



The

# Flak Sheet



56  
JIM HURTUBISE  
April - May 2019  
All the News We Make Up to You  
162.191



*Jim Hurtubise's  
Mallard Turbo Offy  
Museum of American Speed*



**She's helping to win**  
*... how about you?*



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in the* **WAVES**

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# Cover Photo

## The Last Roadster



*Jim Hurtubise and his Mallard-Offy  
©Indianapolis Motor Speedway*

James Hurtubise (December 5, 1932 – January 6, 1989) was an American race car driver who raced in USAC Champ Cars (including the Indianapolis 500), as well as sprint cars and stock cars (USAC and NASCAR). He was from North Tonawanda, New York. Despite his limited success, he was a fan favorite throughout much of his career as many characterized him as an "old style" racecar driver.



*Jim Hurtubise and his Mallard-Offy  
©Indianapolis Motor Speedway*



*Jim Hurtubise and his Mallard-Offy  
©Indianapolis Motor Speedway*



*Jim Hurtubise and his Mallard-Offy  
©Indianapolis Motor Speedway*

Hurtubise raced in the USAC Championship Car series in the 1959–1968 and 1970–1974 seasons, with 97 career starts. He finished in the top ten 38 times, with 4 victories, in 1959 at Sacramento, 1960 at Langhorne, and 1961 and 1962 at Springfield. In 1964, after suffering serious burns in an accident during the Rex Mays Classic at the Milwaukee Mile, doctors asked Hurtubise how he wanted his hands shaped permanently. "Just make 'em so I can hold a steering wheel," he replied.



*Jim Hurtubise and his Mallard-Offy  
©Indianapolis Motor Speedway*

Hurtubise ran in ten Indianapolis 500 races between 1960 and 1974. His best finish was a 13th in 1962. In 1965 He qualified using a Novi engine, the last year that engine would be used in the race, have been considered obsolete several years before. The engine failed on the first lap, and he finished last.







*Jim Hurtubise's Mallard-Offy 56*  
© Frank Landrus

In 1966 Jim Hurtubise entered a rear-engined car, which was taking over from the front-engined roadsters as the standard for the race, and finished 17th.

After failing to qualify in 1967, in 1968 he ran the last front engined car to date in the race. He owned and had built the car himself, and named it the "Mallard". He claimed the car was lighter than previous roadsters, which would allow it to be competitive with the rear-engine cars.

From 1969 through 1971, Jim would continue to attempt to qualify the Mallard-Offy roadster, but failed to make the field, which was now fully rear-engined cars.

In 1972 Hurtubise drove the Mallard in an IndyCar race at Michigan in 1972, qualifying 26th (last) and finishing 23rd. He drove the same car a year earlier at the Pocono 500, qualifying 33rd (last) and finishing 30th. This would be the last time a front-engine car ran in an IndyCar race.

In 1972, he had qualified a rear-engine car 13th. However on "bump day", he put the roadster, sponsored by Miller Beer in line to make a qualification attempt shortly before the closing deadline of 6:00 pm. The time expired before it was his turn to qualify. He then removed the engine cover to reveal that the car had no engine, but five chilled cases of his sponsor's product, which he shared with the other pit crews and race officials.



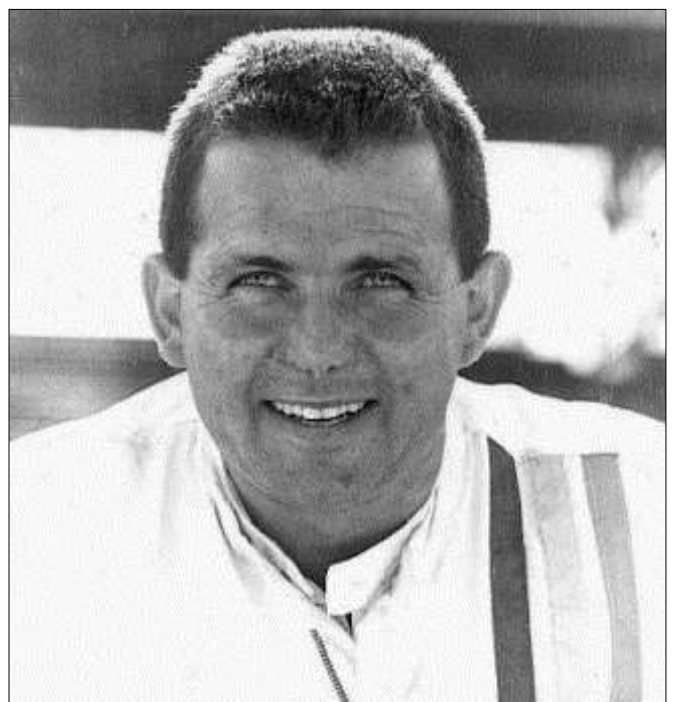
*Jim Hurtubise's Mallard-Offy 56*  
© Frank Landrus



*Jim Hurtubise's Mallard-Offy 56*  
© Frank Landrus

In 1973 through 1975 he attempted to qualify rear-engine cars, missing the field in 1973 and 1975 while qualifying 28th in 1974, finishing the race 28th after blowing the engine on lap 31. This would be the last year he would successfully qualify for the race. For 1976 he was back in the Mallard. In 1978, while once again attempting to enter the roadster (a type of car which had now not qualified for the race in a decade), Tom Binford, the chief steward, refused to allow him an attempt to make the race, stating the car had not showed it was capable of race speed during practice. He then sat in entrant Bob Harkey's car for ten minutes refusing to move. After finally leaving the car he ran on the track where he was tackled and apprehended by the police. In subsequent years he continued to attempt to get the Mallard into the field, with his final attempt in 1981. This was the final attempt for any front-engine.

Hurtubise died January 6, 1989 after suffering a heart attack near his home in Port Arthur, Texas. He was 56 years old. He is interred at Crown Hill Cemetery in Indianapolis.



*Jim Hurtubise*



<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

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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**  
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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!

**April 14, 2019 1:00 pm**  
**Club Fundraiser**  
**Clean Out Your Closets and**  
**Raid your Bank Account!**  
**Irving Garden & Arts**

**May 12, 2019 1:00 pm**  
**ScaleFest Planning Session**  
**2019 IPMS Nationals Group Build Update**  
**Irving Garden & Arts**

**June 9, 2019 1:00 pm**  
**ScaleFest Review**  
**Irving Heritage Park**

**July 21, 2019 1:00 pm**  
**Pitch-In, Hamburgers / Hot Dogs**  
**Joint Meeting with MCMA**

**August 11, 2019 1:00 pm**  
**TBD**  
**Irving Garden & Arts**

**September 8, 2019 1:00 pm**  
**Club Fundraiser**  
**Clean Out Your Closets and**  
**Raid your Bank Account!**  
**Irving Garden & Arts**

**October 13, 2019 1:00 pm**  
**TBD**  
**Irving Garden & Arts**

**November 10, 2019 1:00 pm**  
**TBD**  
**Irving Garden & Arts**

**December, 2019**  
**Annual Christmas Party**  
**Impending Volunteer's Humble Abode**

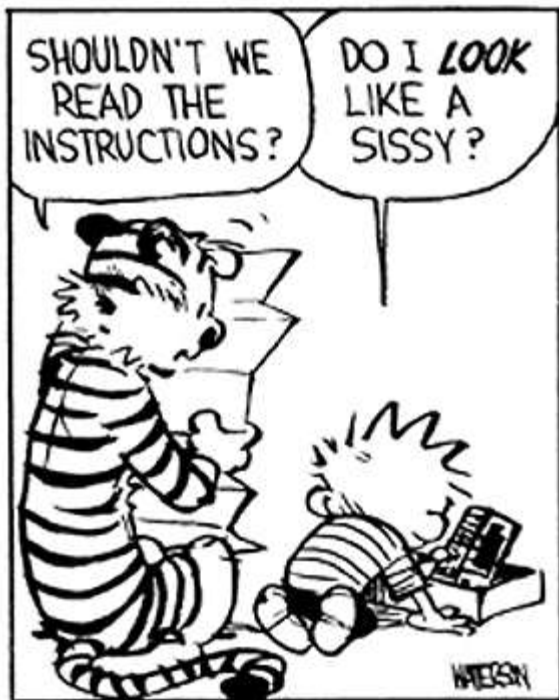
*Garden & Arts, 907 Senter Rd., Irving, TX, 75060*  
*Senter East, 228 Chamberlain St., Irving, TX 75060*  
*Heritage Park, 217 Main Street, Irving, TX 75060*  
*All Dates Subject to Change*







*Mountain Man Mike!  
Sandia Peak, New Mexico*



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

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**Lone Star Models**  
13511 Greywood Drive  
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*PB4Y-2 90192 San Diego November 13, 1945*

## **Big Model Kit News**

Well maybe for some? It is a big model kit at least

Recently I got into the fray of new 1/48 Consolidated PB4Y Privateer conversions that are being produced. After making the many parts required to do such a project I decided why not just do the whole air frame? It will be more expensive for me to produce but will make assembly on the modeler's part a whole lot easier.

