



The *FlakSheet*



March 2019
All the News We Make Up to Fit



*Douglas C-53D "D-Day Doll"
Wings Over Dallas
October 28, 2018*

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Cover Photo



Douglas C-53D "D-Day Doll"
www.cafddaywing.org
 2018 © Frank Landrus

The Douglas C-47 Skytrain or Dakota (RAF designation) is a military transport aircraft developed from the civilian Douglas DC-3 airliner. It was used extensively by the Allies during World War II and remains in front line service with various military operators.

The C-47 differed from the civilian DC-3 in numerous modifications, including being fitted with a cargo door, hoist attachment, and strengthened floor, along with a shortened tail cone for glider-towing shackles, and an astrodome in the cabin roof. During World War II, the armed forces of many countries used the C-47 and modified DC-3s for the transport of troops, cargo, and wounded. The U.S. Naval designation was R4D. More than 10,000 aircraft were produced in Long Beach & Santa Monica, California, as well as Oklahoma City, Oklahoma.

The specialized C-53 Skytrooper troop transport started production in October 1941 at Douglas Aircraft's Santa Monica, California plant. It lacked the cargo door, hoist attachment, and reinforced floor of the C-47. Only a total of 380 aircraft were produced in all because the C-47 was found to be more versatile. All 380 C-53s were built at Douglas' Santa Monica plant.



Shawnee Airlines, December 1975
Douglas C-53D 42-68830 at Sarasota, Florida
 © David P. Henderson



Harvest Fields Missionary, Clovis, CA
Douglas C-53D 42-68830, October 1990
 © Jacqueline Fischer

The Douglas C-53 Skytrooper Troop transport version of the C-47 that lacked the reinforced cargo floor, large cargo door, and hoist attachment of the C-47 Skytrain. It was dedicated for the troop transport role and could carry 28 passengers in fixed metal seats arranged in rows, as in a conventional airliner in the former cargo space; A total of 221 were built.

The XC-53A Skytrooper was a one-off testbed aircraft modified in March 1942 with full-span slotted flaps and hot-air leading edge de-icing. She was converted to the C-53 standard in 1949 and sold as surplus.

The C-53B Skytrooper was a winterised and long-range Arctic version of the C-53 with extra fuel tanks in the fuselage and a separate navigator's astrodome station for celestial navigation; eight were modified from C-53s in 1942.

The C-53C Skytrooper introduced a larger port-side access door. Seventeen were built with R-1830-92 engines.

The C-53D Skytrooper was as the C-53C but with a 24V DC electrical system and its 28 seats attached to the sides of the fuselage, giving them the same layout as a standard C-47; A total of 159 were built.

42-68830 (c/n 11757) was constructed in 1943 by Douglas at Santa Monica, California, and delivered to the USAAF on July 7, 1943. 42-68830 was assigned to the 88th Troop Carrier Squadron, 438th Troop Carrier Group from 1942 to 1945.



Crossing 24s Threshold, January 7, 2011
Douglas C-53D 42-68830
 © Helicopterfriend



*Having to taxi backwards as the runway was too skinny
Douglas C-53D 42-68830
January 7, 2011 © Helicopterfriend*

She was stationed at various locations (Alliance Field, NE; Baer Field, IN; Fullbeck, UK; and Welford Park, UK; before arriving at Royal Air Force (RAF) Aldermaston, UK, in March 1944. The 434th TCG consisted of HQ and the 71st to 74th Squadrons. Aircraft 830 was assigned to the 72nd Squadron.

The group's D-Day mission was to tow gliders carrying reinforcements to 101st Division troops who had been dropped earlier in the night near Utah Beach. At 0119, June 6, 1944, 52 of the Group's planes, each towing a Waco glider, took off from RAF Aldermaston Airfield for Normandy. Aircraft 830 flew three missions on D-Day and the next day. While in the ETO she participated in the D-Day invasion, Operation Market Garden in Holland, the re-supply of Bastogne, and the crossing of the Rhine (Operation Varsity). She also flew various support missions and wounded evacuations to England.

After the war, she was refitted as a DC-3 and sold in August 1945 to an unknown owner in August 1945 and registered as NC45366. November 20, 1945 saw her leased to Penn Central Airlines.



*Douglas C-53D "D-Day Doll"
www.cafddaywing.org
2018 © Frank Landrus*



*Douglas C-53D "D-Day Doll"
2018 © Frank Landrus*

She went to Capital Airlines in April of 1948 and served until February of 1959. She was sold to Crucible Steel of America on May 16, 1959, then later sold to Walston Aviation in Illinois. 1965 saw her serve with Palm Beach Yacht Sales before being sold to Soto Air Park, Inc. in Tennessee. Jim Hankin Services of Jackson, Mississippi, acquired her in 1971, but she was sold to Bay Airways of Cambridge, Maryland, in 1972. Florida World, of Fort Lauderdale, Florida got her in 1973, before being sold to Shawnee Airlines of Orlando, Florida, in 1974 (see photograph).

August 1977 saw her sold to Transexectutive Aviation in Pennsylvania. H. Hefley of Kansas City bought her in August 1982 where he leased her to Harvest Fields Missionary. DC-3 Flights Inc., of Stateline, Nevada, bought her on July 15, 1998. American Airpower Heritage Flying Museum, of Midland, Texas, acquired her on December 4, 2001, after being in storage in Richmond, Indiana. She was made flyable, and ferried to the Commemorative Air Force-Inland Empire Wing, Riverside Municipal, Riverside, California.

Commemorative Air Force C-53D "D-Day Doll" is nicely restored in full invasion markings with the serial 42-68830, although the name and nose art are a bit fanciful.



*Douglas C-53D "D-Day Doll"
2018 © Frank Landrus*



<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



The VP's Notes!

March 10, 2019 1:00 pm
Club Fundraiser
Clean Out Your Closets and
Raid your Bank Account!
Irving Garden & Arts

April 14, 2019 1:00 pm
Auction!
Irving Garden & Arts

May 12, 2019 1:00 pm
TBD
Irving Garden & Arts

June 9, 2019 1:00 pm
TBD
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*

Busiest man in the hobby?

Maybe it is the new web site? The purchase of Cobra Company? Since the new web site went live a year ago, I have been unable to even come close to keeping up. I am running months behind filling the many orders I now receive. Good to have the orders but I don't like being this far behind. This has pushed the completion of several new sets back as well. I am still working on new products. My Adult Modelers attention disorder has once again kicked in and I am off on a new tangent... a 1/48 PB4Y-1 and -2 Privateer.

The PB4Y-1 is ready to mold and will be available in the next week or so. Some photos below.

I will be moving the web site to Go Daddy in the next month or so. They assure me they offer a search function which my current host Homestead doesn't offer and they don't seem to think it important. So enjoy the photos below of new things that are available or soon will be

Lone Star Models is on Facebook!

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

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

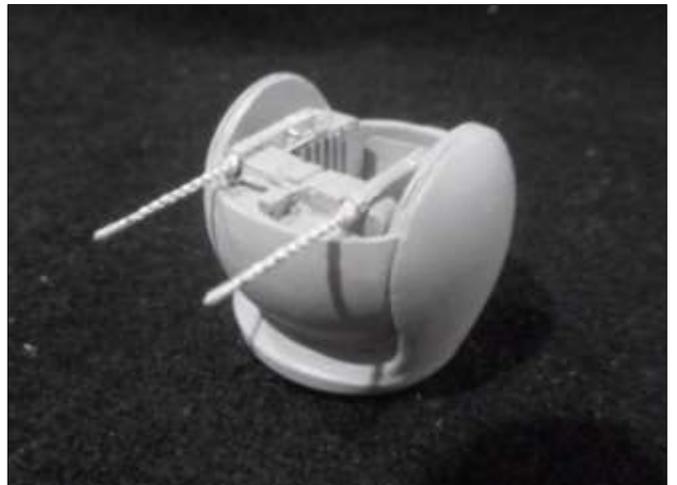
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13511 Greywood Drive
Sugar Land, Texas 77498

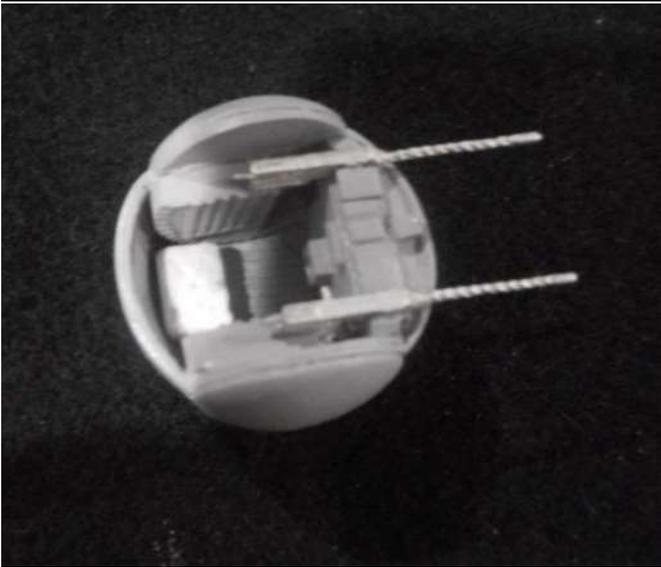


PB4Y-2 90192 San Diego November 13, 1945

Some New & Coming Items

This is the 1/48 ERCO ball turret as used on the PB4Y-1 and PB4Y-2 Privateer. The guns will be white metal with a vacuformed clear part. Both the dash one and dash two will have the same part set with a new nose piece to hold this turret, the turret and guns and though difficult to see the bombardiers position. The dash one also has a new belly panel to replace the ball turret with the new Radar dome.





