



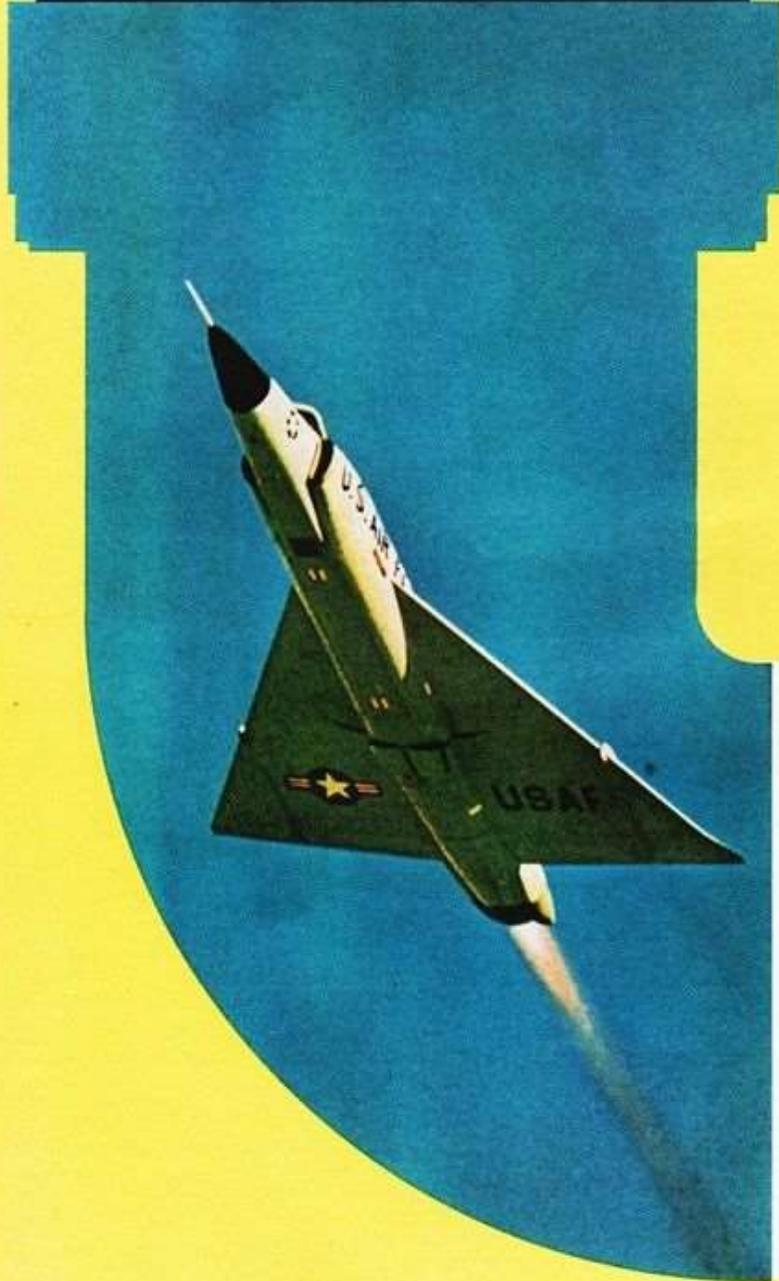
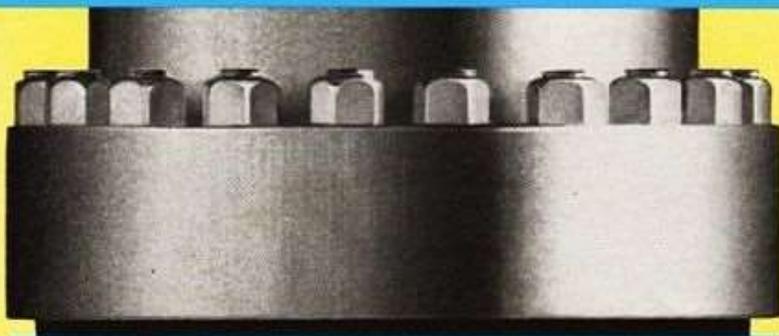
The FlakSheet

January 2018
All the News We Make Up to Fit



*North American B-25J-30-NC, 44-31385
CAF Wings Over Dallas Airshow
October 7, 2017*

© Frank Landrus



**MORE ENERGY...
IN MORE FORMS...
FOR AMERICA'S
GROWING NEED**

Jets streak across the sky powered by fuels piped across the land by Texas Eastern. And as more and more jet planes join America's commercial and military air fleets, Texas Eastern's Little Big Inch products pipeline grows significantly in importance.