No more performing hours of surgery, sanding, and filling on a Monogram B-24. I am working to release this in late June but this may get pushed back some waiting on the decal sheet. I plan a couple of not safe for work pin ups and one post war GSB Naval Reserve bird from Olathe. Landing gear will be white metal hollow fuselage hollow wings with new nacelles fully detailed turrets and cockpit. I know some just hate vacuformed clear parts but it is the best way for me to produce them.

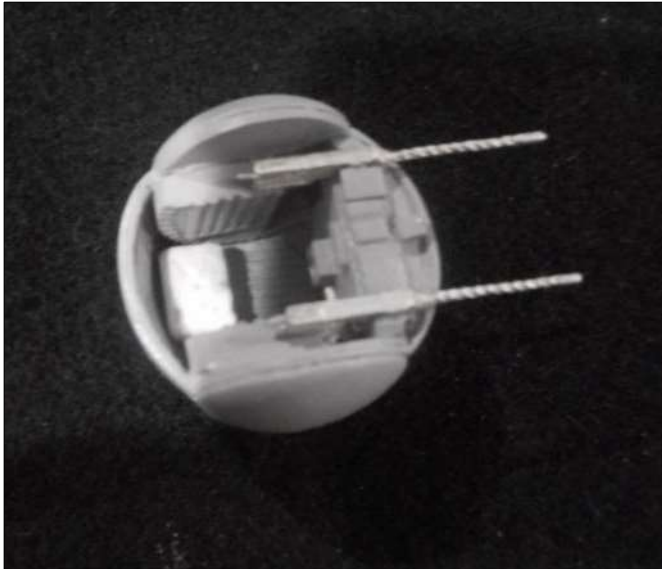
As an offshoot of this project The top turrets and tail turret will be available as separate items for use on the B-24 as will the tire sets.



*1/48 PB4Y ERCO ball turret*



*Junkes Ju 87C*



*1/48 PB4Y ERCO ball turret*

The 1/32 Full fuselage F2G and 1/48 Martin B-10 are coming back too

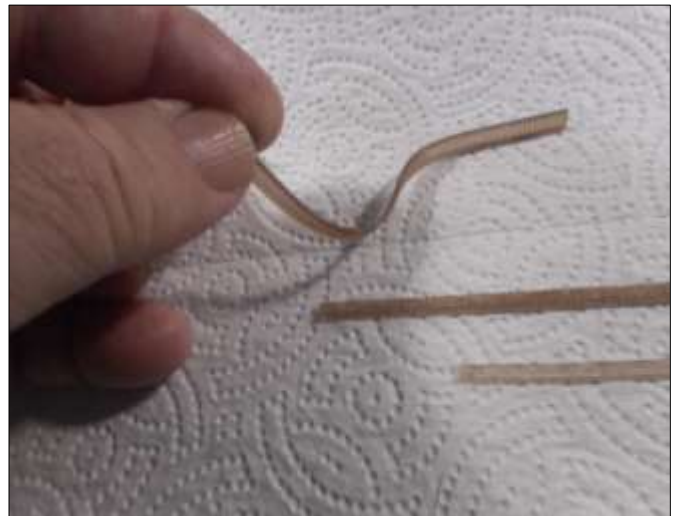
In other big news I am purchasing my own prototyping machine soon so I can make 3D printed parts in house.

## **New Product Releases**

### *1/48 Stuka Wing Fold*



*1/48 Junkes Ju 87C wing fold*



### *Flexible ammo chutes*

I will soon have available sets of flexible ammo chutes in 1/48 and 1/72 . 11/48 will include 20mm, and .50 cal 1/72 will be .50 cal and .30 for Helicopter door guns. I am also working on some flexible air hose in 1/48 scale



*North American O-47B Owl  
Coming Soon in 1/48*





*Vought XF4U-1 Corsair*

A few items close to release and one I have come to hate:  
 the 1/48 North American O-47 Owl,  
 a 1/32 5"-51 gun,  
 1/48 Junkers Ju 87C Stuka Wing Fold?  
 1/48 Vought XF4U-1 Corsair prototype;  
 and a new Vought 1/48 OS2U Kingfisher kit.

***1/48 Vought OS2U Kingfisher float,  
 1/48 Ship board OS2U handling dolly,  
 and 1/48 figure***



The figure is my first 1/48 figure release. He is in a casual pose and can be used as a civilian or an aircraft mechanic.

The float and dolly can be used on the Monogram 1/48 Vought OS2U or the upcoming new LSM Vought OS2U Kingfisher. Photo above is before the external details were added. This is the smaller Vought main float used on the early model Kingfisher before going to the EDO main float.



*Transmuting*

*Fe to*

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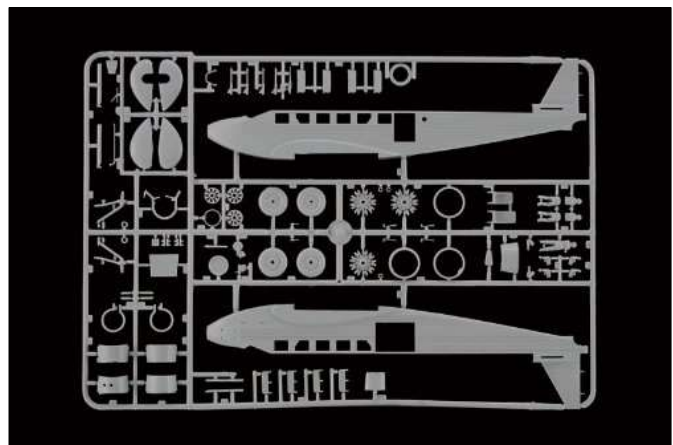
**By Patricio Villarreal**  
**Italeri 1/72**  
**Junkers Ju-52/3m**



*Italeri Kit 150 Junkers Ju-52 Lufthansa*

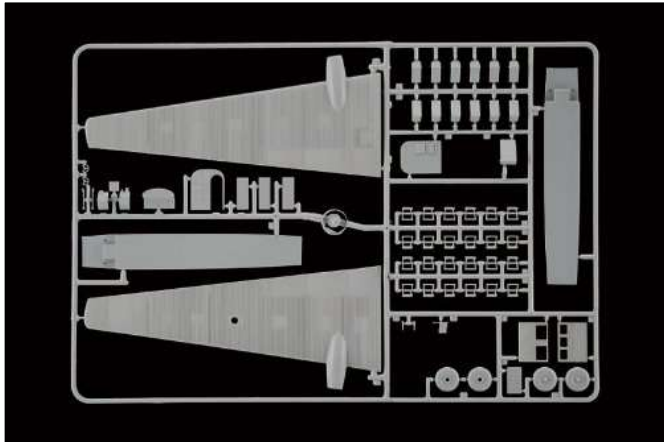
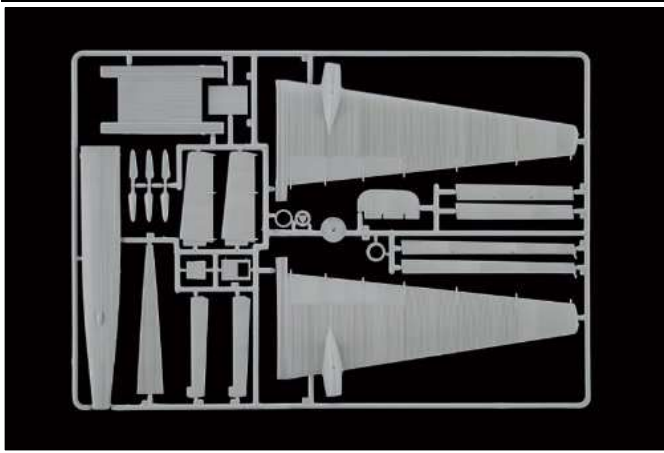
The Junkers Ju 52/3m (nicknamed Tante Ju ("Aunt Ju") and Iron Annie) is a German transport aircraft manufactured from 1931 to 1952, initially designed with a single engine but subsequently produced as a trimotor. It had both civilian and military service during the 1930s and 1940s. In a civilian role, it flew with over 12 air carriers including Swissair and Deutsche Lufthansa as an airliner and freight hauler.