1/48 PB4Y ERCO ball turret



Cal Fire Bell UH-1H Super Huey

Now available 1/72 fire fighting tank for Huey series helicopters LSMCC 72029 A former Cobra Company set.



Douglas B-66 Destroyer

New and now available 1/72 Replacement wings for the Testors/Italeri Douglas B-66 Destroyer. Wings include *in situ* dropped slats. Unfortunately they can not be used on a Douglas A-3 Skywarrior. Some have asked



1/72 Bell Huey Fire Fighter Conversion

1/48 square block tires for the Monogram P-51B. I know! an odd thing to do huh? I was hired to build a plane as flown by Tex Hill after the US joined WW-II The photo supplied showed him on the wing of one with dissimilar tires and the client wanted it modeled that way. It may be possible to use them on other kits but I have not tried it.



1/72 B-66 Wings





Grumman F7F-2D Tigercat Drone

The 1/48 F7F-2D conversion has returned to the catalog too. Only one drone is pictured, there are two in the set.



1/48 Grumman F7F-2D Tigercat Conversion



I am finally shipping the large 1/48 H-19 detail set for the ancient Revell kits. How many times has this kit been re-released anyway??? Not shown are the vacuformed clear parts and the small etched screen set. I will open it for sales as soon as I complete shipping to all that preordered.



1/48 HH-19 Detail Set



North American O-47B Owl

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 new Vought OS2U Kingfisher kit.



Junkes Ju 87C



Vought XF4U-1 Corsair

That's about all for now, Happy Modeling!



Transmuting

Fe to

Au

By Patricio Villarreal Monogram 1/48 P-61 Black Widow



Pat Villarreal's Monogram 1/48 P-61 Black Widow

One of my latest builds is the 1/48th scale P-61B Black Widow. The kit is the Revell-Monogram 85-7546, and the box copyright date is 1998. However, the molds are from the old Monogram lit 7546, back in 1974. So, I suspect the plastic molding for this kit was around 1997-98 time frame. This is not a contest build, but another gift build since the person it belongs to is moving away soon. Completed it in about 3 weeks so it's not contest quality but I hope he likes it.

I had built this kit as a kid back in the late 70's (or early 80's) and had good & fond memories of it.



Pat Villarreal's Monogram 1/48 P-61 Black Widow's interior comfort options



True Detail's 48814 1/48 P-61 Black Widow set

So I had an advantage building it this second time around plus I think I pick up a few more skills since then. There was more flash on the sprue trees this time around and some of the parts had twisted while curing. But for the most part, the same kit I built a long time ago.

Over the past year I was able to acquire an aftermarket decal set and get an old True Details photo-etch cockpit



Pat Villarreal's Monogram 1/48 P-61 Black Widow Clamped Down!



According to Super Scale International research, P-61A-11-NO "Midnite Madness" is s/n 42-5613; c/n 845; of the 548th Night Fighter Squadron, based in Iwo Jima, 1944. Condemned & Salvaged 08/03/45



This photo claims to be "Midnight Madness" Northrop P-61A-11-NO Black Widow 42-5610; c/n 842; Condemned & Salvaged 08/20/45; You can see "Midnite Madness" on the nose, but not the s/n.



This photo claims to be "Midnight Madness" Northrop P-61A-11-NO Black Widow 42-5610; c/n 842; after an April 20, 1945 crash that ended her career. (Apparently another P-61, "The Spook", decided to land on top of her in a landing obscured by fog, and crosswinds carried her into "Midnite Madness"). You can neither see "Midnite Madness" on the nose, nor the s/n on the boom. The original 4x5 picture is annotated with '5610', however.



Here you can a three ship flight led by P-61A-11, 42-5610;; but I can't make out the nose art, "Midnite Madness".



Enlargement of the lead ship that is clearly P-61A-11-NO Black Widow 42-5610; c/n 842; but I still can't make out the nose art, "Midnite Madness".

set at last year's IPMS Nationals for \$2.50. So, on with the build.

I wanted this build to be fun yet not too intense since it would be a display model. So I pretty much stuck to the basic kit build per the instructions except for the added photo-etch in the cockpit. All the old problems I remember from the first time were still there – large gaps at the wing joins, poor fitting parts, twists in the fuselage, non-fitting clear parts, etc. But I soldiered on with a smile due to past fond memories.



Clearly "Midnite Madness" on the nose, but can't see the the s/n. Just for more confusion, there was a "Midnite Madness II" on a P-61B-1-NO using the same artist....



Pat Villarreal's Monogram 1/48 P-61 Black Widow

For the canopy areas there were some major gaps. So to fill in these areas I took old 3.5" floppy disk (black color) and cut them into thin strips as spacer material. They are perfect due to color (black) and material (plastic). To fill in the wing join areas I stretched sprue and glued them in with Tamiya thin cement. Super glued the minor gaps, sand and repeat.

Unfortunately, for a build like this there are many fail points when installing the wings, twin booms, fuselage and horizontal stabilizer – all at the same time. For a ‘good’ alignment everything has to be perfect. This kit is not perfect. Moving forward I installed booms to the wings (and let cure). Then the wings to the fuselage (and let cure). Then check fitted the horizontal stabilizer. The results had a twist in the LHS boom and an angular gap in the stabilizer. Disappointed but undaunted, I made the decision to ‘clamp, glue & cure’ the stabilizer in hopes it will correct this problem (see ‘clamp’ photo). To my surprise it got very close. Not perfect for an IPMS judge but close enough.

Since the access canopy windows did not fit together I was forced to display these windows open. To give them some durability I used thin diameter wire and used CA to bond them (like a hinge). BTW, I coated all the clear parts with Future prior to masking and painting to protect them from the CA fumes.



Pat Villarreal's Monogram 1/48 P-61 Black Widow



Again, clearly “Midnite Madness” on the nose, but can’t see the the s/n. Interestingly, Zotz Decals went 42-5610 with a red moon on the port side and a yellow moon on the starboard side.

Paints used are Model Master enamels and Alclad II for the metallic surfaces. Decals are from SuperScale. I decided to not weather this plane. Also, there is A LOT of lead weight in the nose radome I added since I did not want this to be a tail sitter.

While building this 1974 kit I wondered how the newer P-61 kits build up (Hobby Boss, Dragon, Great Wall Hobby). From the reviews they have their problems, but at least there are a lot more positives noted that was aided by newer and better technology. Hopefully I will be able to build one in the future.



The same crew and ground crew flew both “Midnite Madness” and “Midnite Madness II”. The pilot was Capt. James W. Bradford, the R/O was Lt. Larry Lunt, and the gunner was Sgt. Reno Lukow.



P-61B, 42-39403, "The Spook" of the 548th, after landing on top of "Midnite Madness". "Midnite Madness" is the P-61 directly behind "The Spook" rear fuselage.

This P-61 build reminded me of high school reunions. You know, that old high school crush you had back then, but she was never interested in you. Then time passes, you think about her every now and then and then it's reunion time. The years have passed and she's not quite the gem she once was at 18. Decade(s) have gone by, she's packed on some pounds, made some bad choices in men and career, and Father Time was not kind to her looks. It made you realize you how grateful you are to be married to gal you have. Thus, I will never build another Revell-O-Gram P-61 Black Widow and I am happy to know there are better kits out there. Overall a challenging kit (not for beginners) but very rewarding that brought back some good childhood memories.

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

Cheers! – Pat V.

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



P-61B, 42-39403, "The Spook"



P-61, "The Spook", in better days.

Floyd's Fling

Ultracast 1/48 Spitfire Mk. IX Upper Cowlings By Floyd S. Werner, Jr.

