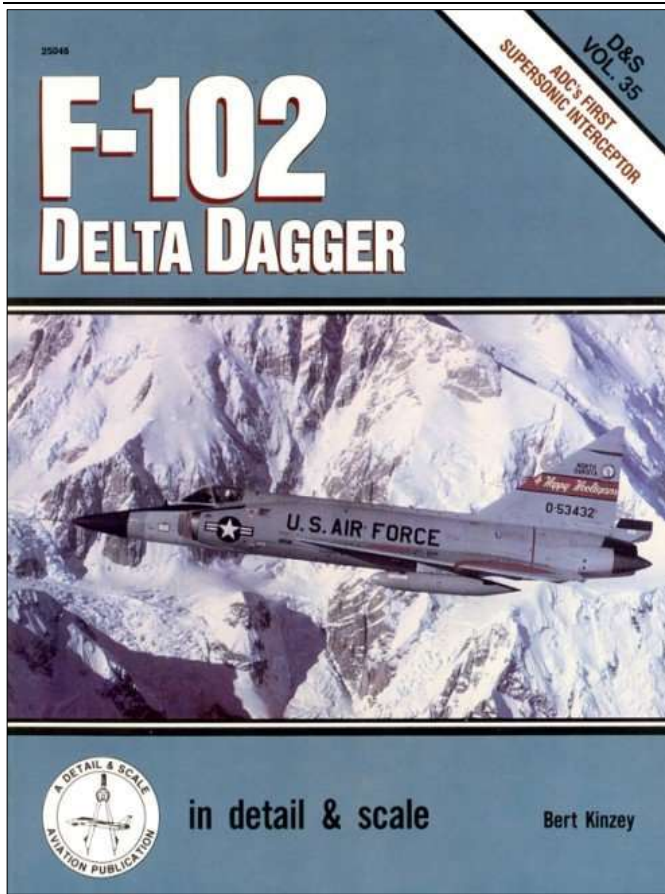
*Hall Park Books: Warpaint 64, 2007*



*Squadron / Signal Publications  
Aircraft Specials 6050, 1989*



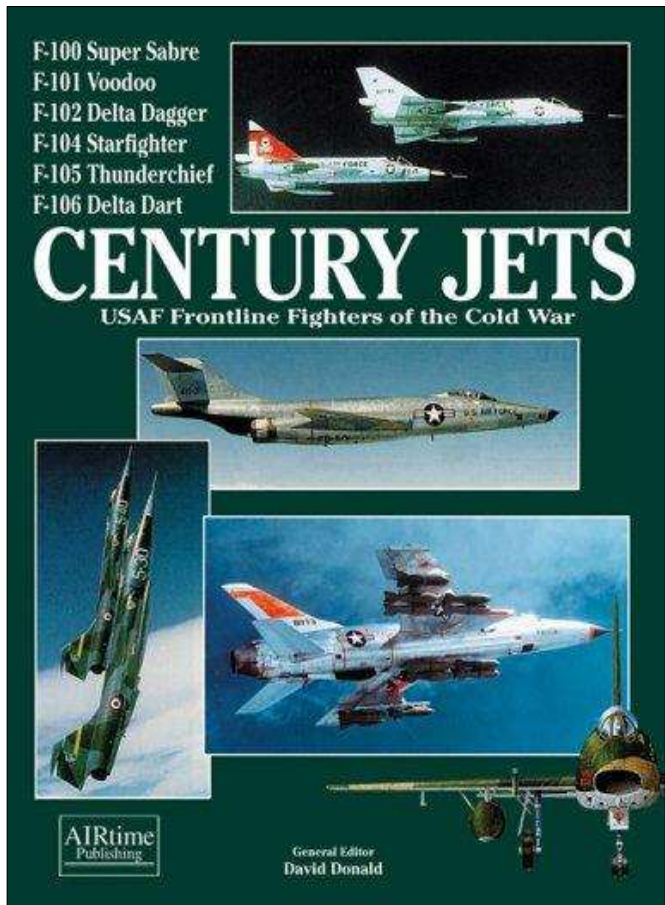
*Schiffer Publishing  
Schiffer Military History Book, 2000*



*Squadron / Signal Publications  
Detail & Scale 35, 1990*



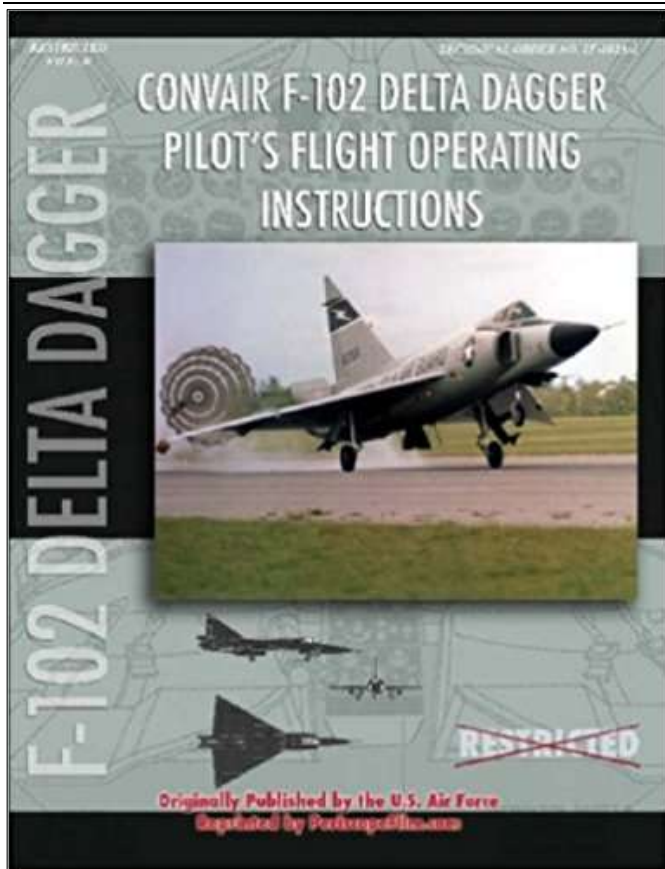
*Schiffer Publishing, 2012*



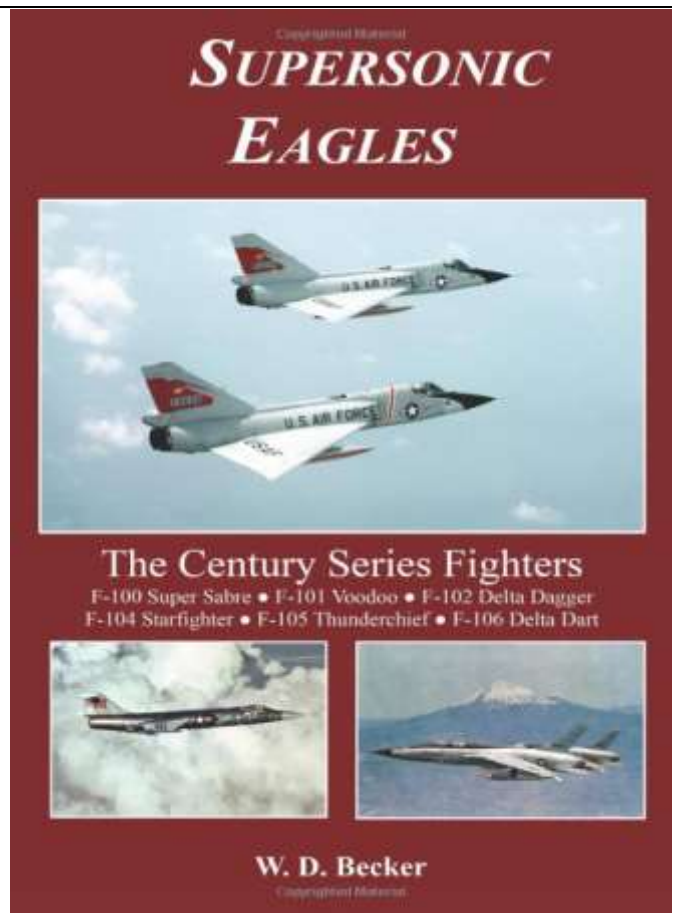
*Airtime Publishing, 2004*



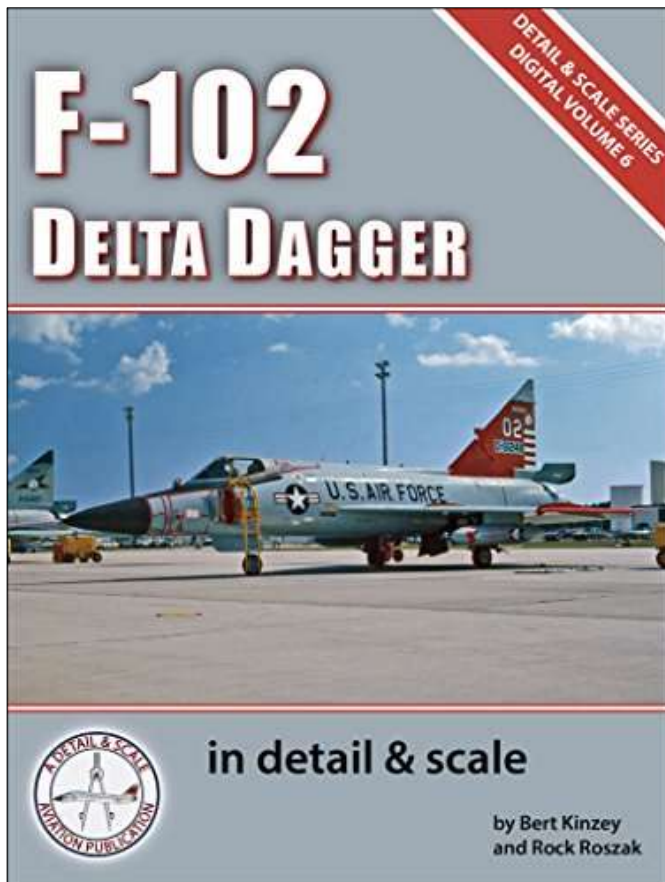
*Aviatsiya I Vremya January 2010*



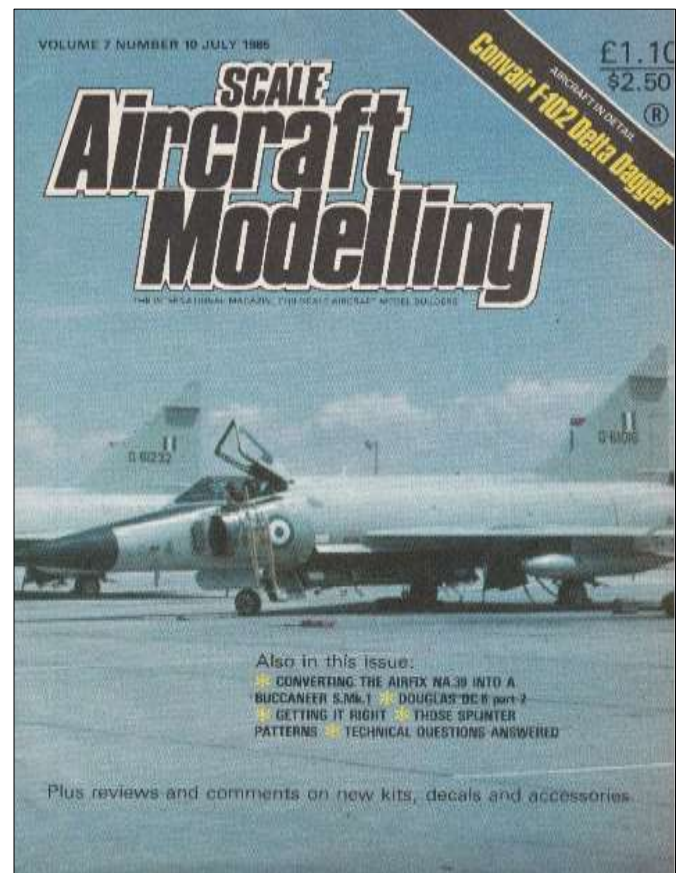
*LuLu Press  
USAF Manual Reprint, 2007*