In a military role, it flew with the Luftwaffe as a troop and cargo transport and briefly as a medium bomber. The Ju 52 continued in postwar service with military and civilian air fleets well into the 1980s.



*Italeri Kit 150 Junkers Ju-52 Lufthansa fuselage sprue*

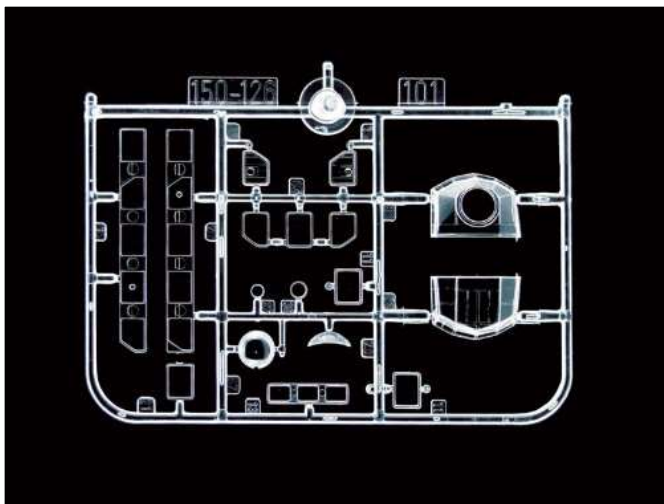




*Italeri Kit 150 Junkers Ju-52 Lufthansa wing sprues*

Attached are pictures of the completed Italeri 72nd scale Lufthansa Ju-52/3m. It is in 1936 passenger airline markings. I started cutting sprues and have been working on this on & off again and now it is done about 6 months later.

The corrugated surface of this kit created different challenges in joining surfaces and seam filling. Due to this, the best way to fill seams was using stretched sprue with Tamiya thin cement. No putty or super glue was used. I added paper towel curtains for the passenger windows and the cockpit got tape seatbelts and brown seat cushions made from plastic sheet.



*Italeri Kit 150 Junkers Ju-52 Lufthansa*



*Italeri Kit 150 Junkers Ju-52 decal sheet*

The paints used are Model Master & Alclad. I also used the kit decals. This proved to be the downfall of my build.

The corrugated surfaces made decaling painful. Plus, the kit decals were not responsive to Micro-Sol. I did not want to mask the letters and paint them on since I wanted to keep the pitch distance in the letters the same. So, I decided to apply the decals and let them dry on the peaks of the corrugations. Then I took a brand new X-acto blade and cut along the valleys of the surface. Due to the decals not conforming to Micro-Sol I had to create a mixture of Future + Micro-Sol to adhere the decals to the surface. Then MM flat black paint was used to fill in the rest of the valleys and cover the silver gaps.



*Pat Villarreal Italeri 1/72 Ju-52/3m  
D-ABIK was manufactured in 1935*



*Pat Villarreal Italeri 1/72 Ju-52/3m  
Junkers w/n 4069*



*Pat Villarreal Italeri 1/72 Ju-52/3m  
D-ABIK was Herman Goering's traveling aircraft*



*Pat Villarreal Italeri 1/72 Ju-52/3m  
D-ABIK named "Manfred von Richthofen"*



*Pat Villarreal Italeri 1/72 Ju-52/3m  
Sold in March, 1938 to EurAsia (EU-XXII)*

My biggest challenge was staying motivated to finish this kit. This is NOT a kit for beginners, nor a kit for 'assemblers' or Tamiya-style 'shaking'; it has A LOT of issues that will make you re-examine why you are in this hobby. I do believe I am a good model builder, but this kit brought me to my knees and forced me to dig deep for patience.



*Pat Villarreal Italeri 1/72 Ju-52/3m  
Destroyed 12/41 by Japanese bombs in Hong Kong*

It reminded me of a certain boy in high school who dated a 'hot-looking high-maintenance' girl because of her looks (BTW, it's not me, he's a friend...). This guy did really silly self-depriving things to make her happy just to 'be with her', even though he was totally miserable inside. Then once he broke up with her – he finally became aware of just how unhappy he had been with her until it was over. Then happiness finally came back to him.

For me, this Italeri 1/72 Ju-52/3m Lufthansa build is OVER. I am so happy now. Unfortunately, the Ju-52/3m is kind of an 'ugly' airplane and I can't believe I put up with her for 6 long months. . . . .

Now I know why I don't see this kit on contest tables! There are not many model builders who would ever put up with this kit for 6 long months.

Regardless of my personal opinion . . . . .

Cheers! – Pat V. Enjoy the pictures and "Build On!"

*Cheers! – Pat V.*

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



*D-ABIK replaced a 1933 manufactured Ju-52/3m with the code D-2527 (w/n 4022) that was named the same. D-2527 sported a bright red and white paint scheme.*



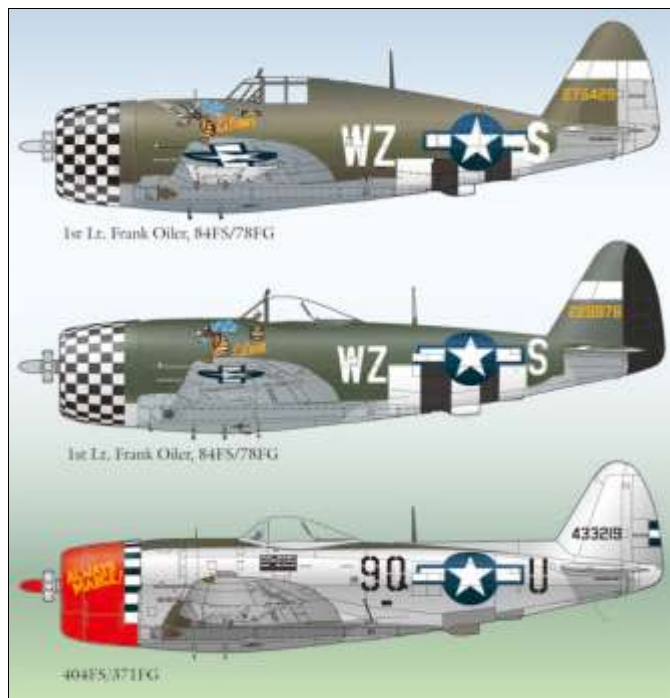
## Floyd's Fling

# Lifelike Decals 1/48

## P-47D Part 7

By Floyd S. Werner, Jr.

IPMS No.: 26266



Lifelike Decals 48-045

**Manufacturer:** Lifelike Decals

**Manufacturer website:** <http://lifelikedecals.sakura.ne.jp>

**Mfr Stock No.:** 48-045

**MSRP:** \$15.25 approximately

**Provided by:** Lifelike Decals

**Vendor Web Site:** <http://lifelikedecals.sakura.ne.jp>

**Direct Link to Item:**

[http://lifelikedecals.sakura.ne.jp/48\\_045.html](http://lifelikedecals.sakura.ne.jp/48_045.html)

**Target Kit:** Tamiya P-47



1<sup>st</sup> Lt Frank E. Oiler's P-47 "Eileen" s/n 42-28878



1st Lt Frank E. Oiler's P-47 "Eileen", 78<sup>th</sup> FG  
Flew 68 combat missions, ~ 300 hours  
Claimed a Me 262 on 04/19/45 on 67<sup>th</sup> mission

The Republic P-47 Thunderbolt was a natural aircraft for nose art and Lifelike Decals has provided some of the best markings. This sheet is no different. This sheet features three aircraft, two from the same pilot but quite different.