IPMS No.: 26266



Ultracast 48264 and 48265 Spitfire Mk. IX Upper Cowling

Manufacturer website: www.ultracast.ca

MSRP: \$ 7.95 (Canadian)

Direct Link to Item:

<https://www.ultracast.ca/product-p/ult48264.htm>

<https://www.ultracast.ca/product-p/ult48265.htm>

Mfg Stock Number: ULT48264 and ULT48265

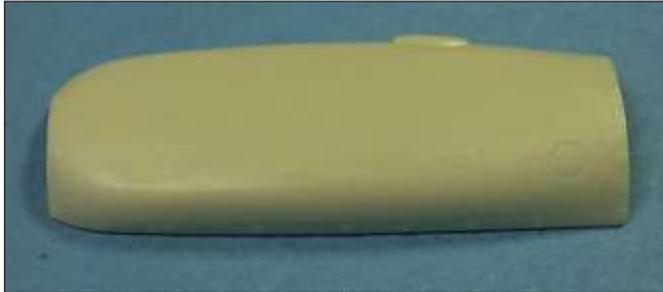
Target Kit: Eduard



Ultracast 48265 Spitfire Mk. IX Bulged Upper Cowling



Ultracast 48264 Spitfire Mk. IX Flat Upper Cowling



Ultracast 48264 Spitfire Mk. IX Flat Upper Cowling



Ultracast 48264 Spitfire Mk. IX Flat Upper Cowling

I've said it before, the Eduard 1/48 Supermarine Spitfire Mk. IX is one of my favorite kits. The one part that frustrated me a little bit was the two piece upper cowling. It was a pain to get rid of the seam line and keep the rivet detail, which I love. I've built two models with this type of cowling and I got it right but it took a little time and I had to re-rivet the part slightly.



Spitfire Mk. IX © Martin Waligorski



Ultracast 48265 Spitfire Mk. IX Bulged Upper Cowling

I was thinking to myself why couldn't they just make a one piece cowling? Well Eduard hasn't but Ultracast has. Thank God.



Ultracast 48265 Spitfire Mk. IX Bulged Upper Cowling

Each set is a one piece upper cowling that is attached to the pour block at the front end. Removal is simple enough. Molded perfectly in light tan resin these are a one piece affair of the kit two pieces. It is just a matter of remove the part, clean it up and add to the kit. Simple yet so very effective. The price of the parts is quite reasonable. I'll gladly add these to my next Spitfire.



Ultracast 48265 Spitfire Mk. IX Bulged Upper Cowling

Simple, easy to use, and you retain the detail. I'll definitely be using these on my future models. They are a perfect addition. Thanks to Ultracast for the review copy. Let them know you read about it here.

Highly recommended

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

Upcoming Contests

Mar 2, 2019

MCMA Showdown 2018

<https://calendar.ipmsusa3.org/event/mcma-showdown-2018>

Theme: "Revell 1983 Cutlass"

Dr. Pepper Star Center

12700 North Stemmons Freeway

Farmers Branch, Texas 75234



March 30, 2019

RiverCon VIII

Theme: "Camelot to Woodstoc: Those Groovy 60s"

IPMS Red River Modelers

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

620 Benton Road, Bossier City, LA

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 30th, Bethany, Oklahoma



June 13-15, 2019

Squadron EagleQuest XXVII

Theme: "1944-2019 D-Day 75th Anniversary"

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

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive

Grapevine, Texas 76051

RiverCon VIII 2019



From Camelot to Woodstock



CHOOSE GROOVY 60s

Saturday, March 30, 2019 9 am—5 pm
Bossier Civic Center
620 Benton Rd
Bossier City, LA 71171

Producers:

bloom4him@hotmail.com

number6fan60@yahoo.com

ipmsredrivermodelers.org

[fb.com/RiverConIPMS](https://www.facebook.com/RiverConIPMS)

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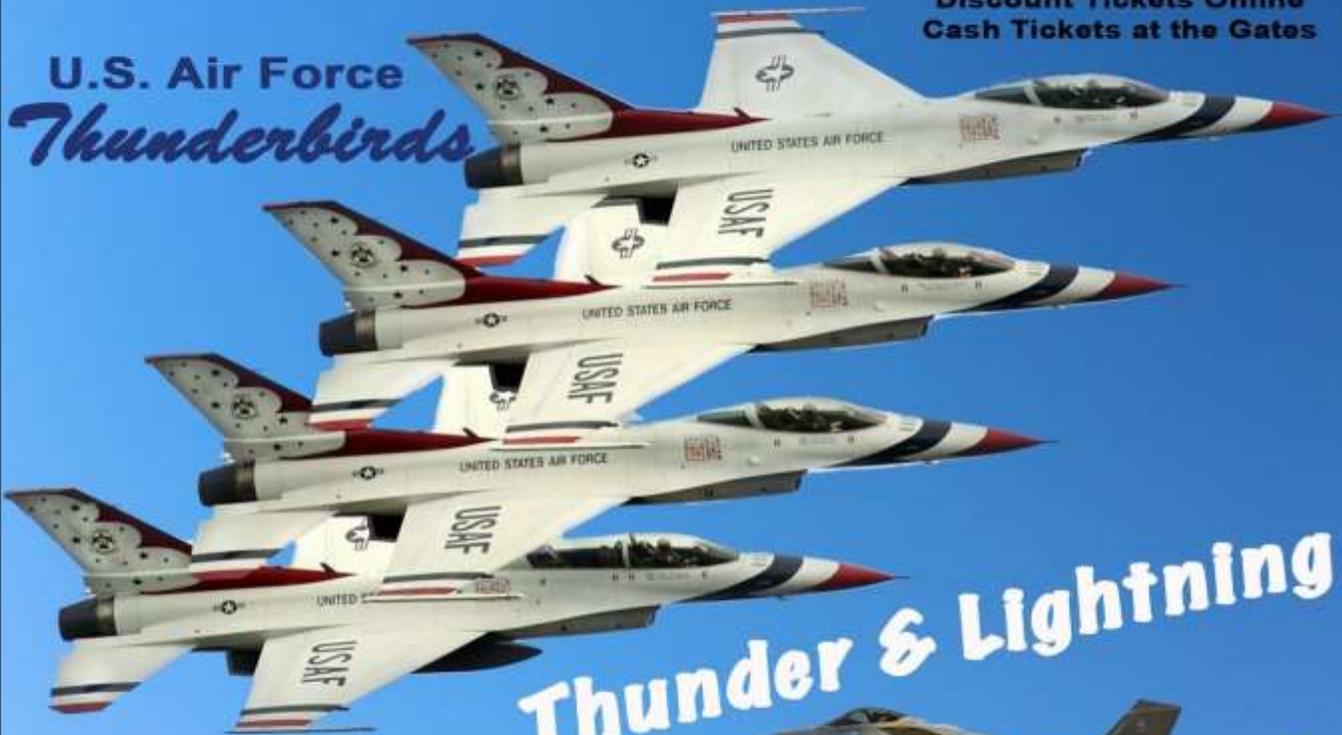


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Cash Tickets at the Gates



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Thunderbirds



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F-35 Lightning II Demo

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April 27th, 2019
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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!

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SEE FortWorthAviationMuseum.com for DETAILS and TICKETS

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- Veteran's Service Organizations
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SW of I-820 & I-35



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8 AM to 4 PM



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EST. 1990
MUSEUM



PT-19 CORNELL



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THESE HISTORIC
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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 vmf@VintageFlyingMuseum.org Visit 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
 Facebook: [facebook.com/ipmsnct](https://www.facebook.com/ipmsnct)
 Email: Scalefest@gmail.com



NORTH CENTRAL TEXAS

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.

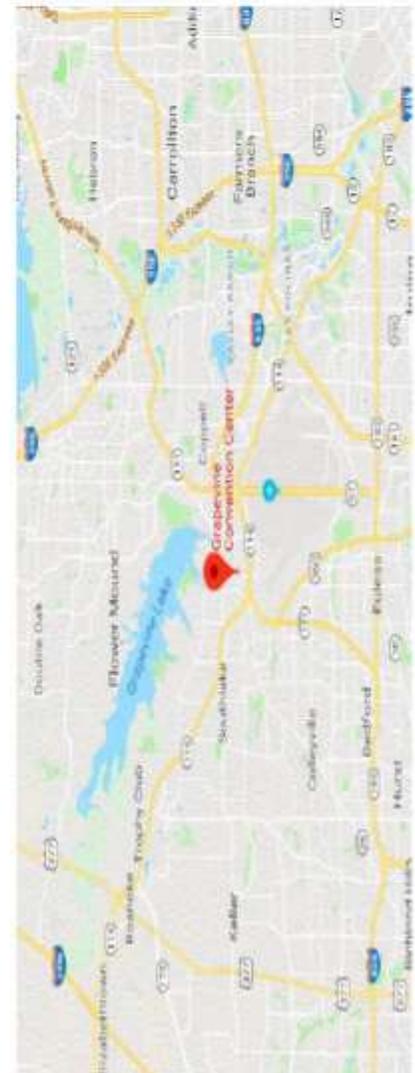
WANT TO BE A VENDOR?

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

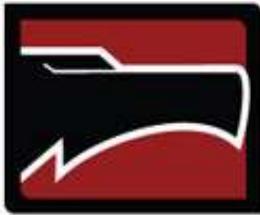
Email scalefest@gmail.com or call 972-438-9233 to reserve tables.