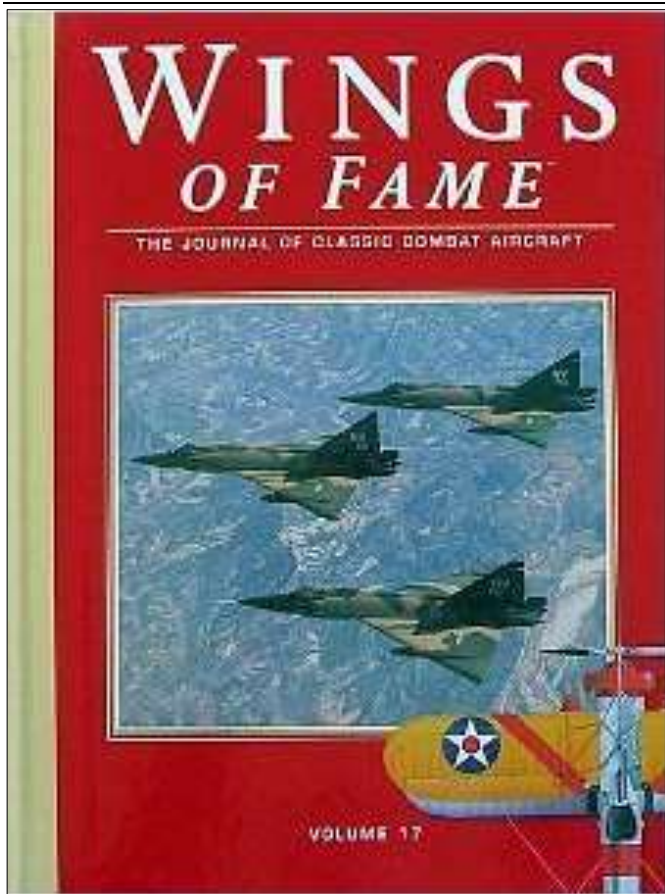
*Squadron / Signal Publications 1999*



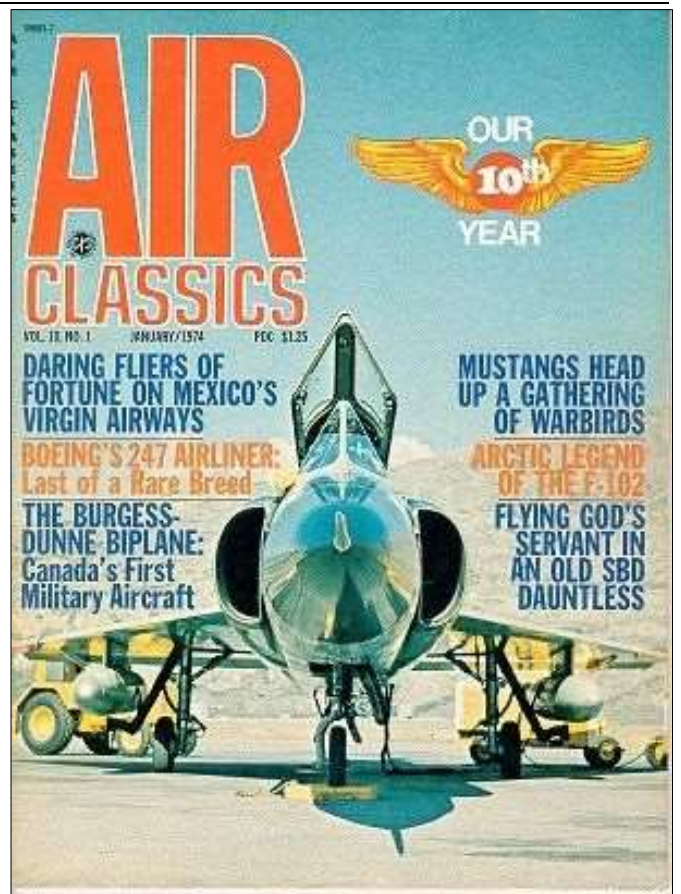
*Detail & Scale Aviation Publications  
Digital Volume 6, 2017*



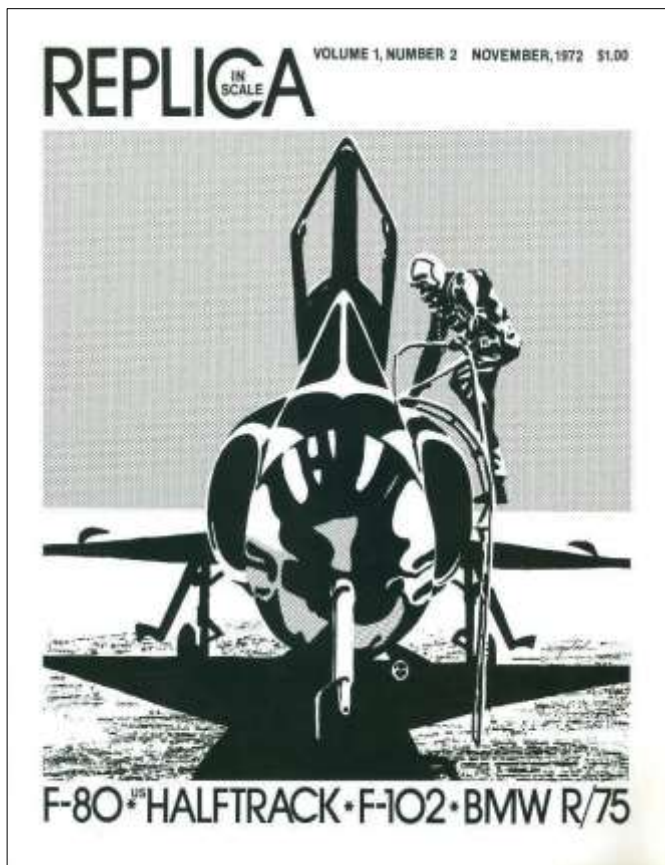
*Guideline Publications  
Scale Aircraft Modelling, July 1985, Volume 7 Number 10*



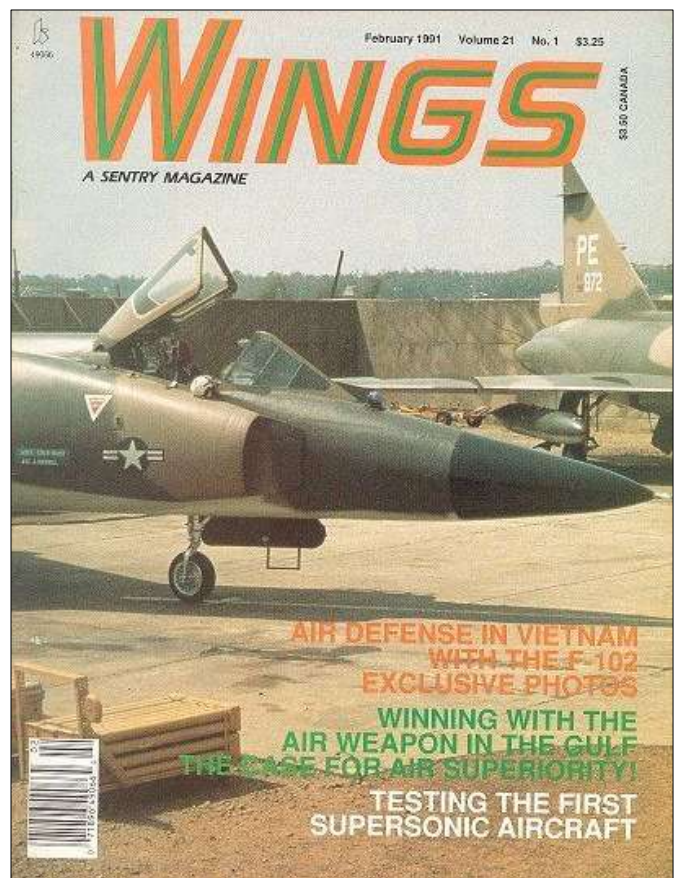
*Aerospace Publishing  
Wings of Fame Volume 17, 1999*



*Challenge Publications  
Air Classics, January 1974, Volume 10 Number 1*



*Aerophile, Inc.  
Replica In Scale, November 1972, Volume 1, Number 2*



*Sentry Wings February 1991, Volume 21, Number 1*



*Ian Allen, Aircraft Album 4, 1960*



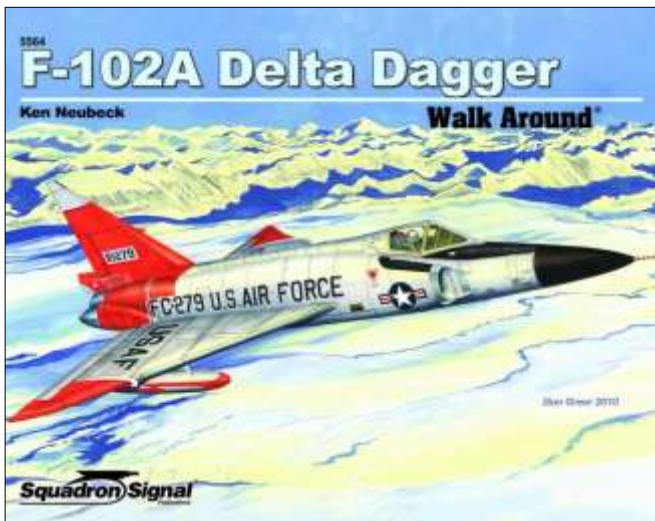
*Famous Airplanes of the World, 51  
July, 1974*