The decals are printed by Cartograf and Microscale so you know they are the world's best. They are in perfect register, with good color saturation, and really thin. They will react well with decal setting solutions.

There are three decal sheets included in this release.



1st Lt Frank E. Oiler's P-47D-11 "Eileen" s/n 42-75429



1st Lt Frank E. Oiler's P-47 "Eileen" s/n 42-75429

The larger sheet is printed by Microscale and it contains the markings for the individual aircraft. The second sheet is also printed by Microscale and has the US Stars and Bars and some cowling stripes. The third sheet has the individual markings.

The first aircraft is the P-47D-11-RE Thunderbolt of Lt. Oiler of the 78th FG. This aircraft is quite unique. While many will say really 'Eileen' again? Yes, when it is done properly. This aircraft is interesting in a number of ways. First off the Bee is perfect and unique in that the complete details are depicted. As this aircraft is represented the "S" code is hand painted and quite unique. There are invasion stripes on fuselage and also on the landing gear doors. The underwing stripes are overpainted but still visible through the new paint. The lower part of the rudder is silver.



1st Lt Frank E. Oiler's P-47D-28 "Eileen" s/n 42-28878



1st Lt Frank E. Oiler in 2005 (one year before he passed) during his first return to Duxford since 1945



James, Lt. Frank Oiler, Otis McKlean

The 2nd aircraft is a P-47D-28-RA also flown by Lt. Oiler. The Bee marking is different than the one on the D-11 and the Bee is perfectly rendered in the new style.

## 48-045 Republic P-47D Thunderbolt Part 7

**AC #1**  
P-47D-11-RE, 42-75429, flown by 1st Lt. Frank Oiler, 78FG, 81FS, Duxford, summer 1944.

"Eileen" is one of the most fabulously marked P-47s of WWII. This is its noseback section, and AC #1 is the base sub-assembly version. This AC is demarcated in the standard ODNG with black/white nose stripes at 100".

A total 5 photos of this AC is shown in ref. 1-5, but no forward view photo is known. The overall photo in ref. 2 clearly shows (1) the remnant of invasion stripes on lower fuselage and the landing gear cover, and (2) other light lower fuselage higher than AC1. We would not find any document what is this light color, but probably light grey. Underwing stripes is also lighter than AC1, and probably white or AMF. Style of code letter S is not typical, and probably hand-painted.

Close-up photo of the nose of ref. 3 clearly shows (1) every detail of the base and gun/links, (2) small light spots on base wings, and (3) red shadow of "Eileen" which touches the base tank.

The AC was later transferred to 81FG, and changed the cowling marking to ref. 78.

While still retaining base marks, but its assigned pilot or AC code is not known. Lt. Oiler joined 78FG soon after D-Day, but did not record any aerial or ground kills with P-47s. He finally achieved 1 aerial victory and 2 ground kills with his P-47.

**AC #2**  
P-47D-28-RA, 42-28878, flown by 1st Lt. Frank Oiler, 78FG, 81FS, Duxford, Sept 1944.

This is the second "Eileen" of Lt. Oiler, but the dot mark and Eileen are slightly different than AC #1. A nose of 3 photos are shown in ref. 2 to 4, but no forward view photo is known. It is very often alleged that upper surface is camouflaged in GAF Dark Green, and lower surface is OGI, but close photo of P-47 of this group strongly indicates lower surface is not Sky, but probably AMF. Sky Blue, and might be AMF.

Though we could not find any close-up photo of the tail and Eileen, the photo clearly shows slightly different letters of base mark/light spots on base wings, and the position of "Eileen" slightly apart from the base tank. It is difficult to judge whether "Eileen" has any shadow (see with AC #1) or not. Photo of ref. 4 does not indicate any shadow or outline. The black outline of base tank is clearly visible. The photo of ref. 5 seems to indicate some dark outline on "Eileen", but such outline is also observed on AC code, so we judge this is the artifact of printing, and "Eileen" does not have any shadow or outline.

**AC #3**  
P-47D-28-RA, 44-28119, pilot unknown, 217FS, 64FS, post VE, Abg, 4th Group, Germany.

There are two photos of this AC in ref. 6 and 7, and two illustrations in ref. 8 and 9. It is finished in AMF and OD1 and stripes is also applied (around the canopy).

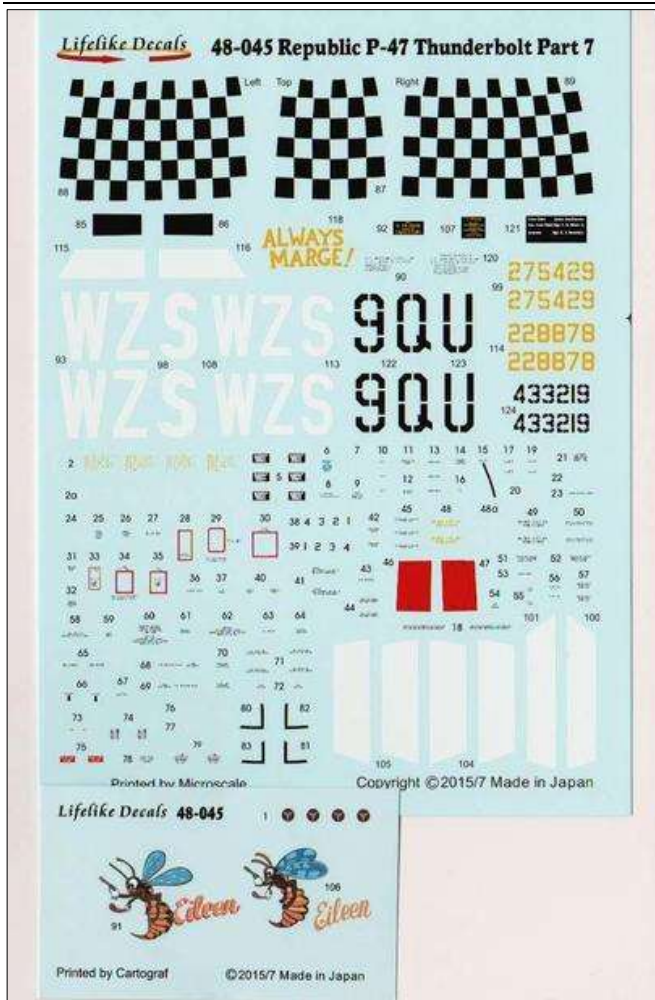
The photo of ref. 7 is supposed to be taken on Nitzberg AB by 81FG/81AFG members, and shows 81FG group marking on the tail top of the AC tandem, but rather, 81FG's non-81FGFS officially stationed in Nitzberg.

AC code is standard type, but S is not, but this is the invasion stripes, and base tank and rudder trim are marking in white/blue sand (removed after VE, they appear to be steel). "George Meyer" is rather light in color, but all slightly darker than white used base.

There is some dark panel on the wing root, but its color is not known. OD color is surface green, but not in still position. America seems to be painted in OD1.

Lifelike Decals 48-045





*Lifelike Decals 48-045*

Lifelike also provides information previously unavailable in that the lower surface was RAF Sky Grey or Sky Blue. Not the duck egg color frequently seen. The rudder is black.

The third Thunderbolt is a P-47D-30, s/n 44-33219, of an unknown pilot. Markings are post-VE Day (May 1945 ?) at Kitzingen, Germany., serving with the 371<sup>st</sup> FG, 404<sup>th</sup> FS. The aircraft features a red spinner and cowling with "Always Marge!" in yellow with blue and white cowl flaps. There is also a replacement panel on the left leading edge.

These aircraft are quite colorful and will add to your Thunderbolt collection. They are thoroughly researched and beautifully rendered by two of the top decal makers in the world. They are everything that you would want in decals.