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



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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 or Richard Poulsen at 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

Babe Of The Month

Mathilde Ollivier



Born in 1995 in Paris, already passionate about art, Mathilde Ollivier participates, at three years, in the dance, music theory and theater at the Darius Milhaud Conservatory of the 14th district of Paris. In 2007, at the age of twelve, she enrolled at Cours Simon.

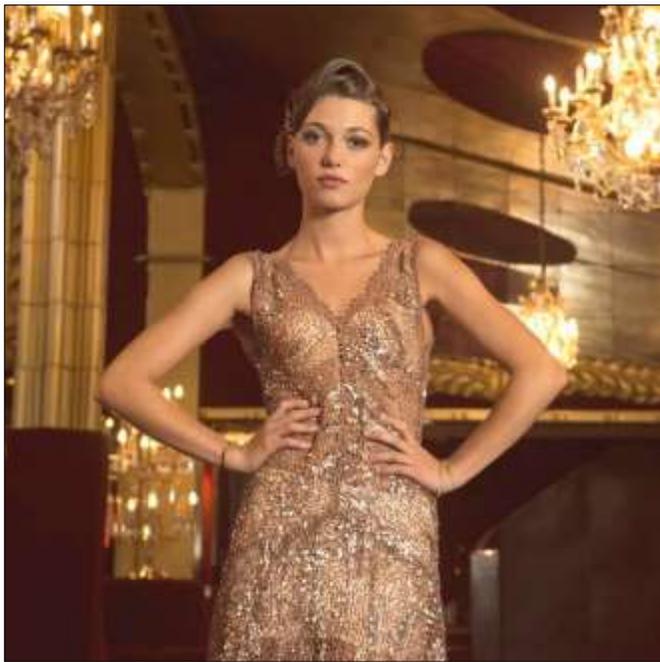


In 2014, Mathilde Ollivier played in Pierre Choderlos de Laclos' *Liaisons dangereuses* at the Théâtre du Gymnase Marie-Bell, as well as the musical *Mistinguett*, *Queen of the Roaring Twenties* at the Casino de Paris and at the Comédia Theater.

In this last theater, an Australian director sees her and hires her to play her first role in the independent film *The Misfortunes of François Jane* (2016).

In 2017, after starring in Marion Sarraut's TV film, *The Holy Family*, she auditioned for a secret American





production where, without her knowledge, JJ Abrams liked her. She was immediately hired for the horrifying war movie *Overlord* by Julius Avery.

In April 2018, it is announced that she has joined the filming of Joe Carnahan's sci-fi movie *Boss Level*, alongside Mel Gibson, Frank Grillo, and Naomi Watts.



In November of the same year, she is mentioned for the dramatic movie, *The Pleasure of Your Presence*, by Amy Miller Gross, co-starring with Alicia Silverstone.





Museums

American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault, Addison, TX 75001



Cold War Air Museum

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

Lancaster, Texas 76106



Corsair (Goodyear FG-1D), Commemorative Air Force

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

Lancaster Municipal Airport
630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport
630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

Hanger One, Gilmer Texas 75644



Frontiers of Flight Museum

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

6911 Lemmon Avenue Dallas, Texas

Hangar 10 Flying Museum

Hangar 10 Flying Museum

<http://www.hangar10.org>

1945 Matt Wright Lane
Denton Municipal Airport
Denton, Texas 76207



National WASP WWII Museum

<http://www.waspmuseum.org>

Sweetwater, Texas



OV-10 Bronco Museum

<http://www.ov-10bronco.net>

3300 Ross Avenue, Meacham Airport, Fort Worth, Texas



Invader Squadron, Commemorative Air Force

<http://www.invadersquadron.org>

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



Silent Wings Museum

www.silentwingsmuseum.com

6202 North I-27 Lubbock, Texas 79403



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



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

(972) 424-8493

Roy's Hobby Shop



1309 Norwood Dr., Hurst, TX 76053

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

(817) 268-0210



HobbyTown USA Tyler

French Quarter Shopping Center

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

4566 S. Broadway, Tyler, TX 75703

(903) 509-3000



HobbyTown USA Hurst

<http://htudallastx.com/>

746 Grapevine Highway. Hurst, TX, 76054

(817) 581-1027



HobbyTown USA Dallas

<http://htudallastx.com/>

6060 East Mockingbird, Dallas, TX 75206

(214) 987-4744

Local Plastic Emporiums



HobbyTown USA Lewisville
<http://htudallastx.com/>
500 East Round Grove Road
Lewisville, TX 75067
(972) 315-3700



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



Red Iron Models

1/35

Vostok-1

Soviet Spacecraft with Interior

By Sven Knudson, IPMS 32490

www.ninfinger.org



The kit box has drawings of the interior and exterior which serves as your only painting guide, so you'll probably want to find some more references.

Vostok 1 (Russian: Восток, East or Orient 1) was the first spaceflight of the Vostok program and the first manned spaceflight in history. The Vostok 3KA space capsule was launched from Baikonur Cosmodrome on April 12, 1961, with Soviet cosmonaut Yuri Gagarin aboard, making him the first human to cross into outer space.



Yuri Gagarin aboard Vostok 1, as televised to launch control



Yuri Gagarin in Sweden

The orbital spaceflight consisted of a single orbit around Earth which skimmed the upper atmosphere at 169 kilometers (91 nautical miles) at its lowest point. The flight took 108 minutes from launch to landing. Gagarin parachuted to the ground separately from his capsule after ejecting at 7 km (23,000 ft) altitude.

The Space Race between the Soviet Union and the United States, the two Cold War superpowers,



Model of the Vostok spacecraft with its upper stage, on display in Frankfurt Airport's "Russia in Space" exhibition



Part of the Vostok 1 instrument panel prominently displaying the "Globus" navigation instrument

began just before the Soviet Union launched the world's first artificial satellite, Sputnik 1, in 1957. Both countries wanted to develop spaceflight technology quickly, particularly by launching the first successful human spaceflight. The Soviet Union secretly pursued the Vostok program in competition with the United States Project Mercury.

Vostok launched several precursor unmanned missions between May 1960 and March 1961, to test and develop the Vostok rocket family and space capsule. These missions had varied degrees of success, but the final two, Korabl-Sputnik 4 and Korabl-Sputnik 5, were complete successes, allowing the first manned flight. The Vostok 1 capsule was designed to carry a single cosmonaut. Yuri Gagarin, 27, was chosen as the prime pilot of Vostok 1, with Gherman Titov and Grigori Nelyubov as backups. These assignments were formally made on April 8, four days before the mission, but Gagarin had been a favourite among the cosmonaut candidates for at least several months.



Electrocardiogram of Gagarin recorded April 11, 1961, at 19 hours and 35 minutes. Exhibited at the Memorial Museum of Cosmonautics in Moscow.



Launch of Vostok 1

The final decision of who would fly the mission relied heavily on the opinion of the head of cosmonaut training, Nikolai Kamanin. In an April 5 diary entry, Kamanin wrote that he was still undecided between Gagarin and Titov. "The only thing that keeps me from picking [Titov] is the need to have the stronger person for the one day flight."

Kamanin was referring to the second mission, Vostok 2, compared to the relatively short single-orbit mission of Vostok 1. When Gagarin and Titov were informed of the decision during a meeting on April 9, Gagarin was very happy, and Titov was disappointed.

On April 10, this meeting was reenacted in front of television cameras, so there would be official footage of the event. This included an acceptance speech by Gagarin.



Ground trace of Gagarin's complete orbit; the landing point is west of the takeoff point because of the Earth's eastward rotation.



The Vostok 1 capsule when it was on display at the RKK Energiya museum. The main capsule, seen in the center of this picture, is now on display at the Space Pavilion at the VDNKh.

As an indication of the level of secrecy involved, one of the other cosmonaut candidates, Alexei Leonov, later recalled that he did not know who was chosen for the mission until after the spaceflight had begun.



Commemorative monument, Vostok-1 landing site near Engels, Russia



Here's what you get in the box. You can also get just the exterior (the amber resin and photoetched parts) or the interior (the white resin parts) as separate kits.

Gagarin was examined by a team of doctors prior to his flight. One doctor gave her recollection of the events in an interview with Russia Today in April 2011: "Gagarin looked more pale than usual. He was unsociable and quiet, which was not like him at all. He would answer by nodding or a short 'yes' to all questions. Sometimes he would start humming some tunes.



This begins a series of rotated views of the equipment section part.



This continues the series of rotated views of the equipment section part.



This continues the series of rotated views of the equipment section part.



This is the last of the series of rotated views of the equipment section part.

This was a different Gagarin. We geared him up, and hugged. And I said, 'Yuri, everything will be fine.' And he nodded back."Unlike later Vostok missions, there were no dedicated tracking ships available to receive signals from the spacecraft. Instead they relied on the network of ground stations, also called Command Points, to communicate with the spacecraft; all of these Command Points were located within the Soviet Union.