*Squadron / Signal Publications  
Aircraft In Action 1199, 2005*



*Famous Airplanes of the World, 81, 2000*



*Squadron / Signal Publications Walk Around 64, 2010*



*CONVAIR F-102, 4781<sup>st</sup> Combat Training Crew*



<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, \$17.00 per year

**Adult** 1 Year, \$30.00    2 Years \$58.00    3 Years \$86.00

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

**Canada or Mexico** \$35.00 per Year

**Foreign** \$38.00 per Year (Journal via Regular 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**  
**PO Box 56023**  
**St. Petersburg, Florida 33732-6023**

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Office Manager, Marie Van Schoonhoven, at

[manager@ipmsusa.org](mailto:manager@ipmsusa.org)



## The VP's Notes!

September 10, 2017 1:00 pm

**ScaleFest 2018 Theme Selection**  
**Buddy Wolfe - 2018 Group Build Sign Up**  
**James Sharp - 2019 Group Build Sign Up**  
**Frank Landrus - 2017 Nationals in Pictures**

**Irving Garden and Arts 906 Senter Road**

October 15, 2017 1:00 pm

**Auction!**

**Irving Garden and Arts 906 Senter Road**

November 12, 2017 1:00 pm

**TBD**

**Irving Garden and Arts 906 Senter Road**

December ?, 2017

**Annual Christmas Party**

**Impending Victim's Humble Abode**







*Transmuting*

*Fe to*

*Au*

# By Patricio Villarreal Minicraft 1/144 3919 TBF-1 Avenger



*Minicraft 3919 TBF-1 VT-8  
8-T-3 was shot down during the Battle of Midway  
The six Avengers were the first to attack the Japanese fleet  
5 of the 6 were lost attacking without fighter cover*



*Minicraft 3919 TBF Box Top  
MSRP \$17.99*



*Crown P433 1/144 Grumman TBF-1 Avenger  
Rebox 1970s*

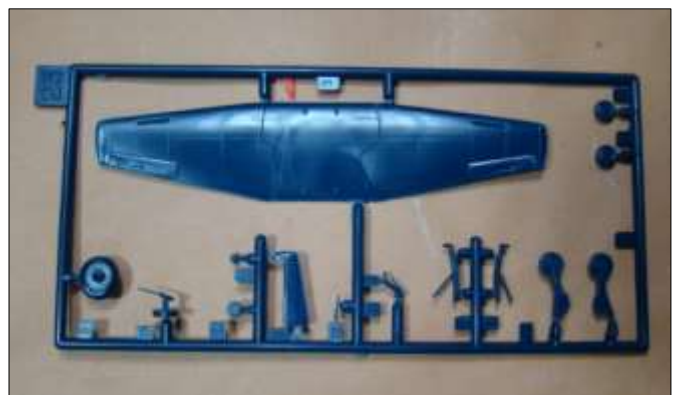
The copyright on the box is 1997 but I have a feeling the molds are much older. I bought this kit for 75 cents at one of the NCT bi-yearly auctions years ago. It's been sitting on my shelf for some time and I finally got the gumption to build it. This kit is small, the details are very sparse and the accuracy is way off. But I soldiered on and got it presentable. Not an award winner but a completed model.



*Minicraft 3919 TBF Fuselage Sprue*



*Grumman TBF-1 VT-8 Midway, June 24, 1942, 8-T-1  
The Sole Survivor of VT-8*



*Minicraft 3919 TBF Wing Sprue*



**Minicraft 3919 TBF-1 VT-8**  
*VT-8 also loss all 15 of their Devastors at the Battle of Midway with only George Gay surviving the action, being rescued the following day*

The panels lines are raised and very fine. So I sanded some off and re-scribed the wing and parts of the fuselage. There was no cockpit detail so I scratch built one using sprue bits and styrene sheet, the yoke is copper wire painted black. Tape seat belts were added and using a round toothpick end as a brush I dipped it in white paint and pressed it on the instrument panel to make some dials.

The canopy faming was sanded off and dipped into Future for better clarity and a smoother surface. Due to its small size, the canopy framing was a sequence of masking tape in one direction and paint, then masking in another direction and paint, and so on until it was done.

Decals are box stock and the “8-T-3” letters could not be used since they disintegrated out of the water (very brittle). The antenna mast is stretched sprue which is then flatten and sanded to shape.

Paints are Model Master Light Gray (bottom) and Navy Blue Gray (upper) and white for the wheel wells. Some panel lines were enhanced using a mechanical pencil but most were revealed thru weathering using charcoal powders.



**Minicraft 3919 TBF-1 VT-8**  
*VT-8 flew in 6 Avengers from Pearl Harbor to engage The Japanese Fleet in the Battle of Midway*



**Minicraft 3919 TBF-1 VT-8**  
*VT-8's sole surviving Avenger, 8-T-1, brought home two survivors, Albert K Earnest and Harry Ferrier, bringing back their severely damage plane*  
*The remaining VT-8 Avengers still at Pearl Harbor loaded up on the USS Saratoga to reinforce the losses at Midway*

This was a very challenging build and I've seen advertised a new tooled 144<sup>th</sup> Avenger is out there from Minicraft (with engraved panel lines).

Though it would have been easy to throw this kit into the trash and dismiss losing 75 cents (and trust me – I had that thought several times) I decided to use patience and actually exercise the modeling skills I developed over the years. Sort of like cashing in on an investment and finally using the funds you've saved. Very rewarding.



**Crown 409 1/144 Grumman TBF-1 Avenger**  
*New Tool Release 1960s*



**Crown P433 1/144 Grumman TBF-1 Avenger**  
*Rebox 1970s*



*AHM / Crown K-402 1/144 Grumman TBF-1 Avenger  
Rebox 1970s*



*Minicraft 14731 1/144 Grumman TBF-1 Avenger  
Pe-Painted Canopy*

**[No Photo]**

*Minicraft 14604 1/144 Grumman TBF-1 Avenger  
Pe-Painted Canopy*



*Academy / Minicraft 4414 1/144 Grumman TBF-1 Avenger  
Rebox 1993*



*Minicraft 14414 1/144 Grumman TBF-1 Avenger  
Rebox 1997*



*Ensign Albert K Earnest's first TBF-1, 8-T-1*



*Midway VT-8 survivor, Ensign Albert K Earnest's second  
Grumman TBF-1 VT-8 at Guadalcanal, November 1942*

Enjoy the pictures and "Build On!"

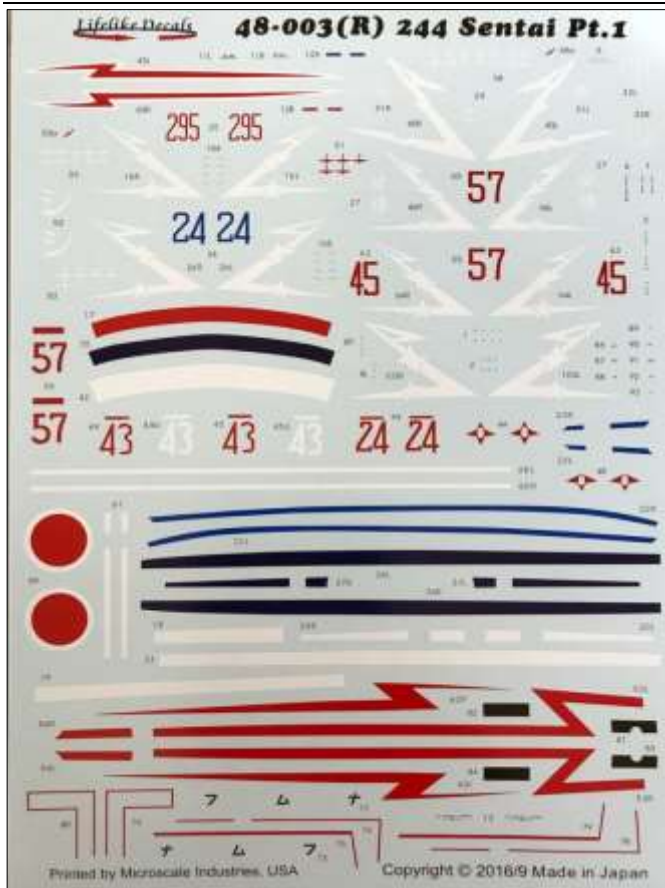
*Cheers! – Pat V.*



*Minicraft 14669 1/144 Grumman TBF-1 Avenger  
Rebox 2013, New Decals*

*Pat Villarreal, IPMS 467836  
Proud IPMS NCT member since 2007*





*Lifelike Decals 48-003  
Unique Markings*

Some of the most colorful aircraft in the Japanese Army Air Forces were flown by the 244<sup>th</sup> Sentai. They flew both the Ki-27 and the Ki-61. The markings consist of a red tail.

Lifelike produces the most accurate decals that I've seen. Even when they aren't sure they let the modeler know what is known and what is based off of educated information. In the event that they are wrong they release correction decals. I've never seen anyone do that before.



*Lifelike Decals 48-003  
National Markings*



*Capt. Teruhiko Kobayashi in the cockpit*

These sheets come in a ziplock bag to ensure they are safe from moisture. The instructions are printed in full color on two single sided A4 sheets. The profiles are on the one page and then Notes, Colors and stencils are discussed on the other sheet. There are two other A4 sheets that discuss the information about each aircraft. The references that were used to develop the sheets are included so you can make your own determination if you wish.

The actual decals are printed by Microscale. So you know they work with the Microscale setting solutions. The colors are vibrant, while the decals are still thin with minimal carrier film. The decals are printed on three sheets.



*Capt. Teruhiko Kobayashi, 244<sup>th</sup> Sentai*



*Capt. Teruhiko Kobayashi's  
Ki-61-I "Hien" Hei '295'*

The first, and largest, contains all the individual aircraft markings and stencils. It is printed on a 5 ¾ x 8.5 sheet of decal film. The second one has all the red markings on a 6 x 4 ½ sheet. The third one contains all the yellow markings which include the prop tips and identification stripes on a 6 x 1 sheet.