Highly recommended

Thanks to Lifelike Decals for the review copy. You can obtain your copy by contacting them directly <http://lifelikedecals.sakura.ne.jp>.

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

## Local Plastic Emporiums



**M-A-L Hobbies**

<http://www.malhobby.com>

108 S. Lee St., Irving, TX 75060

(972) 438.9233



**Wild Bill's Hobby Shop**

535 East Shady Grove Rd.

Irving, Texas 75060

(972) 438-9224



**HobbyTown USA Plano**

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

3303 N. Central Expressway

Plano, TX 75023

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### Roy's Hobby Shop



1309 Norwood Dr., Hurst, TX 76053  
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**HobbyTown USA Rockwall**  
<http://htudallastx.com/>  
935 East Interstate 30  
Rockwall, TX 75087  
(972) 771-1233



**Mason's Hobby Lobby**  
6905 Grapevine Hwy.  
Fort Worth, Texas 76180  
(817) 284-0264





## Upcoming Contests

**April 6, 2019**

### Tigerfest XXV

Theme: "England"

<http://ipmsneworleans.wix.com/flyingtiger>

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



**April 27, 2019**

### Model Mania 2019

IPMS Houston

Theme: "Moon Over Stafford"

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

Stafford Center  
10505 Cash Road  
Stafford, Texas



**June 1, 2019**

### ScaleFest 2019

IPMS North Central Texas

Theme: "Call Me Mellow Yellow"

<http://ipmsnct.net/>

Grapevine Convention Center  
1209 South Main Street  
Grapevine, Texas 76051

**June 9, 2018**

### Soonercon 2017

IPMS Metro OKC

Theme: "The Phabulos 50's"

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

The Cube at Council Road Baptist Church  
7903 NW 30<sup>th</sup>, Bethany, Oklahoma



**June 13-15, 2019**

### Squadron EagleQuest XXVII

Theme: "1944-2019 D-Day 75<sup>th</sup> Anniversary"

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

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



**July 20, 2019**

### HAMS 13<sup>th</sup> Annual Model Car Show and Contest

Theme: "Orange"

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

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

**August 7 - 10, 2019**

### IPMS National Convention 2019

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

Theme: "TBD"

The Chattanooga Convention Center  
Chattanooga, Tennessee

# Heart of Texas APRIL 6-7

Two Days of Airshow Excitement!



"Honoring the Past, Inspiring the Future"



Texas State Technical College

TSTC Airport WACO  
Gates Open 9am-6pm  
Discount Tickets Online  
Cash Tickets at the Gates



U.S. Air Force  
*Thunderbirds*



*Thunder & Lightning*

U.S. Air Force  
**F-35 Lightning II Demo**

Never Ever Before Seen!



The Heart Of Texas Airshow  
Proud to be Sponsored by:

Exhibits Food Vendors Kid's Area Rides for the Public

[HeartOfTexasAirshow.com](http://HeartOfTexasAirshow.com)





# The only Airplane and Beer Fest in the Metroplex!

April 27th, 2019  
Aircraft & Rides



## HOPS AND PROPS

FORT WORTH AVIATION MUSEUM

9 AM to 5 PM  
Tasting at 12 PM  
17 Brewers



**BEER FLIGHTS and Helicopter Rides** (Sold Separately-see website for times and pricing)

**FESTIVAL ADMISSION:**

Adults \$7.00  
Children  
6-16 \$2.00  
Families \$15.00

**BEER TASTING:**

(includes admission)  
At the Gate \$39  
Online \$25  
Veterans, Military & Members \$20

**RAIN or SHINE!**  
We'll be fine!

Find us on **facebook** @FtwAviation

SEE [FortWorthAviationMuseum.com](http://FortWorthAviationMuseum.com) for DETAILS and TICKETS

- Family Friendly Vendors
- Veteran's Service Organizations
- OV-10 & O-2 "Cleared Hot!"
- Dedication
- Veteran Recognitions
- Military Living History
- Live Music
- Museum Tours
- Refreshments
- Kids' Activities
- \$5 Parking
- Food
- Shade
- FUN
- **FLIGHT SIMULATORS**

Music by



Food From



Fill to Line



FORT WORTH AVIATION MUSEUM  
Celebrating 25 Years of Preservation & Education

3300 Ross Ave.  
Ft Worth, TX 76106  
SW of I-820 & I-35



Brought To You in Part By These Sponsors



Proceeds benefit our Education and Preservation Programs



# WARBIRD RIDE DAY

SATURDAY, MAY 25 2019

8 AM to 4 PM



**VINTAGE FLYING**  
EST. 1990  
**MUSEUM**



PT-19 CORNELL



C-47 SKYTRAIN

TAKE A RIDE ON  
THESE HISTORIC  
AIRCRAFT

SCHEDULE YOUR RIDE AT  
[WWW.VINTAGEFLYINGMUSEUM.ORG](http://WWW.VINTAGEFLYINGMUSEUM.ORG)

COCKPIT TOURS  
AVAILABLE



A-26 INVADER



T-34 MENTOR

**ADMISSION**  
**ADULT: \$10**  
**TEENS & SENIOR CITIZENS: \$8**  
**CHILDREN (6-12): \$5**  
**CHILDREN UNDER 6: FREE**

Meacham Field (FTW) 505 Northwest 38th Street Fort Worth Texas 76106

For Additional Information Call 817-624-1935 Or Email [vfm@VintageFlyingMuseum.org](mailto:vfm@VintageFlyingMuseum.org) Visit [www.VintageFlyingMuseum.org](http://www.VintageFlyingMuseum.org)



EVENT COUPON

\$2 OFF  
ADULT  
ADMISSION

Saturday, June 1, 2019

9 AM - 5 PM

Grapevine Convention Center

This coupon is good for \$2 OFF  
the admission price for all adults in your party.  
Valid only June 1, 2019

ADMISSION  
ADULT  
\$2 OFF

EVENT COUPON

SCHEDULE OF EVENTS

- 6 am: Hall opens for vendor setup
- 9 am: Contest/Show opens to public
- 1 pm: Contest registration ends
- 1 pm: Judging begins
- 4 pm: Awards ceremony
- 5 pm: End of show, hall closes

ADMISSION

Adults: \$9.00\*

Juniors: \$1.00 (ages 6-17)

\*See reverse for discount coupon

MODEL REGISTRATION FEES

Adults: 1-5 models, \$3.00 per model

Ea. Add'l. \$2.00 per model

Juniors: \$1.00 per model

CONTACT INFO

Scalefest 2019

c/o MAL Hobby Shop

PO Box 445

Newark, TX 76071

Web: [ipmsnct.net](http://ipmsnct.net)

Facebook: [facebook.com/ipmsnct](https://www.facebook.com/ipmsnct)

Email: [Scalefest@gmail.com](mailto:Scalefest@gmail.com)



BIRTHPLACE OF IPMS/USA

SCALEFEST 2019

REGION VI

CONVENTION

THEME: "CALL ME MELLOW  
YELLOW"

Saturday, June 1, 2019

9 AM - 5 PM

Grapevine Convention Center

1209 South Main Street

Grapevine, TX 76061



Some of the best modelers from the five state area will be in attendance for Scalefest. View their work as they compete! Special divisions available for juniors, children and preschoolers. Special awards include the "Best of" for each division, Best of Show, and Theme awards.

## SPECIAL THEME AWARD

Special theme category – CALL ME MELLOW YELLOW. Any model subject with a predominant YELLOW color may be entered for the special theme award.

Examples: a yellow wing aircraft, a Yellow Peril Stearman, a DHL cargo plane, the Kodak #4 NASCAR racer, a yellow Camaro [or enter your favorite auto brand here], a taxi cab, a Panzer in 'Gelb', a bulldozer, the Yellow Submarine ...

**MakeNTake:** Kids will be allowed to build a kit of their choice with the help of IPMS-NCT members. Moms and Dads are encouraged to help!



## VENDORS

What would a Scalefest be without the opportunity to find a bargain or purchase items needed for your next project? We have merchants coming from throughout IPMS Region VI and beyond.