Here are the exteriors of three sections of the crew cabin sphere.



This is the flip side.



...and the flip side.

Because of weight constraints, there was no backup retrorocket engine. The spacecraft carried 10 days of provisions to allow for survival and natural orbital decay in the event the retrorockets failed.

The letters "CCCP" were hand-painted onto Gagarin's helmet by engineer Gherman Lebedev during transfer to the launch site. As it had been less than a year since U2 pilot Gary Powers was shot down, Lebedev reasoned that without some country identification, there was a small chance the cosmonaut might be mistaken for a spy on landing.

The entire mission would be controlled by either automatic systems or by ground control. This was because medical staff and spacecraft engineers were unsure how a human might react to weightlessness, and therefore it was decided to lock the pilot's manual controls. In an unusual move, a code to unlock the controls was placed in an onboard envelope, for Gagarin's use in case of emergency. Prior to the flight, Kamanin and others told Gagarin the code "1-2-5" anyway.

At Baikonur Cosmodrome on the morning of April 11, 1961, the Vostok-K rocket, together with the attached Vostok 3KA space capsule, were transported several kilometers to the launch pad, in a horizontal position.

Once they arrived at the launch pad, a quick examination of the booster was conducted by technicians to make sure everything was in order. When no visible problems were found, the booster was erected on LC-1. At 10:00 (Moscow Time), Gagarin and Titov were given a final review of the flight plan. They were informed that launch was scheduled to occur the following day, at 09:07 Moscow Time. This time was chosen so that when the capsule started to fly over Africa, which was when the retrorockets would need to fire for reentry, the solar illumination would be ideal for the orientation system's sensors.

At 18:00, once various physiological readings had been taken, the doctors instructed the cosmonauts not to discuss the upcoming missions. That evening Gagarin and Titov relaxed by listening to music, playing pool, and chatting about their childhoods.

At 21:50, both men were offered sleeping pills, to ensure a good night's sleep, but they both declined. Physicians had attached sensors to the cosmonauts, to monitor their condition throughout the night, and they believed that both had slept well. Gagarin's biographers Doran and Bizony say that neither Gagarin nor Titov slept that night. Chief Designer Sergei Korolev didn't sleep that night, due to anxiety caused by the imminent spaceflight.



Here's the fourth sphere section, the hatch, top of the sphere, the umbilical and one of the radiator base sections.



Here's the exterior of the other three radiator base sections.



Here's the flip side of the radiator sections.

At 05:30 Moscow time, on the morning of April 12, 1961, both Gagarin and his backup Titov were woken. They were given breakfast, assisted into their spacesuits, and then were transported to the launch pad. Gagarin entered the Vostok 1 spacecraft, and at 07:10 local time (04:10 UTC), the radio communication system was turned on. Once Gagarin was in the spacecraft, his picture appeared on television screens in the launch control room from an onboard camera. Launch would not occur for another two hours, and during the time Gagarin chatted with the mission's main CapCom, as well as Chief Designer Sergei Korolev, Nikolai Kamanin, and a few others. Following a series of tests and checks, about forty minutes after Gagarin entered the spacecraft, its hatch was closed. Gagarin, however, reported that the hatch was not sealed properly, and technicians spent nearly an hour removing all the screws and sealing the hatch again. According to a 2014 obituary, Vostok's chief designer, Oleg Ivanovsky, personally helped re-bolt the hatch. There is some disagreement over whether the hatch was in fact not sealed correctly, as a more recent account stated the indication was false.

During this time Gagarin requested some music to be played over the radio. Korolev was reportedly suffering from chest pains and worried, as up to this point the Soviet space launch rate was 50% (12 out of 24 launches had failed).



Here are the rest of the exterior resin parts.

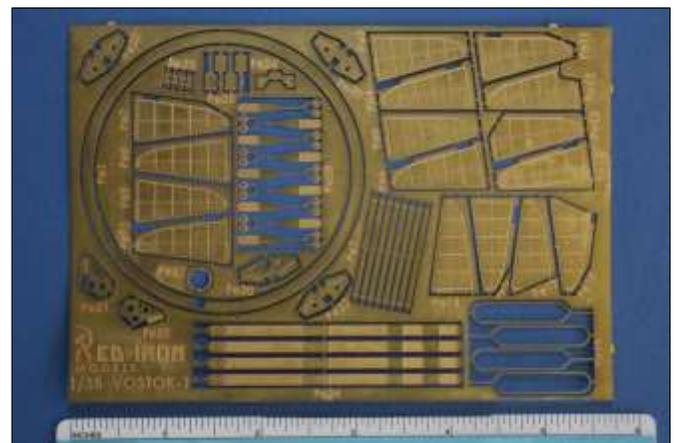


and the flip side.

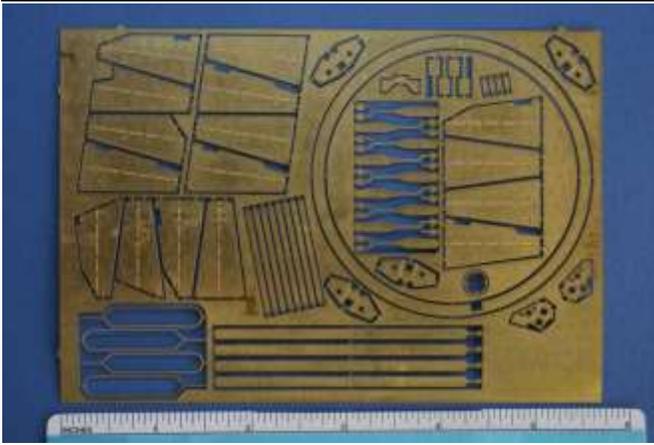
Two Vostoks had failed to reach orbit due to launch vehicle malfunctions and another two malfunctioned in orbit. Korolev was given a pill to calm him down. Gagarin, on the other hand, was described as calm; about half an hour before launch his pulse was recorded at 64 beats per minute.

At 07:25 UT, the spacecraft's automatic systems brought it into the required attitude (orientation) for the retrorocket firing, and shortly afterwards, the liquid-fueled engine fired for about 42 seconds over the west coast of Africa, near Angola, about 8,000 kilometers (4,300 nautical miles) up-range of the landing point. The orbit's perigee and apogee had been selected to cause reentry due to orbital decay within 10 days (the limit of the life support system function) in the event of retrorocket malfunction. However, the actual orbit differed from the planned and would not have allowed descent until 20 days.

Ten seconds after retrofire, commands were sent to separate the Vostok service module from the reentry module (code name "little ball" (Russian: шарик, translit. sharik)), but the equipment module unexpectedly remained attached to the reentry module by a bundle of wires. At around 07:35 UT, the two parts of the spacecraft began reentry and went through strong gyrations as Vostok 1 neared Egypt.



Here's the front of the photoetched parts sheet.



Here's the back of the photoetched sheet.

At this point the wires broke, the two modules separated, and the descent module settled into the proper reentry attitude. Gagarin telegraphed "Everything is OK" despite continuing gyrations; he later reported that he did not want to "make noise" as he had (correctly) reasoned that the gyrations did not endanger the mission (and were apparently caused by the spherical shape of the reentry module). As Gagarin continued his descent, he remained conscious as he experienced about 8 g during reentry. (Gagarin's own report states "over 10 g".)

At 07:55 UT, when Vostok 1 was still 7 km from the ground, the hatch of the spacecraft was released, and two seconds later Gagarin was ejected. At 2.5 km (8,200 ft) altitude, the main parachute was deployed from the Vostok spacecraft. Two schoolgirls witnessed the Vostok landing and described the scene: "It was a huge ball, about two or three meters high. It fell, then it bounced and then it fell again. There was a huge hole where it hit the first time."

Gagarin's parachute opened almost right away, and about ten minutes later, at 08:05 UT, Gagarin landed. Both he and the spacecraft landed via parachute 26 km (16 mi) south west of Engels, in the Saratov region. It was 280 km to the west of the planned landing site (near Baikonur).



Here are the interior parts, including the ejection seat and another hatch.



Here's the flip side of the interior parts.

A farmer and her daughter observed the strange scene of a figure in a bright orange suit with a large white helmet landing near them by parachute. Gagarin later recalled, "When they saw me in my space suit and the parachute dragging alongside as I walked, they started to back away in fear. I told them, don't be afraid, I am a Soviet citizen like you, who has descended from space and I must find a telephone to call Moscow!"

Gagarin's flight was announced while Gagarin was still in orbit, by Yuri Levitan, the leading Soviet radio personality since the 30s. Although normally, news of Soviet rocket launches would only be aired after the fact, Sergei Korolev wrote a note to the Party Central Committee, to convince them that the announcement should be made as early as possible:

"We consider it advisable to publish the first TASS report immediately after the satellite-spacecraft enters orbit, for the following reasons:

- (a) if a rescue becomes necessary, it will facilitate rapid organization of a rescue;
- (b) it precludes any foreign government declaring that the cosmonaut is a military scout."