The first aircraft belongs to Capt. Teruhiko Kobayashi, the Commander of the 244<sup>th</sup>, in January 1945. This is the most colorful aircraft on the sheet and probably the most famous of the 244<sup>th</sup>. The aircraft is a natural metal airplane with green splotches. What sets this aircraft apart is the horizontal blue and white line. The vertical Chutai band is red. The 244<sup>th</sup> Sentai red tail and unit marking just adds another splash of color. The kill markings on the side of the aircraft are white and there are markings for two different time periods.

The second aircraft is another aircraft from Capt. Teruhiko Kobayashi in March 1945. This aircraft carried external fuel tanks in grey, not the incorrect yellow tanks. This aircraft carried 10 or 14 kill markings below the cockpit, both options are provided. The horizontal and vertical stripes are red. The tail carries the inscription 'Be sure of Victory'. The prop spinner also carries the green splotches. This particular aircraft has red identification markings on the wing leading edges, not the usual yellow. That makes this aircraft stand out.



*Capt. Teruhiko Kobayashi and Crew Chief (?) '24'*



*Capt. Teruhiko Kobayashi's  
Ki-61-I "Hien" Tei (D) s/n 4424 '24', March 1945*

2<sup>nd</sup> Lt. Shunzo Takashima's 159<sup>th</sup> Shinbu-tai aircraft is the third Tony on the sheet. The 159<sup>th</sup> was formed from within the 244<sup>th</sup> Sentai on April 26, 1945. This Ki-61 Hien Type 1-Tei has blue horizontal and vertical stripes. This aircraft was handed over from Capt. Teruhiko Kobayashi to one of his former students when he began flying the Ki-100. This aircraft carries Kobayashi's 14 kill markings and the '24' code on the main gear door covers. Wing armament was apparently retrofitted. 2<sup>nd</sup> Lt. Shunzo Takashima was last seen departing from Chiran on June 6, 1945.

Corporal Yukio Ishioka's Ki-61 Hien Type 1-Hei '43' does not feature the common red tail but has the Sentai marking in red instead. Since the rudder is a replacement the Sentai markings don't quite line up. This is supplied as a unique stepped decal. The spinner has a yellow tip which is uncommon. A lightning bolt is applied to the engine cowling back to the cockpit. The green splotches are smaller in color than the previous three aircraft. The aircraft did carry the Defense of the Homeland white bands around the fuselage and wings, but they are toned down with green splotches on the upper surfaces.

Aircraft five is a natural metal Ki-61 Hien Type 1-Hei with the Home Defense white bands applied to the fuselage and wings. This aircraft was probably flown by Corporal Seiichi Suzuki from Chofu AB in 1945.



*Capt. Teruhiko Kobayashi, 244<sup>th</sup> Sentai  
Notice the lack of a stripe on the fuselage*



*Corporal Kiyoshi Ando's  
Ki-61-I Hei '45'*

The red Sentai tail is included as are a lower red horizontal stripe and vertical stripe. The yellow identification markings on the front of the wing adds a splash of color. Five kill markings are included below the cockpit making this a colorful aircraft.

The sixth aircraft is another natural metal airplane coded '57'. This time the pilot is 1<sup>st</sup> Lt. Tohru Shinomiya in December 1944 from Chofu AB. This Tony has the Home Defense white bands and red Sentai tail. The red lightning stripe runs from the tail to the nose. This aircraft was used to down a B-29 body attack (read ramming) and landed with half the wing missing.

A Ki-61 Hei Type 1-Tei is the seventh aircraft coded '57'. This aircraft has green splotches in conjunction with the white Home Defense bands. A red lightning bolt is in front of the Home Defense band. The tail is not the typical red but it has the Sentai markings on the tail in red. The upper wings have green overspray.

The last aircraft on the sheet is of Corporal Kiyoshi Ando's Ki-61 Hien Type I-Hei '45' at Narimasu in January 1945. A red lightning bolt is on the sides above a very thin white band. The red tail complete the white Sentai marking makes this a very interesting aircraft.

The aircraft on this sheet are quite colorful and that accompanied on a very sleek machine makes this a winning sheet. This is the first of three 244<sup>th</sup> Sentai markings from Lifelike.



*Capt. Teruhiko Kobayashi's  
Ki-61-I "Hien" Tei (D) s/n 4424 '24', March 1945*



*244<sup>th</sup> Sentai Ki-61 pilots re-fueling in 1945*

They will work great with the Hasegawa and Tamiya kits. They are thoroughly researched by Lifelike and expertly printed by Microscale. This sheet is a great value for the money. You can't go wrong with this or with the other two sheets in this series.

Highly recommended.

Thanks to Lifelike Decals for the review copy. You can obtain your decals by contacting Lifelike Decals at <http://lifelikedecals.sakura.ne.jp>. Let them know you heard about it here. While there check out all their decals. There is something there for everyone.

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



*244<sup>th</sup> Sentai Ki-61 "Hien"*

## Upcoming Contests



**September 23 2017**

### AutumnCon 2017

Theme: "First Responders"

IPMS Northshore Scale Modelers

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

Clarion Inn

501 US-90

Covington, Louisiana 70433



**Scale Modelers**

**September 9, 2017**

### SuperCon 2017

Theme: "The Way Out 60s"

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

IPMS Fort Worth Scale Modelers

Bob Duncan Community Center

Vandergriff Park

2800 S. Center Street, Arlington, Texas



**September 30, 2017**

### Region VI 2017 Regional

17<sup>th</sup> Annual Sproo-Doo Model Show

Theme: "The Six Day War"

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

IPMS Central Arkansas Scale Modelers

Statehouse Convention Center – Caraway Rooms

101 E Markham Street

Little Rock, Arkansas 72201



**October 7, 2017**

### Cajun ModelFest XXXI

Theme: "Welcome To the Jungle"

IPMS Baton Rouge Scale Modelers

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

LSU Ag Center 4H Mini-farm Building

Building 338, Ag Center Drive

Baton Rouge, Louisiana



**Austin Scale Modeler's Society**

**October 14, 2017**

### ASMS 2017 Capital Classic

Theme: "Old Dog, New Tricks"

IPMS Austin Scale Modeler Society

<http://www.austinsms.org>

Travis County Expo Center

7311 Decker Lande

Austin, TX 78724



**October 19-22, 2017**

### ReaperCon 2017

Premier Event Center

Lakeland Plaza

1165S Stemmons Freeway

Lewisville, Texas 75067



## Upcoming Contests



**January, 2018**

**Calmex XXXII**

Theme: “

IPMS SWAMP

<http://ipmsswamp.com/>

Recreation District 1 Multi-purpose Center

1221 Sampson St.

West Lake, Louisiana



**February 2018**

**Model Fiesta 37**

Theme: “TBD”

IPMS Alamo Squadron

<http://www.alamosquadron.com>

San Antonio Event Center

8111 Meadow Leaf Drive

San Antonio, Texas 78227



**March 24, 2018**

**RiverCon VII**

Theme: “The Great War 1914-1918”

IPMS Red River Modelers

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

620 Benton Road

Bossier City, LA



**May 3 - 5, 2018**

**AMPS 2018 International Convention**

<http://amps-armor.org/SiteShows/ShowMain.aspx>

Theme: “TBD”

Richard C. Holbrooke Conference Center

Dayton, Ohio



**June 2, 2018**

**ScaleFest 2018**

IPMS North Central Texas

Theme: **Into The Wild Blue!**

<http://ipmsnct.net/>

Grapevine Convention Center

1209 South Main Street

Grapevine, Texas 76051



**June 15-17, 2018**

**Squadron EagleQuest XXVII**

Theme: “TBD”

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

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive

Grapevine, Texas 76051

# WARBIRDS ON PARADE

## Planes That Helped Win Our Freedom

## DFW Wing Commemorative Air Force



COMMEMORATIVE  
AIR FORCE



**British  
Ferrets:  
Armored  
Vehicles**



**We Honor All Veterans**  
[www.dfwwing.com](http://www.dfwwing.com)

**Lancaster Regional Airport • Sept. 2nd • 9 am-3 pm.**

**\$5 Per Person, \$10 per Carload • Bring your Family, there's Fun for Everyone**

**We're having many interesting Warbirds, including Planes and Helicopters from the Cold War Museum and Cavanaugh Flight Museum**

**Aircraft rides will be available, or can be scheduled for a later date**

**Also many Beautiful Classic Cars, Displays, Foods and Drinks**

**A restored Air Force Fire Truck that give kids rides during the show**

**WWII Women Trio Singers, National Anthem, other songs during the Event**

**The Ferret Group, "King's Own Texas Dragoons," British Armored Vehicles**

CONTACTS

**Keith Barrett 972-974-0142 Steve Bennett 817-269-4081 Jim Breitenstine 817-294-2936**

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Northshore Scale Modelers Presents:  
**AUTUMNCON 2017 REGIONAL CONVENTION**

**Saturday September 23<sup>rd</sup>, 2017**

Clarion Inn Conference Center  
501 Hwy 190, Covington, LA

**This Years Theme...**



**“First Responders”**

Any subject matter depicting Fire, Law Enforcement, EMS, Coast Guard, MP’s, Border Patrol, Search and Rescue, etc. is eligible for the theme award. Award is presented to the entry that best personifies the theme and doesn’t necessarily have to place 1<sup>st</sup> in its category.

<b>Fee Schedule:</b>		<b>Event Schedule:</b>	
Juniors	\$5 unlimited entries	Vendor set-up	6-8am
Adults	\$10 for 1 <sup>st</sup> model, \$2 ea. additional model	Registration	8-12pm
Gen Adm.	\$5 access to vendors, raffle, contest area	Judging/Raffle/Auction	12:30-3:30p
Vendor tables	1-5 tables \$35 for 1 <sup>st</sup> , \$15 ea. additional, 6 or more please inquire for special rates	Awards Presentation	4pm

**Contest info and categories on our website**  
[www.northshoremodelers.net](http://www.northshoremodelers.net)

- Local and regional vendors
- Over 12 specialty awards
- Large contest and vendor area
- Expanded categories
- Large raffle and silent auction
- Free Make N Take for kids
- Custom made awards

Contact info:

Contest Chair: Andy Useman  
auseman68@gmail.com

Tommy Hecker, VP  
thecker1@hotmail.com

**Vendor info:**

Please make table reservations by emailing number of tables wanted, your full name and phone number to [auseman68@gmail.com](mailto:auseman68@gmail.com). If you would like 6 or more tables, please inquire about our special rates. Tables will be reserved on a first come, first served basis. If you require power or any other special need, please request it and we will do our best to accommodate you. We value you as a vendor and appreciate the effort you incur to attend our shows.