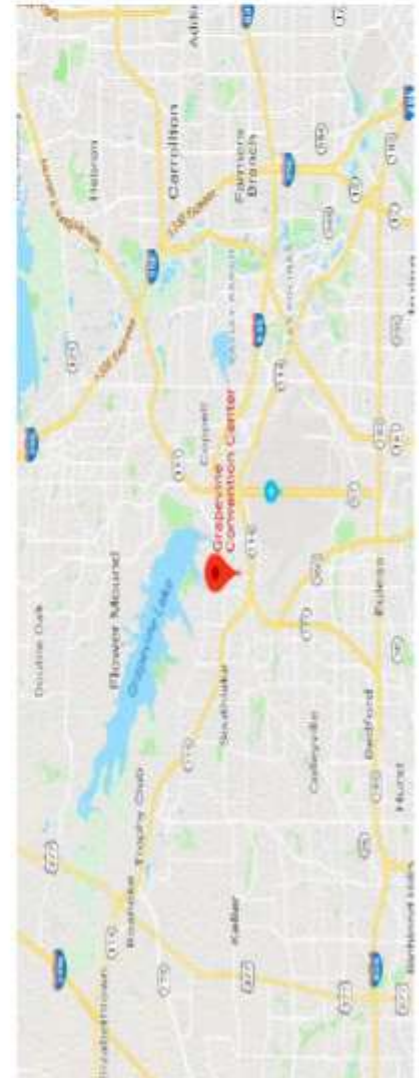
## WANT TO BE A VENDOR?

Tables are only \$40 for a 2' 6" X 8' or 2' 6" X 6' table \$25 extra for electricity

Email [scalefest@gmail.com](mailto:scalefest@gmail.com) or call 972-438-9233 to reserve tables.



HOTEL ROOMS are available at the Super 8 Grapevine/DFW Airport Northwest, conveniently located close by the Grapevine Convention Center. Contact the hotel for the special rate. Reservations can be made by calling 1-817-329-7222. Be sure to mention "IPMS Scal-



**FAMILIES.** Make it a weekend for the family! Bring them to Grapevine for fun and good times! The original Six Flags Over Texas is 30 minutes from Grapevine. Frontiers of Flight Museum is at Love Field. Also nearby are the American Airlines C.R. Smith Museum, the Cavanaugh Flight Museum at Addison Airport, the Sixth Floor Exhibit, Kennedy Memorial, Thanksgiving Square, the West End, and the Dallas Zoo. Historic Ft. Worth is 30 minutes to the west with the Stockyards, the Ft. Worth





# EAGLEQUEST 28

LARGEST PEER-JUDGED MODELING SHOW IN AMERICA





**The countdown has begun!**

**Only 15 weeks until EagleQuest 28!**

Thank you for all your input on programming for EagleQuest 28, June 14 - 15! Plans are well under way with great seminars and a fantastic keynote program already settled. Check out these interesting programs:

**Metallic Airbrushing Techniques with Jef Verswyvel from Squadron**  
**Panel Line Wash Techniques with George Canare from Tamiya**  
**Scale Drawings for Modeling with Kendall Brown**  
**Canopy Care and Alignment Tips with Frank Landrus**  
**In Box Reviews with Hal Sanford and Aaron Skinner from Fine Scale Modeler**  
**Modeler's Choice Weathering with Jef Verswyvel from Squadron**

And drumroll please for our 2019 Keynote Address:

**David Klaus and the Polesti Raid of WWII**

If you haven't yet registered, you can click on the link below to book yourself for this fantastic event, this year commemorating the 75th Anniversary of D-Day in Normandy!

**[EagleQuest 2019 Registration Link](#)**

Questions? Feel free to email Gwynne Gorr at [gwynne.gorr@mmd-squadron.com](mailto:gwynne.gorr@mmd-squadron.com) or Richard Poulsen at [richard.poulsen@mmd-squadron.com](mailto:richard.poulsen@mmd-squadron.com). We look forward to the best EagleQuest yet!

**MMD-Squadron**

1115 Crowley Drive, Carrollton, TX 75006 | 972-245-3504 | 8 am - 6 pm M-F







Steele attended the University of Hawaii and studied acting at Rollins College in Florida for a year. After that, she found work as a cover girl and model.

Steele's first acting job was in a radio play titled Let George Do It. She subsequently appeared in the films *The Clown* (in an uncredited role, 1953) and *Man Crazy* (also 1953) as Marge.







The following year, she landed the role of Millie Darrow in "So False and So Fair" on the television anthology Studio 57, but a supporting role in Marty (1955) was her highest profile film role. She played Virginia and got the part because director, Delbert Mann, had confused her with an actress from New York who he and writer Paddy Chayevsky had intended to play it.

In 1957, she guest starred on the TV program Maverick, as Molly Gleason in the episode "Point Blank" opposite James Garner and Mike Connors. The episode was originally intended by series writer/producer Roy Huggins to be the pilot but Warner Bros. instead substituted an episode based on a studio property in order





to, according to Huggins' Archive of American Television interview, prevent him from obtaining the valuable creator's credit. In 1958, she played the titular role in the episode "Madame Faro" of NBC's Jefferson Drum, a western series.

Steele made two guest appearances on CBS's Perry Mason, as Doris Stephanek in "The Case of the Haunted Husband" (1958) and as murder victim Carina Wileen in "The Case of the Fatal Fetish" (1965). She appeared as Mae Dailey in the 1961 episode "Big Time Blues" on the ABC/Warner Brothers drama, The Roaring 20s, along with other guest stars Peter Breck and Shirley Knight. Earlier, she was cast in a guest-starring role in another ABC/WB series, The Alaskans.

In 1962, she portrayed the part of Dolly LeMoynes in the episode "The Woman Trap" on CBS's Rawhide.



Her character in "Survival of the Fattest", a 1965 episode of NBC's Get Smart, was named Mary 'Jack' Armstrong, said to be "the strongest female enemy agent in the world". This is a reference to Jack Armstrong, the clean-cut fictional hero of Jack Armstrong the All American Boy, an adventure series broadcast on radio from 1933 to 1951. She appeared in an early episode of Star Trek (Mudd's Women, 1966). Like many actresses, as she got older, she turned to television commercials for income. She also became involved in charitable causes and community service. In early 1970, she went on a handshake tour of service hospitals in the South Pacific, rather than accept a series that would have paid her \$78,000. As a result, she lost her agent.