Today, America's need for energy of all kinds is zooming. That's why Texas Eastern plans far ahead as it diversifies in the field of energy supply and enlarges its role as **Pipeler of Energy to the Nation.**

TEXAS EASTERN  **TRANSMISSION CORPORATION**
Houston, Texas Shreveport, Louisiana

Cover Photo



*North American B-25J-30-NC, 44-31385 "Show Me"
2017 © Frank Landrus*

The North American B-25 Mitchell was an American twin-engined medium bomber manufactured by North American Aviation. It was used by many Allied air forces in every theater of WWII, and remained in service for years after the war concluded.

The B-25 first gained fame as the bomber used in the 18 April 1942 Doolittle Raid, in which 16 B-25Bs led by the legendary Lieutenant Colonel Jimmy Doolittle, attacked mainland Japan four months after the bombing of Pearl Harbor. The mission gave a much-needed lift in spirits to the Americans, and alarmed the Japanese who had believed their home islands were inviolable by enemy troops.

Only one landed intact; it came down in the Soviet Union, where its five-man crew was interned and the aircraft confiscated. Of the 80 aircrew, 69 survived their historic mission and eventually made it back to American lines.

Following a number of additional modifications, including the addition of Plexiglas windows for the navigator and radio operator, heavier nose armament,



*44-31385 was completed June 7, 1945
2017 © Frank Landrus*



*44-31385 was Manufactured at Fairfax-Kansas City
2017 © Frank Landrus*

and deicing and anti-icing equipment, the B-25C was released to the Army.

This was the second mass-produced version of the Mitchell, the first being the lightly-armed B-25B used by the Doolittle Raiders. The B-25C and B-25D differed only in location of manufacture: -Cs in Inglewood, CA, -Ds at Kansas City, KS. A total of 3,915 B-25Cs and Ds were built by North American during World War II.

Because of the urgent need for hard-hitting strafing aircraft, a version dubbed the B-25G was developed, in which the standard-length transparent nose and the bombardier were replaced by a shorter solid nose containing two fixed .50 in machine guns and a 75 mm M4 cannon, one of the largest weapons fitted to an aircraft. The cannon was manually loaded and serviced by the navigator, who was able to perform these operations without leaving his crew station just behind the pilot. This was possible due to the shorter nose of the G-model and the length of the M4, which allowed the breech to extend into the navigator's compartment.

The B-25G's successor, the B-25H, had even more firepower. The M4 gun was replaced by the lighter T13E1, designed specifically for the aircraft.



*'Show Me' Smoky Start-Up
2017 © Frank Landrus*



'Show Me' Taxiing To The Main Runway
2017 © Frank Landrus

The 75 mm gun fired at a muzzle velocity of 2,362 ft/s. Due to its low rate of fire (approximately four rounds could be fired in a single strafing run) and relative ineffectiveness against ground targets, as well as substantial recoil, the 75 mm gun was sometimes removed from both G and H models and replaced with two additional .50 in machine guns as a field modification. The -H also mounted four fixed forward-firing .50 in machine guns in the nose, four more fixed ones in forward-firing cheek blisters, two more in the top turret, one each in a pair of new waist positions, and a final pair in a new tail gunner's position. Company promotional material bragged the B-25H could "bring to bear 10 machine guns coming and four going, in addition to the 75 mm cannon, a brace of eight rockets and 3,000 lb of bombs."

The B-25H also featured a redesigned cockpit area, with the top turret moved forward to the navigator's compartment (thus requiring the addition of the waist and tail gun positions), and a heavily modified cockpit designed to be operated by a single pilot, the co-pilot's station and controls deleted, and the seat cut down and used by the navigator/cannoneer. The radio operator was moved to the aft compartment, operating the waist guns. A total of 1,400 B-25Gs and B-25Hs were built.



'Show Me' Tail Feathers
2017 © Frank Landrus



'Show Me' Jumping Into The Air
2017 © Frank Landrus

The final version of the Mitchell, the B-25J, looked much like the earlier B, C and D, having reverted to the longer nose. The less-than-successful 75 mm cannon was deleted on the J model. Instead, 800 of this version were built with a solid nose containing eight .50 in machine guns, while other J-models featured the earlier "greenhouse" style nose containing the bombardier's position.



'Show Me' Dorsal Turret
2017 © Frank Landrus



'Show Me' Fly-By
2017 © Frank Landrus

Regardless of the nose style used, all J-models also included two .50 in guns in a "fuselage package" located directly under the pilot's station, and two more such guns in an identical package just under the co-pilot's compartment. The solid-nose B-25J variant carried an impressive total of 18 .50 in guns: eight in the nose, four in under-cockpit packages, two in an upper turret, two in the waist, and a pair in the tail. No other bomber of World War II carried as many guns.