Visit our facebook page for news and updates @ ipms/northshore scale modelers

### Contest Qualifications (Continued)

**Wargaming Pieces** A figure will be considered a Wargaming piece if it is mounted solely on a square or round 'stotta' type base – even if that base is decorated. A wargaming piece mounted to a new base or with its cast-on base wholly obscured within an all-new base will be considered a figure.

**Markings** will determine the class in which the model is entered. For example, an aircraft with military markings will go into a military aircraft category. If that same type aircraft has civil markings, it will fall into the appropriate civil aircraft category.

**Collections** defined by BRSM, has a different interpretation than that customarily used by IPMS. For the purpose of this competition, a collection can be any five or more models, which are related by any specific link or theme. Note that the theme must be specific in nature (i.e. five German aircraft is too loose of a theme, whereas five German Reich Defense aircraft would qualify). Any questions regarding theme should be directed to the head judge.

**Missiles** All missiles in flight attitude or on landing gear will be entered in the appropriate aircraft category. Missiles which are used in space research that originated as military vehicles will be placed in the space category.

**No Sweep Rule** An individual may only place 2 out of 3 places within any one category unless that entrant is the only entrant in that category.

**Proxy Entries** Models built by and entered in the name of a person other than the person actually completing the Entry Form MUST be accompanied by a valid telephone number of the person who constructed the model.

### Contest Judging

**Craftsmanship** – flash and mold mark removal, glue work, seams, etc.

**Finishing** – paint and decal application, correctness of weathering, shadowing and other detailing.

**Weathering** – correctness and consistency of weathering, if applied.

Judging will be done by a committee of an odd number of modelers. Modelers will be selected as judges based on their known fairness, knowledge, and modeling competence. Modelers will not be allowed to judge categories in which they are entered. The Head Judge has the right to split or combine categories as needed.

**All decisions made by the Judges are final.**

### Directions to Modelifest

This year's Contest will be held at the LSU AgCenter 4H Minifarm, on the LSU Campus. It is located behind (to the South of) the Parker Coliseum.

### From I-10 Westbound:

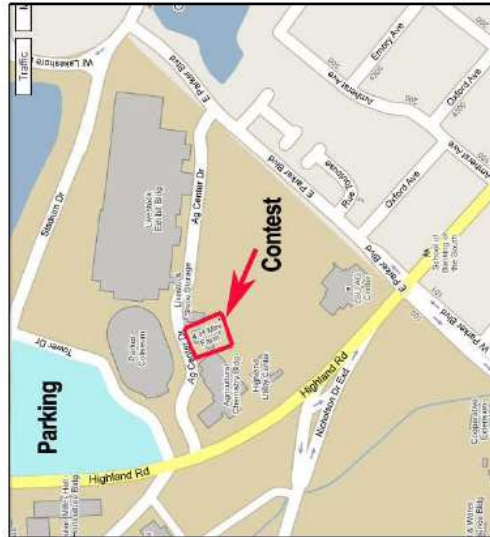
Exit at Acadian Thruway, turning left under the Interstate. Stay in the left lane. Acadian will change names to become Stanford / LSU Avenue. Proceed on Stanford to Highland Rd. and turn right. The venue is just off Highland Rd. on Ag Center Dr., to your right.

### From I-10 Eastbound:

While on the Mississippi River bridge, stay in their right-most lane. Exit at Nicholson / LSU 155A. Merge left onto Highland Rd. Travel on Highland approximately 2.5 miles to AgCenter Drive, on your left

### Once You're Here:

In all cases, you may drive up Ag Center Dr. to the venue to drop off your models, but you must park in the Parker Coliseum parking lot for the remainder of the day.



### BRSM Club Meetings

When: **Second and last Thursday of each month at 7:00 PM**

Where: **Jones Creek Library**

No matter what you build or how long you've been building kits, everyone is welcome to join us at our club meetings or the show.

The annual Modelifest shows began in 1985 and have been going strong ever since.

### For More Information, Please Call

David Campbell 225-205-6633 tiebomberpilci@gmail.com  
Sid Osterberger 225-926-0125 sosterberger@cox.net

**If you're lost, call Sid: 225-776-5286**



IPMS Baton Rouge

Cajun

ModelFest 31

Plastic Scale Model Show and Expo



**Oct. 7, 2017**

LSU Ag Center 4H Minifarm Building

Raffle ★ Kid's Make-and-Take ★  
Lunch & Snacks For Sale On-Site

Check out our web address:  
[www.BRScaleModelers.com](http://www.BRScaleModelers.com)



# The 2017 Capitol Classic

October 14th, 2017  
Travis County Expo Center  
7311 Decker Lane, Austin, TX 78724  
(512) 854-4900

### General Admission:

\$5 per person. Children 12 and under FREE.

### Fees

Contest Entry (includes admission):

Senior (≥18): \$10 for first model, \$3 each additional  
Junior (≤17): \$5 for first model, \$1 each additional

### Event Schedule

- 7:00AM - 9:00AM Vendor setup
- 9:00AM - 5:00PM Doors open to public
- 9:00AM - 12:30PM Model registration
- 10:00AM - 2:00PM Make & Take
- 1:00PM - 4:00PM Judging
- 4:30PM - 5:30PM Awards Ceremony

### Make & Take

We will have models for children (≤12) to assemble at the show. ASMS members will be on hand to help and supervise. Participation is FREE OF CHARGE while supplies last.

Children must be accompanied by a parent,

### Vendor Tables:

8 ft. lengths @ \$40 each

To reserve your table(s), please contact:

Chuck "Obi-Wan" Konefsky (717) 372-2018

cmkn4me@gmail.com

### Questions?

Show Coordinator: Ian Latham

latham.ian@yahoo.com

For latest info, please visit [www.austinsms.org](http://www.austinsms.org)

Austin Scale Modelers Society

# The 2017 Capitol Classic



## Travis County Expo Center

7311 Decker Ln, Austin, TX 78724  
(512) 854-4900

Printing by [3DGraphixco.com](http://3DGraphixco.com) in Georgetown, TX • 512-869-1000 • 3DGraphixco.com

Austin Scale Modelers Society



Presents



# The 2017 CAPITOL CLASSIC



Show Theme

## Old Dog, New Tricks

"Any model in any scale that imagines that model re-purposed from its original intent"

Saturday, October 14th 2017

9:00 AM - 5:00 PM

- at the -

Travis County Expo Center

7311 Decker Ln, Austin, TX 78724



# REAPERCON<sup>®</sup>

MINIATURES 🦴 GAMING 🦴 FUN

OCTOBER 19-22, 2017  
PREMIER EVENT CENTER  
LEWISVILLE, TEXAS





## IPMS METRO OKLAHOMA CITY

In association with SOONER AMPS

Presents

# SOONERCON 2018

Saturday, June 9th, 2018 9am-4pm

Council Road Baptist Church

Building is named "The Cube" north of main church building  
7903 NW 30th Bethany, OK 73008

Themes:

**THE PHABULOS 50'S 1950-1959**

Any subject from the 1950's from 1950 to 1959

100th Anniversary **"THE GREAT WAR" 1914-1918**

Any subject from World War I from 1914 to 1918

**ALL MODELERS ARE WELCOME**

**Plastic Models of all kind welcome: Aircraft, Tanks, Ships, Automotive, Figures, SciFi**

Entry Fee is \$15 for unlimited entries

Modelers 12 & under: 1st Model is Free \$5.00 for unlimited Junior Entries

SoonerCon will use 1st, 2nd, 3rd IPMS/USA judging rules for all non-armour categories.  
AMPS Gold, Silver and Bronze medal judging rules for all armour categories.

**General Admission is FREE**

*Donations are welcome*

For more details on SoonerCon 2018 see:

[www.ipmsmetrookc.com](http://www.ipmsmetrookc.com)

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

**VENDOR TABLES AVAILABLE**

Vendor Tables \$35 each until May 31, 2018 after that \$50 each June 1 thru June 9  
NO tables will be reserved without a signed vendor contract  
Vendor Contact: Richard Fisher (918)724-8929 or email [challenger@challenger-n-scale.com](mailto:challenger@challenger-n-scale.com)

# Babe Of The Month

## Barbra Lang



She was also a pianist and singer for a time in a cocktail lounge.

Barbara Lang (March 2, 1928 – July 22, 1982), born Barbara Jean Bly, was an American actress and singer. During the 1950s she was one of the many "B"-level blondes to be promoted as a Marilyn Monroe type.

She worked a number of jobs prior to breaking into the entertainment industry. She sold jewelry in a Los Angeles department store and was a part-time fashion model at the age of seventeen.







Lang suffered an attack of poliomyelitis in late 1953. She spent three weeks in the polio ward of Los Angeles General Hospital. Another eight months were required to convalesce. Lang was told that she might never walk again. She turned to the Bible during this time and reportedly credited faith for performing a miracle. Shortly after being stricken, her legs and facial muscles were paralyzed, and she had difficulty speaking. The lingering effect she experienced most was tiring easily.

She first came to the attention of Hollywood producers with appearances in six *Death Valley Days* telefilms (1955–1956). Half a dozen motion picture studios vied to sign Lang after her telefilm performances.



She inked a long-term contract with Metro Goldwyn Mayer and was assigned to dramatic school. As a new star for MGM Lang played the feminine lead in *House of Numbers* (1957), co-starring with Jack Palance. It was filmed inside San Quentin Prison and in Mill Valley, California.

Lang was at first named to star opposite Elvis Presley in *Jailhouse Rock*. Before being cast the movie was tentatively entitled *Jailhouse Kid*. In the Joe Pasternak production of *Party Girl* (1958), Lang played





"Ginger D'Amour", a Chicago showgirl of the 1930s.

After surviving and recovering from polio, Lang went into television work. Her TV credits are numerous. She is in episodes of *The Thin Man* (1957),



*Maverick* (1958), *The Bob Cummings Show* (1958), *77 Sunset Strip* (1959), *Lawman* (1959), *Tightrope* (1959), *The Outlaws* (1960)

In November 1958 Lang won an annulment of her two-year marriage to actor Alan Wells.

The decree was granted on grounds that Wells married Lang in Ensenada, Mexico, ten months before his divorce from actress Claudia Barrett was final. Lang and Wells met when she played in *Death Valley Days*.

She died at age 54 from pneumonia. She had two children, Pam and Cheryl.