## 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](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

### 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](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



# Red Iron Models

1/35

## "Luna-2"

### Automatic Probe

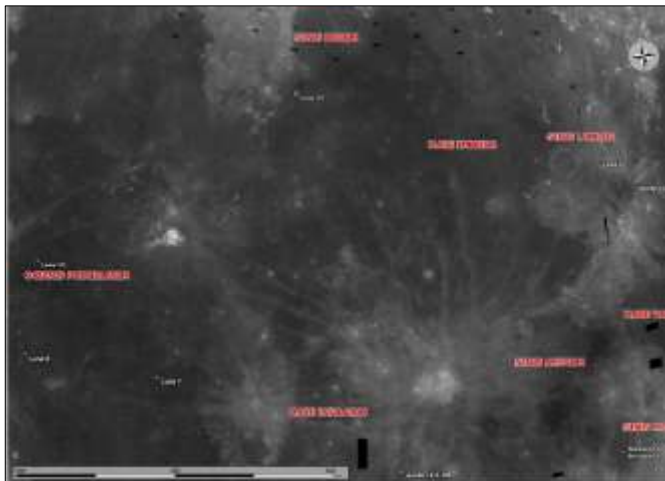
By Sven Knudson, IPMS 32490

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

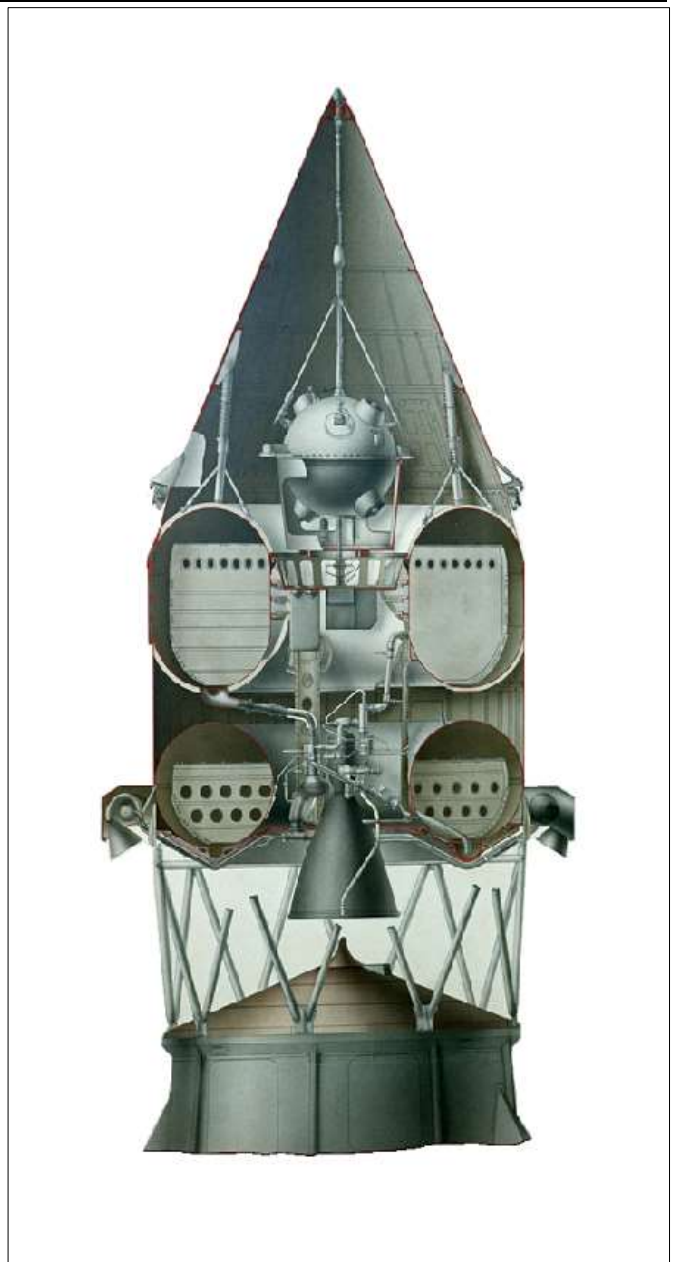


*Red Iron 1/35 Luna-2 Boxtop*

Luna 2 (E-1A series) or Lunik 2 was the sixth of the Soviet Union's Luna program spacecraft launched to the Moon. It was the first spacecraft to reach the surface of the Moon, and the first human-made object to make contact with another celestial body. On September 13, 1959, it hit the Moon's surface east of Mare Imbrium near the craters Aristides, Archimedes, and Autolycus.



*Luna 2 site is near the right of the image, close to the Apollo 15 landing site*



*Upper stage of Luna rocket*



*The copy of the Soviet pennant sent on the Luna 2 probe to the Moon, at the Kansas Cosmosphere*



*Here's what comes in the bag.*

The first mission of the Luna program was an unnamed probe that exploded on launch on September 23, 1958. Luna missions that did not achieve orbit were not given official names and the launch attempt would not be publicly acknowledged. The first partial success of the program was the fourth launch attempt. Luna 1, which launched January 2, 1959, was a lunar impactor that missed the Moon. One mission separated Luna 1 and Luna 2, a launch failure that occurred on an unnamed probe on June 18, 1959. Luna 2 would be the Soviet Union's sixth attempt to impact the Moon.

Luna 1 and the three spacecraft before it were a part of the E1 series of spacecraft. Luna 2 was the second of the E1A series, which had a couple of changes incorporated into its design. Luna 2 was similar in design to Luna 1, a spherical spacecraft with protruding antennas and instrumentation.



*Here's a closer look at the resin parts.*



*Here's the flip side of the parts runner and the top of the resin base.*

The instrumentation was also similar to Luna 1, including scintillation counters, Geiger counters, a magnetometer, Cherenkov detectors, and micrometeorite detectors. There were no propulsion systems on Luna 2 itself.

Luna 2 carried five different instruments to conduct various tests while it was on its way to the Moon. The scintillation counters would be used to measure any ionizing radiation; the Cherenkov radiation detectors would be measuring for electromagnetic radiation caused by charged particles. "The Geiger Counter carried on Luna 2 had the primary scientific objective of determining the electron spectrum of the outer radiation belt. The instrument consisted of three STS-5 gas-discharge counters mounted on the outside of the hermetically sealed container", and would be powered by silver-zinc and mercury-oxide batteries. The last instrument on Luna 2 was, "a three component fluxgate magnetometer similar to that used on Luna 1 but with the dynamic range reduced by a factor of 4 to  $-750$  to  $+750$  gammas so that the quantization uncertainty was  $-12$  to  $+12$  gammas."



*This begins a series of rotated views of the spacecraft top and bottom parts, along with the resin base.*





*This continues the series of rotated parts views of the spacecraft top and bottom parts, along with the resin base.*

The spacecraft also carried Soviet pennants. Two of them, located in the spacecraft, were sphere-shaped, with the surface covered by pentagonal elements. In the center was an explosive charge designed to shatter the sphere, sending the pentagonal shields in all directions. This was a low-tech method that would blow back a few elements in the direction opposite of its velocity vector to greatly reduce the energy upon reaching the surface (in the way that landers are designed to reduce velocity) which would improve the chance that some part of the sphere might survive the impact.

Each pentagonal element was made of stainless steel and had the USSR Coat of Arms and the Cyrillic letters СССР ("USSR") engraved on one side, and the words СССР январь 1959 ("USSR January 1959") on the other side. The third pennant was located in the last stage of the Luna 2 rocket, which collided with the Moon's surface 30 minutes after the spacecraft did. It was a capsule filled with liquid, with aluminum strips placed into it. On each of these strips the USSR Coat of Arms, the words 1959 январь ("1959 January"), and the words СОЮЗ СОВЕТСКИХ СОЦИАЛИСТИЧЕСКИХ РЕСПУБЛИК (English: "Union of Soviet Socialist Republics") were engraved.



*This continues the series of rotated parts views.*



*This concludes the series of rotated parts views of the spacecraft top and bottom parts, along with the resin base.*

The scientists took extra, unspecified precautions in preventing biological contamination from the Earth to the Moon.

### The Kit

The resin parts are solid with crisply molded details and no visible airholes. All parts are still on their pour plugs with the part numbers molded in place for easy identification. The wire is to be cut and formed according to templates provided in the multiple graphical assembly steps. The metal rod holds the completed model off of the little resin base. No painting guide is included, but the overall color is silver.