However, the first 555 B-25Js (the B-25J-1-NC production block) were delivered without the fuselage package guns, because it was discovered muzzle blast from these guns was causing severe stress in the fuselage ; this was cured with heavier fuselage skin patches. While later production runs returned these guns, they were often removed as a field modification for the same reason. In all, 4,318 B-25Js were built.

The B-25 was a safe and forgiving aircraft to fly. With an engine out, 60° banking turns into the dead engine were possible, and control could be easily maintained down to 145 mph. However, the pilot had to remember to maintain engine-out directional control at low speeds after take off with rudder - if this was attempted with ailerons, the aircraft would snap out of control. The tricycle landing gear made for excellent visibility while taxiing.



2017 © Frank Landrus



'Show Me' Bomb Bays Open
2017 © Frank Landrus

The only significant complaint about the B-25 was the extremely high noise level produced by its engines; as a result, many pilots eventually suffered from various degrees of hearing loss. The high noise level was due to design and space restrictions in the engine cowlings which resulted in the exhaust "stacks" protruding directly from the cowling ring and partly covered by a small triangular fairing. This directed exhaust and noise directly at the pilot and crew compartments. Crew members and operators on the airshow circuit frequently comment that "the B-25 is the fastest way to turn aviation fuel directly into noise". Many B-25s now in civilian ownership have been modified with exhaust rings that direct the exhaust through the outboard bottom section of the cowling.

The B-25J-30-NC SN 44-31385 now flying as "Show Me" was delivered on June 11, 1945. Her initial assignment was to Yuma Field, Arizona where she was flown. Three days later, she was flown to Williams Field, Arizona and attached to the 3010th Base Unit. In January of 1946, she was moved to Mather Field. She was used as a navigator trainer until February of 1957 when she was moved to McDill AFB, Florida. Here, she was used as both a pilot and navigator trainer until October 1958 when she was put into storage at Davis Monthan AFB, Arizona.



2017 © Frank Landrus



2017 © Frank Landrus

When she was retired from active duty, she had 5525 total airframe hours. The following summary of assignments are listed on her record card:

Base Assignments

Date	Location	Notes
06/14/1945	Williams Field	3010 Base Unit
10/31/1945	Minther Field	3008 Base Unit
01/31/1946	Mather Field	2622 Base Unit
08/28/1948	Mather Field	3535 Basic Training Wing
11/24/1952	Brookley AFB	Maintenance
02/11/1953	Mather Field	3535 Basic Training Wing
07/14/1954	Norton AFB	Maintenance
08/16/1954	Mather Field	3535 Basic Training Wing
10/17/1957	Birmingham	Maintenance to TB-25N
12/15/1957	Mather Field	3535 Basic Training Wing
02/21/1958	McDill AFB	809 Air Base Group
12/1958	Davis Monthan	Storage
02/1959	Davis Monthan	Surplus



2017 © Frank Landrus



'Show Me' FAA Registration is N345TH
2017 © Frank Landrus

On May 21, 1959 the aircraft was sold to Ray Karrels from Fort Washington, Wisconsin. Her civil registration was assigned as N3481G. The intended use, a corporate aircraft for his insurance firm, never materialized. She was sold in October of 1963 to Northwest Development Company of Kohler, Wisconsin. In November of 1965, she was transferred to Community Credit Corporation. They sold her to John Lowe of Riverside, Illinois. She was then purchased by Jack Rhoades of Seymour, Illinois in January of 1966. In 1969, the aircraft was damaged by a windstorm while on the ground and was withdrawn from use and stored outside. She was restored and once again took to the skies in 1975. Jack Rhoades sold her to Air Classics, Inc. in 1983 out of St. Charles, Missouri.

In 1985, she was purchased by the Missouri Wing of the CAF, and was renamed "Show Me" with a civil registration of N345TH. On September 30, 2006, she suffered damage after taxiing into a truck in Acton, Illinois. On damage from an accident, the nose was replaced from a derelict B-25 from the Mid-Atlantic Museum.

Thus began its life as a living history aircraft and one of the few elite bombers of the Ghost Squadron.



North American B-25J-30-NC, 44-31385
Prior to Restoration



<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



The VP's Notes!