# Red Iron Models

## 1/35

# Lunokhod-1

By Sven Knudson, IPMS 32490

[www.ninfinger.org](http://www.ninfinger.org)



*The kit box has a nice color drawing of the rover with the lid open.*

*Lunokhod 1 (Луноход, moon walker in Russian; Аннaпaм 8EJI № 203, vehicle 8EJI№203) was the first of two unmanned lunar rovers landed on the Moon by the Soviet Union as part of its Lunokhod program. The Luna 17 spacecraft carried Lunokhod 1 to the Moon in 1970. Lunokhod 1 was the first remote-controlled robot "rover" to freely move across the surface of an astronomical object beyond the Earth. Lunokhod 0 (No.201), the previous and first attempt to do so, launched in February 1969 but failed to reach orbit.*



*Model of a Soviet Lunokhod program rover*



*Lunokhod 1 was a lunar vehicle formed of a tub-like compartment with a large convex lid on eight independently powered wheels. Its length was 2.3 metres (7 ft 7 in). Lunokhod was equipped with a cone-shaped antenna, a highly directional helical antenna, four television cameras, and special extendable devices to test the lunar soil for soil density and mechanical properties. An X-ray spectrometer, an X-ray telescope, cosmic ray detectors, and a laser device were also included.*

*The vehicle was powered by batteries which were recharged during the lunar day by a solar cell array mounted on the underside of the lid. To be able to work in vacuum a special fluoride based lubricant was used for the mechanical parts and the electric motors (one in each wheel hub) were enclosed in pressurized containers. During the lunar nights, the lid was closed and a polonium-210 radioisotope heater unit kept the internal components at operating temperature.*



*Here's what you get in the box.*



*Here's a closer look at the main body parts.*

During the lunar nights, the lid was closed and a polonium-210 radioisotope heater unit kept the internal components at operating temperature. *Lunokhod 1* was intended to operate through three lunar days (approximately three Earth months) but actually operated for eleven lunar days.

*Luna 17* was launched on November 10, 1970 at 14:44:01 UTC. After reaching earth parking orbit, the final stage of *Luna 17's* launching rocket fired to place it into a trajectory towards the Moon (1970-11-10 at 14:54 UTC). After two course correction maneuvers (on November 12 and 14), it entered lunar orbit on November 15, 1970 at 22:00 UTC.

The spacecraft soft-landed on the Moon in the Sea of Rains on November 17 at 03:47 UTC. The lander had dual ramps from which the payload, *Lunokhod 1*, could descend to the lunar surface. At 06:28 UT the rover moved onto the Moon's surface.

The rover would run during the lunar day, stopping occasionally to recharge its batteries via the solar panels. At night the rover hibernated until the next sunrise, heated by the radioactive source.

Controllers finished the last communications session with *Lunokhod 1* at 13:05 UT on September 14, 1971. Attempts to re-establish contact were finally discontinued and the operations of *Lunokhod 1*



*Here's the flip side of the main body parts.*



*Here are the rest of the resin parts.*

officially ceased on October 4, 1971, the anniversary of Sputnik 1. During its 322 Earth days of operations, *Lunokhod 1* travelled 10,540 metres (6.55 miles) and returned more than 20,000 TV images and 206 high-resolution panoramas. In addition, it performed 25 lunar soil analyses with its RIFMA x-ray fluorescence spectrometer and used its penetrometer at 500 different locations.

The final location of *Lunokhod 1* was uncertain until 2010, as lunar laser ranging experiments had failed to detect a return signal from it since 1971. On March 17, 2010, Albert Abdrakhimov found both the lander and the rover in Lunar Reconnaissance Orbiter image M114185541RC. In April 2010, the Apache Point Observatory Lunar Laser-ranging Operation (APOLLO) team from the University of California at San Diego used the LRO images to locate the orbiter closely enough for laser range (distance) measurements.

On April 22, 2010 and days following, the team successfully measured the distance several times. The intersection of the spheres described by the measured distances then pinpoint the current location of *Lunokhod 1* to within 1 meter. APOLLO is now using *Lunokhod 1's* reflector for experiments, as they discovered, to their surprise, that it was returning much more light than other reflectors on the Moon.



*Here's the flip side of the smaller resin parts.*



*Here's the front of the photoetched parts sheet.*

According to a NASA press release, APOLLO researcher Tom Murphy said, "We got about 2,000 photons from Lunokhod 1 on our first try. After almost 40 years of silence, this rover still has a lot to say."

By November 2010, the location of the rover had been determined to within about a centimeter. The location near the limb of the Moon, combined with the ability to range the rover even when it is in sunlight, promises to be particularly useful for determining aspects of the Earth-Moon system.

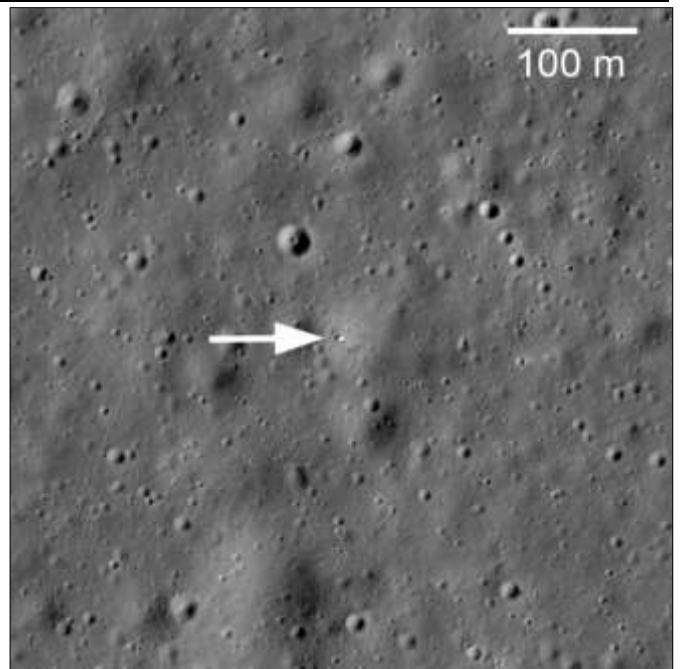
In a report released in May 2013, French scientists at the Cote d'Azur Observatory led by Jean-Marie Torre reported replicating the 2010 laser ranging experiments by American scientists after research using images from the NASA Lunar Reconnaissance Orbiter. In both cases, laser pulses were returned from the *Lunokhod 1* retroreflector.

**Lunokhod 2** (Russian: **Луноход-2**, *moon walker*) was the second of two unmanned lunar rovers landed on the Moon by the Soviet Union as part of the Lunokhod programme.

The *Luna 21* spacecraft landed on the Moon and deployed the second Soviet lunar rover, *Lunokhod 2*, in January 1973. The primary objectives of the mission were to collect images of the lunar surface, examine ambient light levels to determine the feasibility of



*Here's the back of the photoetched parts sheet.*



*LRO image from 2010*

astronomical observations from the Moon, perform laser ranging experiments from Earth, observe solar X-rays, measure local magnetic fields, and study the soil mechanics of the lunar surface material. On June 4, 1973 it was announced that the program was completed, leading to speculation that the vehicle probably failed in mid-May or could not be revived after the lunar night of May-June.

The resin parts are beautifully cast, with no visible air holes and crisply molded details. There is some flash around the smaller parts and all parts are still attached to their pour plugs. Resin jigs are included to help construct the elaborate wheel and antennae assemblies.

The instructions consist of multi-step exploded assembly drawings, supplemented with text in Russian and English. Resin and photoetched parts are called out by numbers (molded on the pour plugs for the resin parts and etched on the photoetched sheet). There is no painting guide included, but the box lid includes a color drawing of the vehicle that may be used as a reference.

**Contents:** 49 resin parts  
343 photoetched parts  
metal tubes  
wire  
instructions

**Order from:** Red Iron Models  
email: [Redironmodels@gmail.com](mailto:Redironmodels@gmail.com)  
web: <http://www.redironmodels.com/en.html>

**Price:** 70 £ plus shipping

**Review By Sven Knudson, IPMS 32490**



# Trumpeter 1/35

# 17cm Kanone 18

By Michael Benolkin

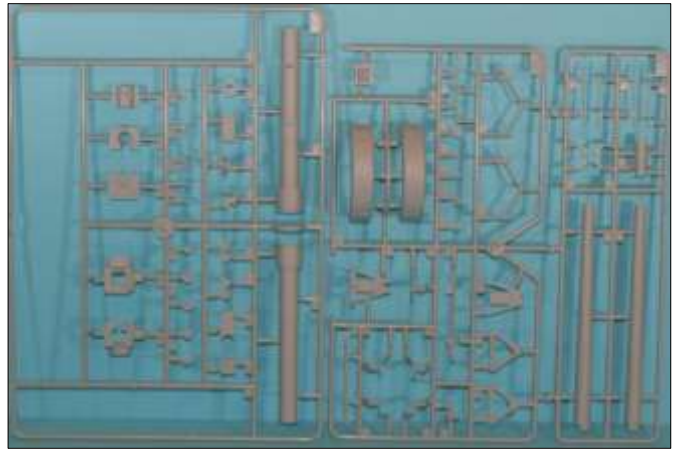


*Trumpeter 2313 Cover Art*

<b>Kit Number</b>	2313
<b>Primary Media</b>	Styrene, Photo-Etch
<b>Pros</b>	Nicely detailed kit!
<b>Cons</b>	Nothing Noted
<b>Skill Level</b>	Experienced
<b>MSRP (USD)</b>	\$ 74.95



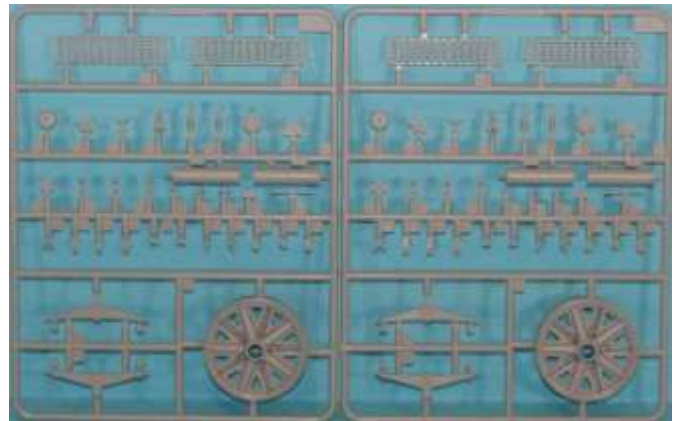
*Trumpeter 2313 Box*



*Trumpeter 2313 Sprue*

The 17cm (173mm) Kanone 18 was a German Corps-level artillery piece with excellent firing range. Weighing over 38,000 pounds in firing configuration and over 51,000 pounds in travel configuration, this artillery piece was definitely not a front line asset as it was a chore to set-up, tear-down, and transport.