The flight was celebrated as a great triumph of Soviet science and technology, demonstrating the superiority of the socialist system over capitalism.



Here's the interior of the crew cabin enclosure parts.



And here's the exterior of the crew cabin enclosure.

Moscow and other cities in the USSR held mass demonstrations, the scale of which was comparable to World War II Victory Parades. Gagarin was awarded the title of Hero of the Soviet Union, the nation's highest honor. He also became an international celebrity, receiving numerous honors and awards.

April 12 was declared Cosmonautics Day in the USSR, and is celebrated today in Russia as one of the official "Commemorative Dates of Russia." In 2011, it was declared the International Day of Human Space Flight by the United Nations.

Gagarin's informal reply Poyekhali! ("Let's roll!") became a historical phrase used to refer to the arrival of the Space Age in human history. Later it was included in the refrain of a Soviet patriotic song written by Alexandra Pakhmutova and Nikolai Dobronravov (He said "Let's roll!" He waved his hand). The Soviet press later reported that, minutes before boarding the spacecraft, Gagarin made a speech: "Dear friends, you who are close to me, and you whom I do not know, fellow Russians, and people of all countries and all continents: in a few minutes a powerful space vehicle will carry me into the distant realm of space. What can I tell you in these last minutes before the launch?"



Vostok 1 Mission Patch.



Vostok 1 Landing Capsule Photograph by Ria Novosti

My whole life appears to me as one beautiful moment. All that I previously lived through and did, was lived through and done for the sake of this moment." According to historian Asif Siddiqi, Gagarin actually "was essentially forced to utter a stream of banalities prepared by anonymous speechwriters" taped much earlier in Moscow.

Officially, the U.S. congratulated the Soviet Union on its accomplishments. Writing for The New York Times shortly after the flight, however, journalist Arthur Krock described mixed feelings in the United States due to fears of the spaceflight's potential military implications for the Cold War, and the Detroit Free Press wrote that "the people of Washington, London, Paris and all points between might have been dancing in the streets" if it were not for "doubts and suspicions" about Soviet intentions.

Other US writers reported worries that the spaceflight had won a propaganda victory on behalf of communism. President John F. Kennedy was quoted as saying that it would be "some time" before the US could match the Soviet launch vehicle technology, and that "the news will be worse before it's better." Kennedy also sent congratulations to the Soviet Union for their "outstanding technical achievement."



Vostok 1 was the spacecraft that carried Yuri Gagarin into space, making him the world's first Cosmonaut.



Yuri Gagarin was a Russian pilot who became the first human to travel to space, in 1961.



Yuri Gagarin

Opinion pages of many US newspapers urged renewed efforts to overtake the Soviet scientific accomplishments.

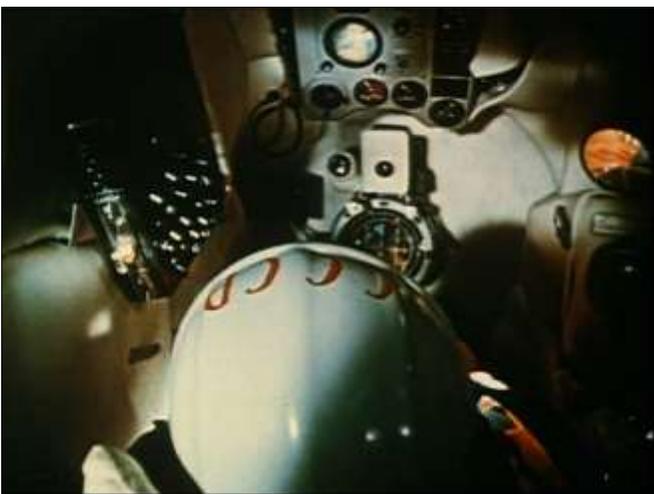
Adlai Stevenson, then the US ambassador to the United Nations, was quoted as saying, "Now that the Soviet scientists have put a man into space and brought him back alive, I hope they will also help to bring the United Nations back alive," and on a more serious note urged international agreements covering the use of space (which did not occur until the Outer Space Treaty of 1967).

The FAI rules in 1961 required that a pilot must land with the spacecraft to be considered an official spaceflight for the FAI record books. Although some contemporary Soviet sources stated that Gagarin had parachuted separately to the ground, the Soviet Union officially insisted that he had landed with the Vostok;

the government forced the cosmonaut to lie in press conferences, and the FAI certified the flight. The Soviet Union did not admit until 1971 that Gagarin had ejected and landed separately from the Vostok descent module.

When Soviet officials filled out the FAI papers to register the flight of Vostok 1, they stated that the launch site was Baykonur at 47°22'00"N 65°29'00"E. In reality, the launch site was near Tyuratam at 45°55'12.72"N 63°20'32.32"E, 250 km (160 mi) to the south west of "Baykonur". They did this to try to keep the location of the Space Center a secret. In 1995, Russian and Kazakh officials renamed Tyuratam Baikonur.

Four decades after the flight, historian Asif Azam Siddiqi wrote that Vostok 1 will undoubtedly remain one of the major milestones in not only the history of space exploration, but also the history of the human race itself. The fact that this accomplishment was successfully carried out by the Soviet Union, a country completely devastated by war just sixteen years prior, makes the achievement even more impressive. Unlike the United States, the USSR had to begin from a position of tremendous disadvantage. Its industrial infrastructure had been ruined, and its technological capabilities were outdated at best.



Yuri Gagarin inside his Vostok 1 spacecraft



Soviet cosmonaut Yuri Gagarin, the first man to fly in space, as seen in 1968 before his death in a jet crash



Yuri Gagarin

A good portion of its land had been devastated by war, and it had lost about 25 million citizens ... but it was the totalitarian state that overwhelmingly took the lead [in the space race].

The landing site is now a monument park. The central feature in the park is a 25 meter tall monument that consists of a silver metallic rocket ship rising on a curved metallic column of flame, from a wedge shaped, white stone base. In front of this is a 3 meter tall, white stone statue of Yuri Gagarin, wearing a spacesuit, with one arm raised in greeting and the other holding a space helmet.

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As of September 2018, the Vostok 1 re-entry capsule belongs to the S. P. Korolev RSC Energia Museum in Korolev City. However, during the summer of 2018 it is on a temporary loan to the Space Pavilion at the VDNKh in Moscow.



Yuri Gagarin



Yuri Gagarin

In 2011, documentary film maker Christopher Riley partnered with European Space Agency astronaut Paolo Nespoli to record a new film of what Gagarin would have seen of the Earth from his spaceship, by matching historical audio recordings to video from the International Space Station following the ground path taken by Vostok 1. The resulting film, *First Orbit*, was released online to celebrate the 50th anniversary of human spaceflight.

The Kit

The resin parts are beautifully cast with crisply molded details and no visible airholes. The re-entry cabin has a really nice hexagonal pattern molded in place. All parts are still on their pour plugs with identification numbers molded in place for easy part identification. The photoetched parts are also identified by numbers etched next to the parts. The graphical instructions are broken into subsections. The interior parts come as a separate little kit with their own multi-step graphical assembly instructions. The wire is to be cut and formed according to the templates in the instructions. The metal rod attaches the finished model to the resin base. No painting guide is included, although the drawings on the box cover can be useful for that.

- Contents:**
- 68 resin parts
 - resin base
 - 58 photoetched parts
 - clear sheet plastic
 - wire
 - metal rod
 - instructions

Order from: Red Iron Models
email: Redironmodels@gmail.com
web: www.redironmodels.com/en.html

Price: \$ 76.00 plus shipping (w/o interior)
\$ 104.00 plus shipping (w/ interior)