**Contents:** 9 resin parts  
wire  
resin base  
metal rod  
instructions

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

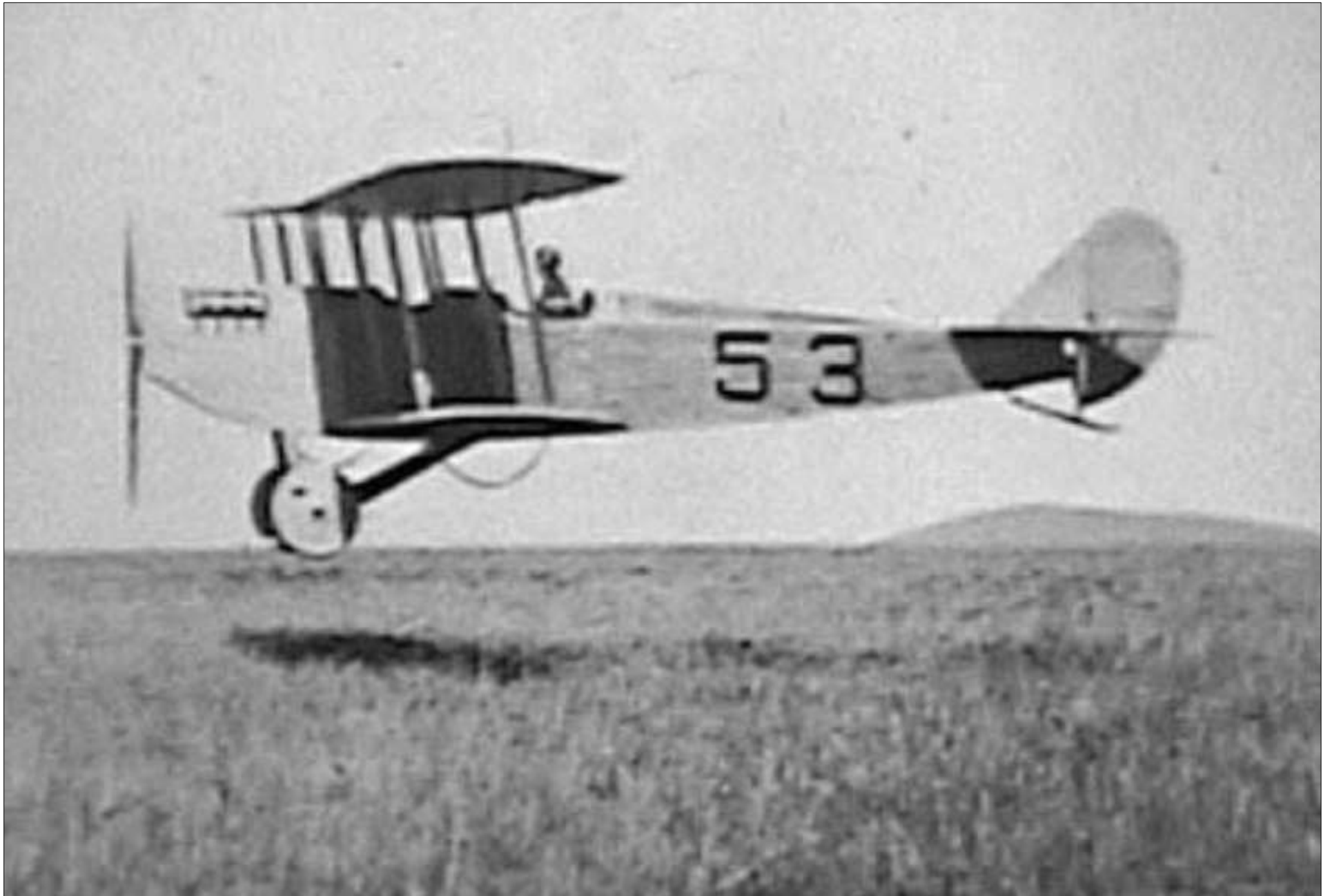
**Price:** \$ 23.00 plus shipping

**Review By Sven Knudson, IPMS 32490**



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# Texans

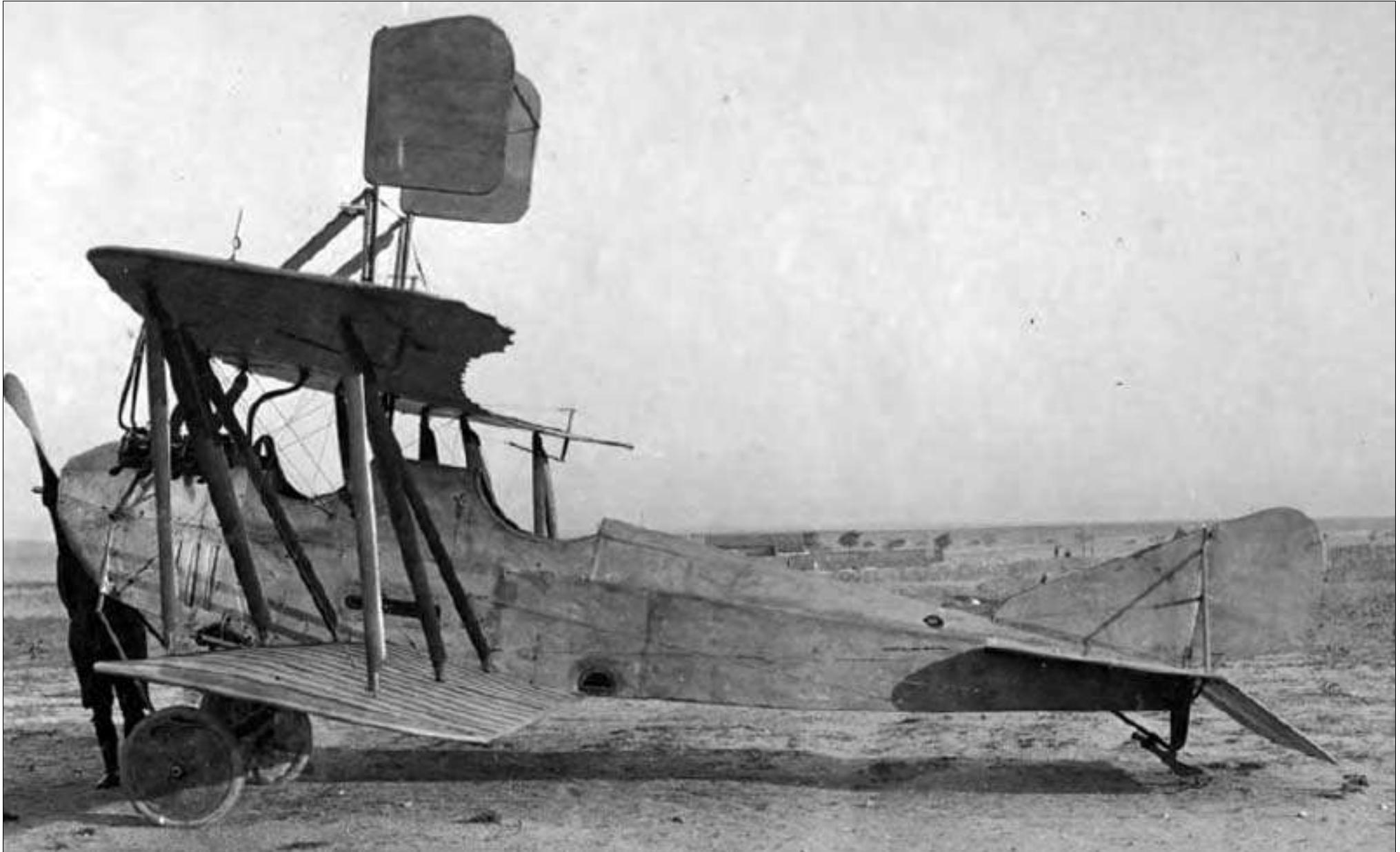


*1st Aero Squadron, Aviation Section of the US Army Signal Corps, Visit to Fort Worth*



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# Name That Plane



# LST of the Month



*USS LST-4 approaches the shore at Yellow Beach, Pampelonne Bay, France, 16 August 1944. A USS Samuel Chase (APA-26) LCVP is in the right foreground.*



# Afrika Korps of the Month



17 cm Kanone 18 in Mörserlafette (17 cm Cannon 18 on Heavy Howitzer Carriage) (17 cm K 18 in MrsLaf) in North Africa, 1941



# Art for Art's Sake



**“Snyder's BUFF”, commissioned for Dennis Snyder, Fort Worth, Texas, 16” x 20” oil on canvas, 1988 © Gerald Asher**



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# Tail Shot



**Consolidated XB-24Q Liberator 44-49916.**

**The XB-24Q was a B-24L modified by General Electric to serve as the testbed for a radar directed tail turret being developed for use on the B-47 Stratojet. The waste gunner station has been replaced with a B-29 style sighting blister. It was scrapped at Olmstead Army Air Field, Pennsylvania on August 16, 1948.**

**Pete Bulban Collection**

**Photo © Jay Miller Collection, IPMS #45, Proud IPMS-NCT member since 1964**

## IPMS North Central Texas

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Contest Director	Lynn Rowley		<a href="mailto:ldr.rocket@gmail.com">ldr.rocket@gmail.com</a>	IPMS USA # 31765
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Facebook Director	Richard Hanna		<a href="mailto:rwhanna@swbell.net">rwhanna@swbell.net</a>	IPMS USA #
Hannibal Lecter:	James Sharp		<a href="mailto:boxstock@tx.rr.com">boxstock@tx.rr.com</a>	IPMS USA # 39333

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

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

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

Editor: Frank Landrus ([viggenja37@sbcglobal.net](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.**