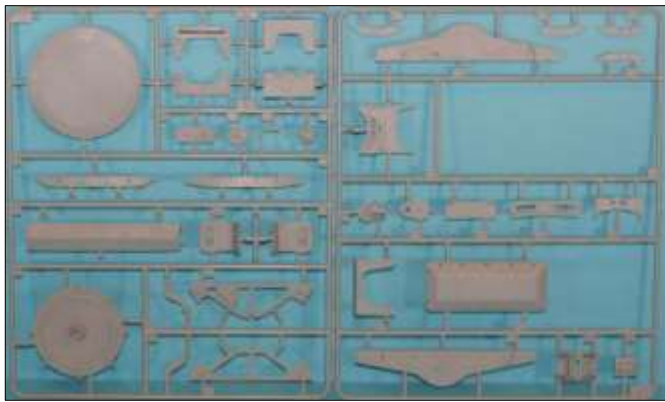
With a range of over 29 kilometers, the Kanone 18 could put some serious firepower on target. The weapon was produced by Krupp between 1941 and 1945. Many of these guns fell into enemy hands as crews were unable to 'shoot and scoot' due to sheer mass and complexity of the gun system.



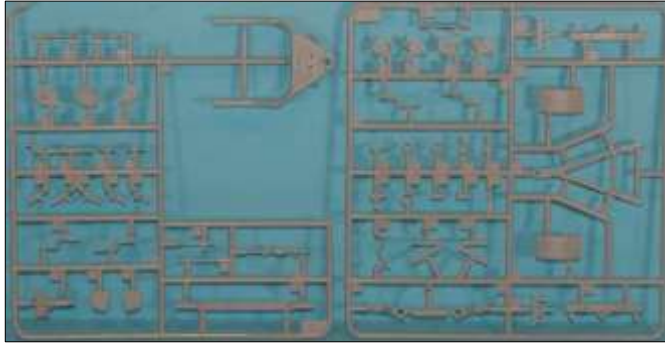
*Trumpeter 2313 Sprue*



*Trumpeter 2313 Sprue*



*Trumpeter 2313 Sprue*

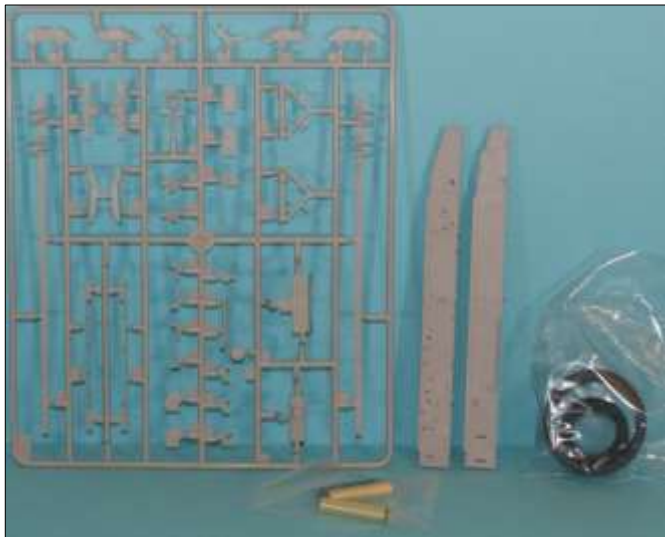


*Trumpeter 2313 Sprue*

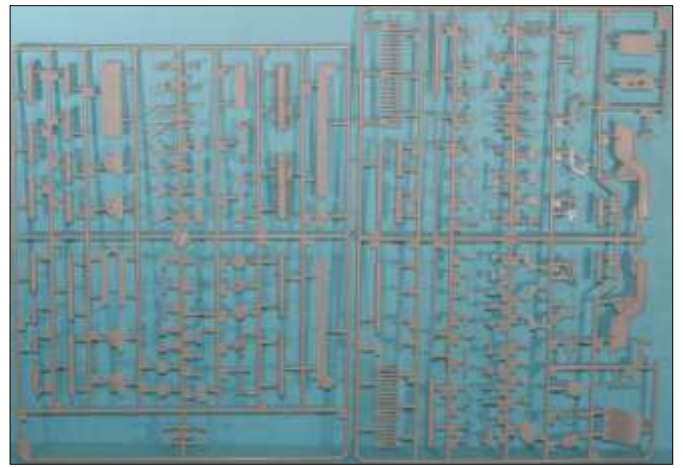
The crews sometimes had to abandon their guns to avoid capture when advancing allied forces sought to neutralize these weapons.

Trumpeter has released another artillery piece into their impressive and growing product line. This release is also molded in light gray styrene and presented on 13 parts trees, plus a single fret of photo-etched details and a set of rubber tires for the gun and limber.

When I first saw this kit, I was surprised with the level of detail in this box, after all, this is one gun, right? Well according to the kit specs, this kit consists of 401 parts.



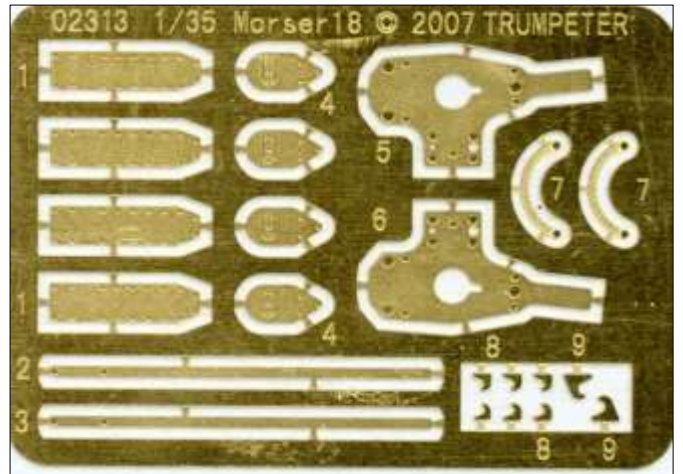
*Trumpeter 2313 Sprue, tires*



*Trumpeter 2313 Sprue*

Assembly starts with the carriage which is extremely detailed given the unique design of this large gun system. You'll need to decide right away whether you want to pose the model in its firing position or in its transport configuration as the model cannot be transformed after assembly. Assembly of the carriage takes up over half the steps in building up this model

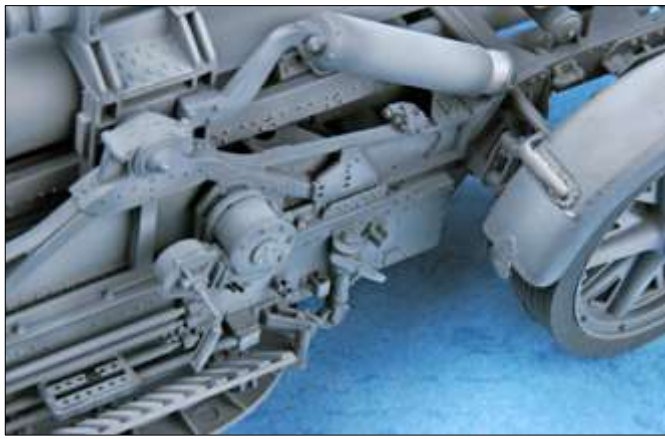
The limber is next and sports two large diameter wheels that have the rubber band treads that are also included in the kit.



*Trumpeter 2313 Photo Etch*



*Trumpeter 2313 Completed Model*



*Trumpeter 2313 Completed Model*



*Trumpeter 2313 Completed Model*

The 173mm gun goes together with several sections to build up the barrel followed by the recoil and elevation mechanisms. The carriage has these stowable metal plank walkways to give crews easier access to the gun while it is set up on its baseplate. The detailing in this model is quite nice.

This is another nice offering from Trumpeter and this provides a mostly-styrene option for this subject for those modelers uncomfortable with resin or limited run kits.

My sincere thanks to [Stevens International](http://www.stevens-international.com) for this review sample!



*Trumpeter 2313 Completed Model*

## 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/commemorativeairforce](https://www.facebook.com/commemorativeairforcefg1dcorsair)

[efg1dcorsair](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](http://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

Hanger 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>

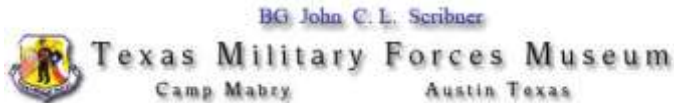
505 NW 38TH ST. Hangar 33 South, Fort Worth, Texas



Silent Wings Museum

[www.silentwingsmuseum.com](http://www.silentwingsmuseum.com)

6202 North I-27 Lubbock, Texas 79403



Texas Military Forces Museum

Camp Mabry Austin Texas

Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas



Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

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

## Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>

108 S. Lee St., Irving, TX 75060

(972) 438.9233

HobbyTown USA Fort Worth



[http://www.hobbytown.com/Fort\\_Worth-TX/](http://www.hobbytown.com/Fort_Worth-TX/)

677 Sherry Lane

Fort Worth, TX 76116

(817) 735-0021

HobbyTown USA Dallas



<http://htudallastx.com/>

6060 East Mockingbird

Dallas, TX 75206

(214) 987-4744

HobbyTown USA Arlington



<https://www.hobbytown.com/arlington-tx/1130>

4634 South Cooper St

Arlington, TX 76017

(817) 557-2225

### HobbyTown USA Lewisville



<http://htudallastx.com/>

500 East Round Grove Road  
Lewisville, TX 75067  
(972) 315-3700

### HobbyTown USA Plano



<https://www.hobbytown.com/plano-tx/1119>

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

### HobbyTown USA Hurst



<http://htudallastx.com/>

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

### HobbyTown USA Rockwall



<http://htudallastx.com/>

935 East Interstate 30  
Rockwall, TX 75087  
(972) 771-1233

## Local Plastic Emporiums

### HobbyTown USA Tyler



French Quarter Shopping Center

<http://hobbytown.com/TXTYL/>

4566 S. Broadway  
Tyler, TX 75703  
(903) 509-3000

### Mason's Hobby Lobby



6905 Grapevine Hwy.

Fort Worth, Texas 76180

(817) 284-0264

### Roy's Hobby Shop



1309 Norwood DR.

Hurst, TX 76053

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

(817) 268-0210

### Wild Bill's Hobby Shop



535 East Shady Grove Rd.

Irving, Texas 75060

(972) 438-9224



# Moon Shot



*Merit 1/24 Connaught Type B Grand Prix  
by Jake Kenta Sashiki Moon*

Connaught Engineering, often referred to simply as Connaught, was a Formula One and sports car constructor from the United Kingdom. Their cars participated in 18 Grands Prix, entering a total of 52 races with their A, B, and C Type Formula 2 and Formula 1 Grand Prix Cars. They achieved 1 podium and scored 17 championship points.