Review By Sven Knudson, IPMS 32490

HobbyBoss 1/35

T-18

Light Tank, Mod. 1930

By Cookie Sewell

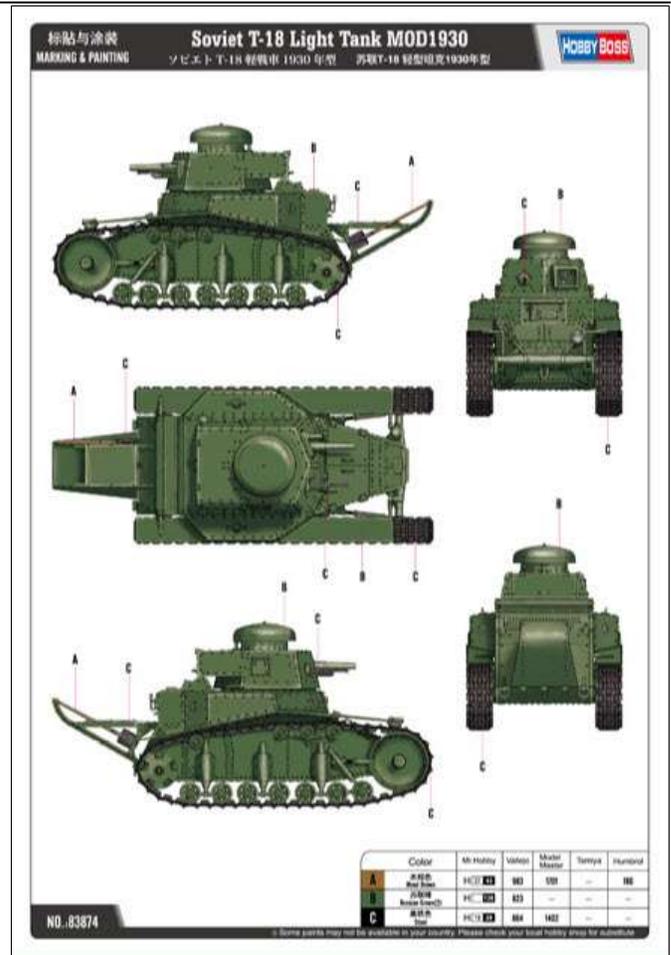


HobbyBoss 83874 Box Top

- Kit Number:** 83874
- Media:** 242 parts (232 in tan styrene, 10 etched brass)
- Advantages:** Clean, crisp accurate kit of this seminal Soviet tank
- Disadvantages:** Somewhat pricey for a model the size of a 1/72 scale Panther!
- Recommendation:** Highly Recommended for all light tank and prewar Soviet fans
- Price:** US \$ 42.99



Hobby Boss 83874 decals



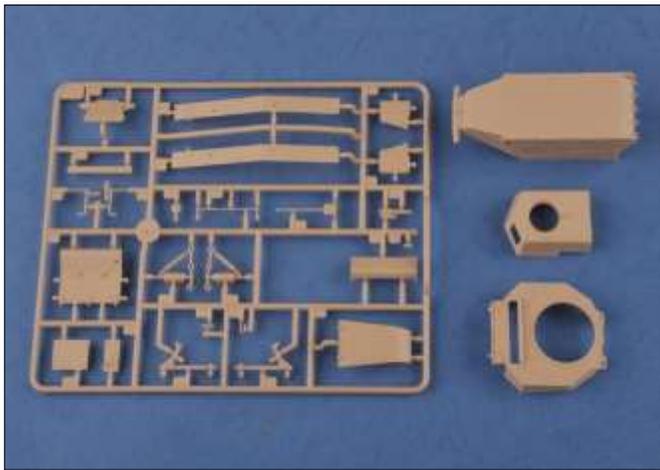
Hobby Boss 83874 markings

The very first Soviet tank of indigenous design to get into production was the MS-1 small infantry escort tank. This tank was based on the earlier T-16 prototype, which used the Renault FT-17 as its inspiration. The main differences were a new engine, transmission, running gear, and both a machine gun and a 37mm gun in one turret. 121 tanks, later designated the T-18 Model 1927, were built for the Red Army. But the tank was slow and suffered a lot of defects. It was underpowered and its flat tracks caused slippage on grades and in soft soil conditions.



T-18 Mod. 1930

Note The Turrent Storage at the Rear

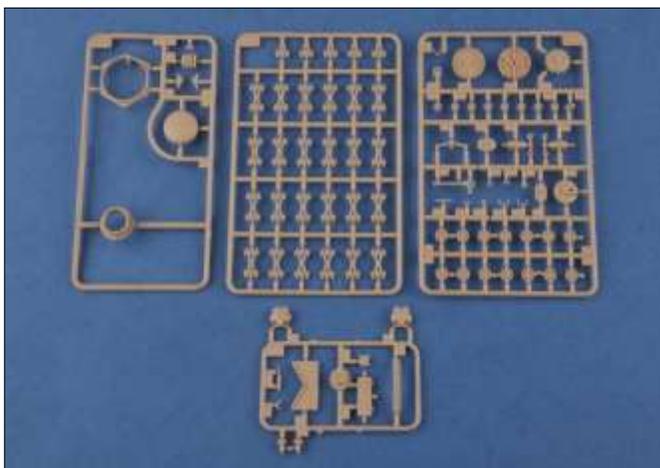


Hobby Boss 83874

The turret was cramped and made it difficult for the commander/gunner to use either weapon effectively. These tanks took part in the East China Railway War in the late fall of 1929 and while effective for what service they provided, they had a great number of flaws.

Prior to that conflict, a meeting of the OAT Trust in July 1929 decided the tank needed correct and as a result a redesign took place. The improved T-18 now received a slightly more powerful engine, new driveline with tracks fitted with cast-in grousers for traction, a new design of drive wheel, a four-speed transmission, and a new turret with more room for the commander/gunner to operate the weapons fitted with a bustle for extra ammunition stowage. The new model was designated the T-18 Model 1938 and some 838 of this model were built in 1930-31.

While quite satisfactory within its limits (top speed of 17.5 kph with the four-speed and a range of 120 kilometers), by 1938 the tanks were obsolete and had been replaced by later models such as the T-37, T-38 and T-40. But in order to get further use out of the tanks, the Peoples' Commissar for Armaments ordered 700 of them refitted with 45mm 20-K tank guns and sent out to fortified areas for use as mobile firing points.



Hobby Boss 83874



Танк МС-1 обр.1930 г.



Танк МС-1 обр.1930 г. (вид сзади)

T-18 Mod. 1930

Some were left mobile but others were stripped for use as pillboxes. They were used during the German invasion in June 1941 but were soon knocked out or overrun. Some in the Soviet far east remained in place until the end of the war, and Russian tank historians note it was this group which has provided the basis for several restorations (not all accurate) of T-18s today.

Hobby Boss produced a kit of a T-18 Model 1927 (No. 83873) several years ago and now have released the late model version to join it.



T-18 Mod. 1930



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This model is of an early production Model 1930 but one refitted with the new drivers and cast track links; a small cover with domed fitting in front of the driver is the indicator of a full production Model 1930 with four-speed replacing the older three-speed. The full production tanks were fitted with a “snail” type horn on the right side of the glacis and a single headlight on the left; the one in the kit is a “hooter” type from the Model 1927. It uses a different design “split” light taillight on the left side of the engine radiator air exhaust grille but this kit retains the early “tube” type. Both of the early features are present on Model 1930s in service so this is pretty much a wash.

Construction is the same as the earlier version. The bogies are the starting place with two two-wheel and one three-wheel sets per side, and a sprung three-wheel return roller and single roller as well. Due to their bracketing the horn and headlight are fitted next before the idlers are in place, as their cabling goes under the wheels. This kit uses all of the Model 1927 parts except for the new drivers (E7/8).

The fenders attach to the casemate and then the casemate to the hull, but I suggest fitting the tracks first rather than trying to wriggle them in under the fenders later. An etched brass screen is provided for the radiator air exhaust at the rear and requires careful bending to fit.

The rest of the construction is straightforward and parts are provided to adapt the Model 1930 parts to accept the Model 1927 parts from the earlier kit.



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Finishing directions cover painting, but no markings. Photos show small three-digit numbers in white and in the 2xx-3xx range on the slanted plates next to the driver’s visor and small triangles on the sides of the casemate at the front end as most common.

Three tanks were named – METALLIST (metal worker), RABKRINOVETS (ceramic worker) and TEKSTIL’SHCHIK (textile worker) with names in Cyrillic on the side armor plates; funds for these three came from their respective worker groups.

Overall this is a nicely done “complete the record” kit and if you wanted a 1941 one model it would not be hard to modify it with a 45mm gun and mantlet.