The name Connaught is a pun on Continental Autos, the garage in Send, Surrey, which specialized in sales and repair of European sports cars such as Bugatti, and where the cars were built.



*An ex-Rob Walker Racing Connaught Type B returns to the pit lane after practice during the VSCC SeeRed race meeting, Donington Park, September 16, 2007.*

*Photo Copyright © by John Chapman*



*Connaught type B (1955) at the National Motor Museum in Beaulieu, England, October 15, 2011  
Photo Copyright © by Paul Hermans*

In 1950 the first single-seaters, the Formula 2 "A" types, used an engine that was developed by Connaught from the Lea-Francis engine used in their "L" type sports cars. The engine was extensively re-engineered and therefore is truly a Connaught engine. The cars were of conventional construction for the time with drive through a preselector gearbox to a de Dion rear axle. In 1952 and 1953 the races counting towards the World Championship were to Formula 2 rules so drivers of these cars could take part in those events.

Connaught designed a new car for the 2½ litre Formula 1 of 1954 which was to have a rear-mounted Coventry Climax V8 engine (the "Godiva"), but when the engine was not proceeded with, a conventionally arranged "B" type was designed using an Alta engine developed into 2½ litre form.

The first cars were built with all-enveloping aerodynamic bodywork but later rebodied conventionally. In 1955, driving a Connaught in this form, Tony Brooks scored the first win in a Grand Prix by a British driver in a British car since 1923, in a non-World Championship race at Syracuse.



*Merit 1/24 Connaught Type B Grand Prix box top (1957)*



*Merit 1/24 Connaught Type B Grand Prix box top (1957)  
Box Contents*

Thereafter the "B" type has been known as the "Syracuse" Connaught and the name was used for the car presented in the 2004 revival

In 1962, Jack Fairman attempted to qualify for the Indianapolis 500 in a Connaught race car, but failed to find the necessary speed to make the field.

Prior to the single-seat racing cars they built a small number of road going sports cars developed on the Lea-Francis Sports Chassis, which achieved considerable competition success. These were of types L2 and L3, and three examples of the stark Cycle Winged L3/SR Sports Racer. Two sports cars, based on the A Type Formula 2 cars, the ALSRs were also built for competition work.

In 2004, the Connaught name was revived by Connaught Motor Company for their Type D Syracuse and Type D-H hybrid supercars.



*This Merit kit was released in 1957. It is primitive, with very little detail. But, the shape is correct and the fit is surprisingly good overall.  
Preparing the intake*



*Inserting mesh dramatically improves the intake*



*Drilling out the exhaust shroud*



*The interior is spartan, with no more than a seat, instrument panel, and steering wheel. I used some sprue to replicate the tubular space frame structure that went down the sides of the cockpit.*



*I also scratch built a driveshaft tunnel from the Coke can. As everyone knows, "Things Go Better with Coke!"*

I built an original release of the 1956 Connaught Type B Grand Prix car. The Connaught Type B was a reasonably successful Grand Prix car during the early years of Formula 1. While not a frontrunner, it was typically Britain's valiant answer to the Mercedes, Ferraris, and Maseratis at the front of the Grand Prix pack.

This car was built to the specification in which it won the 1956 Syracuse Grand Prix with Tony Brooks. It was the first British team and driver combo to win a Grand Prix post War.

It was a fun little kit and provided opportunities to spruce it up a bit. I added mesh intake covers, fairings over the carburetors and exhaust manifold, drilled out the exhaust cover, added chassis tubing, a radiator, and weld seams for the exhaust.

The tartan seat was painted by brush with the help of Tamiya tape for curves. The metal finish in the interior is cut from a Coca Cola can. Finally my addiction pays off!



*Here it is in place after paint. I also lined the cockpit with the inside of a Coke can to replicate the aluminum finish of the interior.*



*Instrument panel and steering wheel in place. My final use of the Coke can was the addition of shrouds over the carburetor and exhaust openings on the engine cover. The shrouds will provide form shade and depth over the solid openings.*



*Paintwork on the body. I used Luftwaffe green paint - the irony! I also used some spare fastener decals on the engine cover and bodywork.*



*I made a new instrument panel with the aluminum from the can and fitted some spare decals.*





*The Connaught likely never ran with a plaid seat, but I couldn't resist. I started with white primer and then masked stripes.*



*On goes red paint and more masking.*



*And then some navy, removal of the masking, and touchups.*



*And then some navy, removal of the masking, and touchups.*



*The seat in place!*



*And attached. The shade from the shroud really made a huge difference. Windscreen in place as well.*



*Wheels painted.*



*Exhaust painted and put in place. I added beads of superglue to mimic weld marks. I used some solder behind the rear bulkhead for exhaust attachment.*



*Merit 1/24 Connaught Type B Grand Prix  
by Jake Kenta Sashiki Moon*



*Merit 1/24 Connaught Type B Grand Prix  
by Jake Kenta Sashiki Moon  
Photos Copyright © by Jake Kenta Sashiki Moon  
Proud IPMS NCT member since 2015*

# Gassers



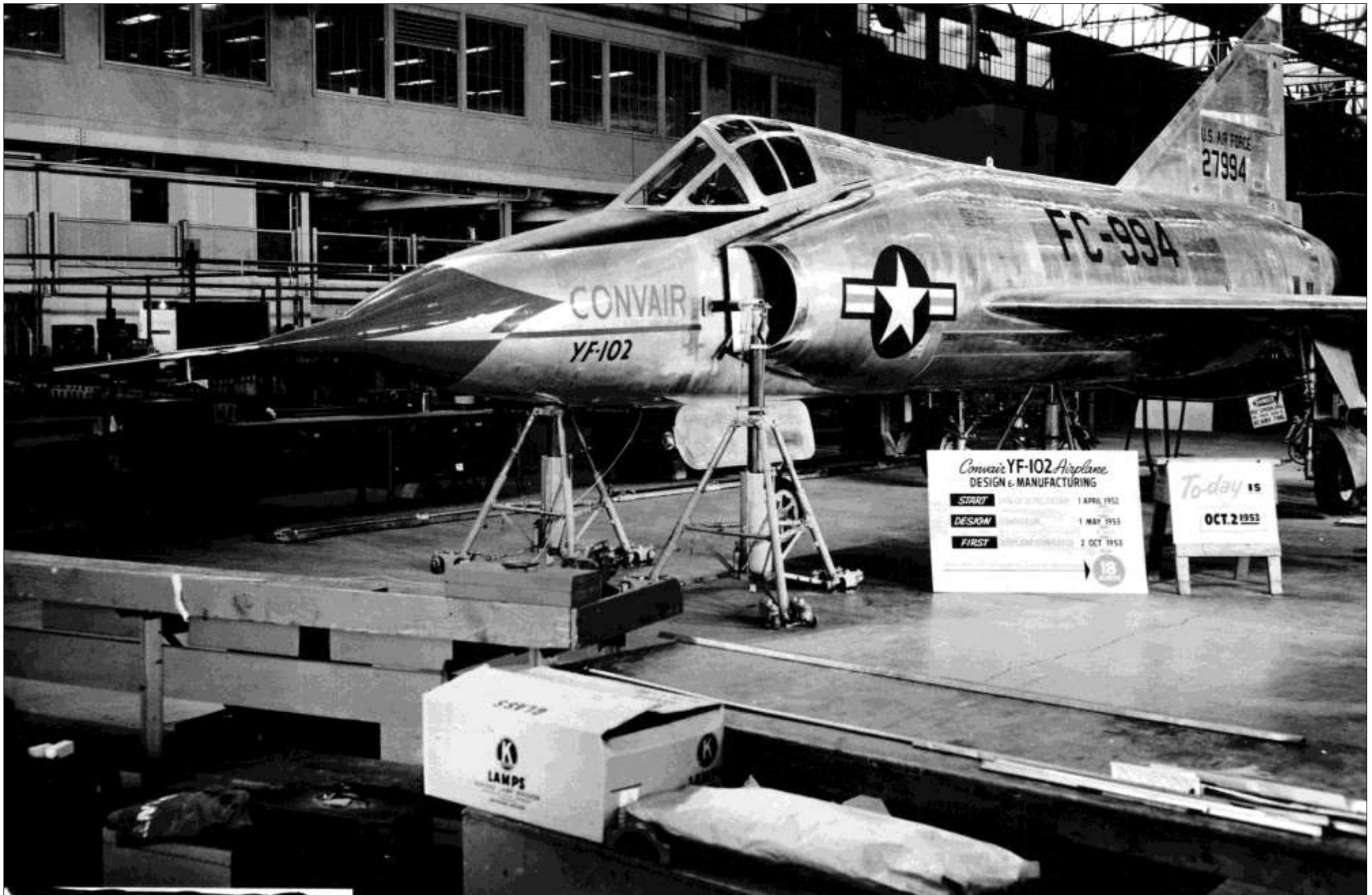
*1957 Ford Gasser, the Bone Shaker. Injected Boss 429, Johnny Hightower Jerico 4 Speed Manual Transmission*

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# Name That Plane



# Deuce of the Month



*CONVAIRYF-102, s/n 52-7994, First Prototype at Convair plant in San Diego, October 2, 1953*

# Afrika Korps of the Month



*PzKpfw II, D.A.K., North Africa*

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# Art for Art's Sake



**“Sloe Gin Escort” – 57<sup>th</sup> FIS F4E Phantom II escorts a Tupolev Tu-95 Bear F over Iceland, 1978  
15” x 30” oil on canvas, 1993, © Gerald Asher**

# Tail Shot



1935 American Flea Triplane Inc. of Fort Worth, Texas. Homebuilt was designed by Lillian Holden based on the Mignet Flea and featured a blue fuselage and yellow wings. Licensed from Mignet of France, this company gave the plane away if you bought the engine. This aircraft was in Fort Worth as late as 2015 with restoration planned by The Tiger Boys of Ontario. Photo © Jay Miller Collection, IPMS #45, Proud IPMS-NCT member since 1964



## IPMS North Central Texas

President:	Randy Spurr		<a href="mailto:rls4440@yahoo.com">rls4440@yahoo.com</a>	IPMS USA # 7854
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IPMS North Central Texas meets on the second Sunday of every month. Door opens at 1:00 p.m.; meeting begins at 1:30 p.m. See *Coming Events* for which facility the current meeting is being held.

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

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

**Deadline for submissions to the *FlakSheet* is the 25<sup>th</sup> 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.**