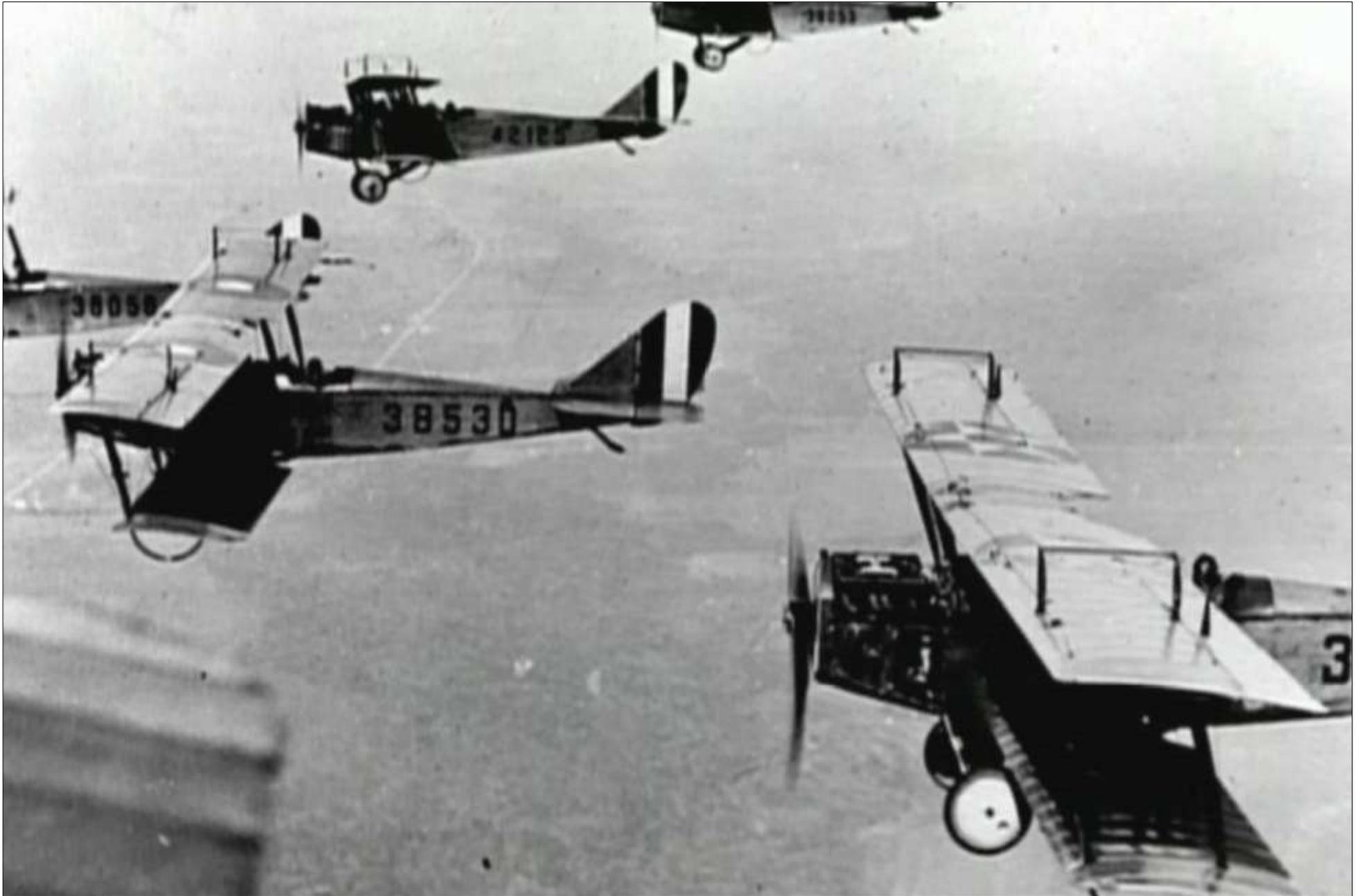
Sprue Layout

- A 23 Fenders, tail, rear plate, glacis, triple bogie, hull details
- B 7 Turret race, cupola, details
- C 53x2 Track links
- D 43x2 Suspension (road wheels, return rollers, drivers, idlers, bogies)
- E 10 Drivers, hatch, details
- PE 10 Etched brass
 - 1 Lower Hull Tub
 - 1 Casemate
 - 1 Turret shell

Cookie Sewell

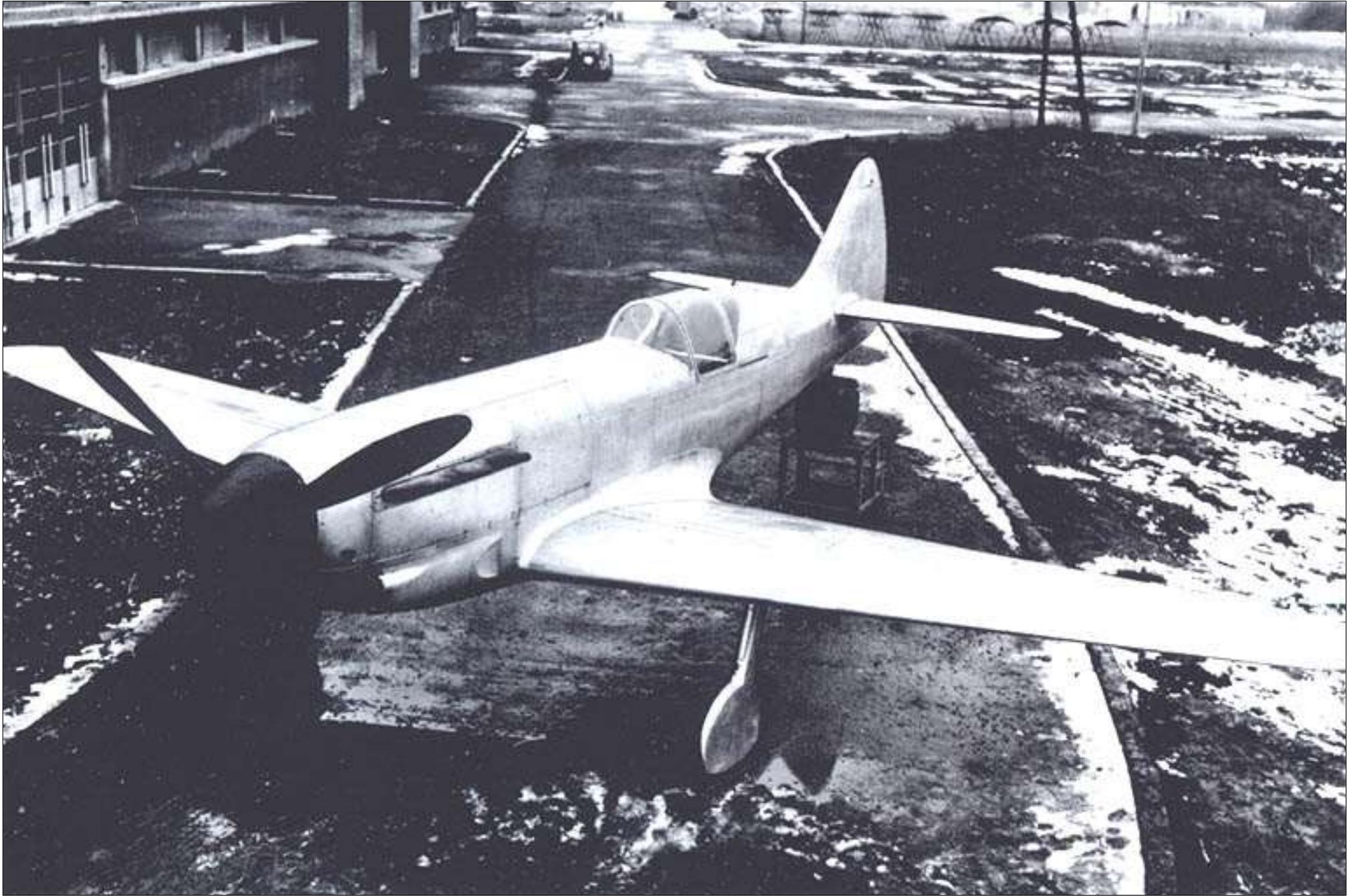


Texans



JN-4s over Kelly Field, Texas, 1918

Name That Plane



LST of the Month



USS LST-3 beached in southern France in September 1944.

The additional davits for LCVPs are evident at the bow of the ship and near the original pair at the stern.

LST-3 was laid down on 29 June 1942, at Pittsburgh, Pennsylvania by the Dravo Corporation.

She was launched on 19 September 1942; sponsored by Mrs. A.C. Harlow; and commissioned on 8 February 1943, with Lieutenant Roy E. Butler, in command.

LST-3 was assigned to the Mediterranean Theatre and participated in the following operations: the Allied invasion of Sicily and the Invasion of southern France.

LST-3 was decommissioned from the USN on 23 December 1944, in Bizerte, Tunisia, and commissioned into the Royal Navy the next day.

Afrika Korps of the Month



Erwin Rommel used the 88mm Flak gun extensively as an antitank weapon in North Africa

Art for Art's Sake



“Richard's Vultee”, Vultee SNV-1 for Richard Sandow of Dallas, Texas, 18” x 24” oil on canvas, 1987 © Gerald Asher

Tail Shot



Curtiss-Wright 19R, NR16417

Development of the Model 19 began in 1935 as a sport aircraft for the civil market, however, it was considered “To Hot” for civilians.

The 19R featured tandem seating, weapons mountings, and a Wright J-6-7 engine.

At least 23 Curtiss-Wright 19R aircraft were built with sales to China (20 aircraft) and Cuba (3 aircraft).

Three A19R were built as a military basic trainer and was evaluated by the USAAC. One was later converted to a CW-22.

Serial Number 19R-20 (built in 1938) is currently owned by Kermit Weeks of Polk City, FL and is registered as N19RX.

19R-20 was bought by Debra Boostrom - Hoedebecke of Dixie Air Supply and Maggie Glendinning-Welch from the Bolivian government and brought back to the US on April 12, 1995.

N19RX has been kept in Bolivian markings as part of the sales agreement.

Pete Bulban Collection

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

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

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

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.

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Deadline for submissions to the *FlakSheet* is the 25th of the month prior to month of issue. Please submit as a WORD or ASCII text file on compact disc at the meeting or as an attachment via email to your editor.