January 14, 2018 1:00 pm
TBD
Irving Heritage Park

February 11, 2018 1:00 pm
TBD
Irving Heritage Park

March 11, 2018 1:00 pm
Auction
Irving Heritage Park

April 8, 2018 1:00 pm
TBD
Irving Heritage Park

May 13, 2018 1:00 pm
TBD
Senter East Building

June 10, 2018 1:00 pm
TBD
Irving Heritage Park

July 8, 2018 1:00 pm
Pitch-In
Joint Meeting with MCMA
Hamburgers / Hot Dogs
Irving Heritage Park

August 12, 2018 1:00 pm
TBD
Irving Heritage Park

September 9, 2018 1:00 pm
TBD
Irving Heritage Park

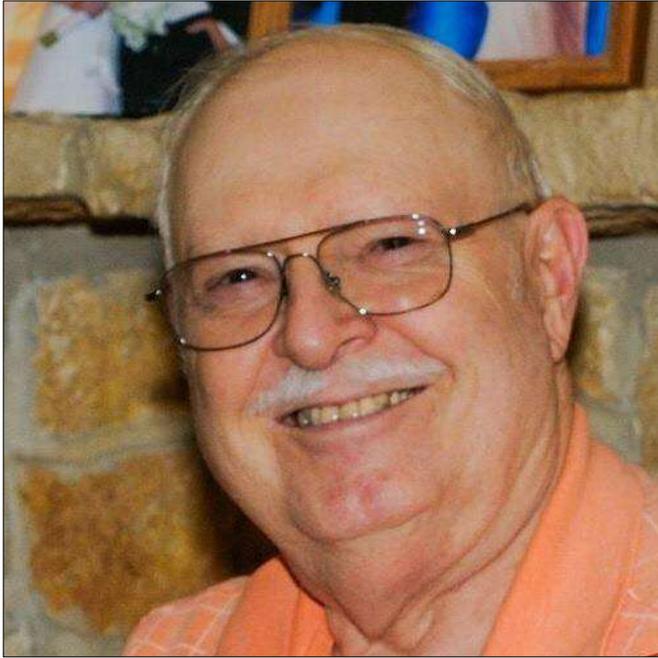
October 14, 2018 1:00 pm
Auction
Senter East Building

November 11, 2018 1:00 pm
TBD
Irving Heritage Park

December 12, 2017
Annual Christmas Party
Impending Volunteer's Humble Abode

These are the dates and location for next years meetings. May be subject to change.

Doc Webber



Edward Richard Webber IV, known to some as “Rick”, “Doc” or “Dr. Webber” was born in Chehalis, Washington September 15th of 1942 and passed away November 19, 2017. He is survived by his wife Jean Webber and his children Edward R. Webber V and Mary E. Cooper, as well as his grandchildren Edward VI and Christina Cork.



Dr. Webber served a long, prestigious military career, retiring as a Lieutenant Colonel. He became a Doctor of Optometry from the University of Houston and practiced for over 40 years, including being featured in several articles for his expertise in the field. He served in Operation Desert Shield and Desert Storm preparing troops for deployment at Fort Hood, as well as for the National Guard toward the end of his military career and was named the official Optometrist for the National Guard for the state of Texas.

He married Jean Brian on June 10, 1967 recently celebrating their 50th wedding anniversary. As a child, Dr. Webber lived all around the world, including Africa, Italy, Germany, Libya, Japan and many other places over Europe.





He was an avid model builder of historical airplanes and warships and received many awards and honors, including having some of his models displayed in museums. He consistently donated and was involved with military charities including various Veterans organizations. He volunteered for the neighborhood watch for several years as well as serving as the president of his modelers club. He loved to read novels and watch movies, especially science fiction, one of his favorite series being Star Trek. He also loved trivia and had a vast array of what he would describe in his own words as “useless knowledge”. He also loved to travel, frequently going on cruises, traveling the globe. He was a devoted husband and a dedicated father and grandfather, not to just his own children, but to anyone who was willing to listen to his wisdom. He was an incredible man who loved his wife and children immensely, who would do anything for anyone, who served his country with distinction and honor and who lived his life to the fullest. Many people live life wondering if they have changed lives or made the world a better place, Edward R. Webber IV was not one of them.



A funeral service for LTC Webber IV was held at 2:30 PM Friday, November 24, 2017, in the Memorial Chapel at Restland Funeral Home. A burial was held on Monday, November 27, 2017, at 1:15 PM at Dallas Fort Worth National Cemetery. He will be deeply missed by his family, friends and all who knew and loved him.





C
A
P
T

Blue

HPH Models 1/32 Grumman F7F Tigercat



HPH 1/32 F7F-3 Tigercat Boxtop

Models of the HPH Models Company are manufactured using the vacuum-casting of polyurethane resin into flexible silicone rubber moulds. This allows manufacturing the super-accurate parts despite their rather complicated shapes. The resulting construction kit provides much more detail than the common plastic kits manufactured using the ordinary injection casting of polystyrene. The vacuum casting of resin is well known from the aftermarket accessory sets, but here you get the complete model kit. To date HPH Models has manufactured over 2,500 model kits and over 1,200 custom finished models. These include models for museums, businesses, clubs, and individuals. If you wish to know more, please check out www.hphmodels.cz.

I wanted to show people what a high quality resin kit should look like. HPH Models should be applauded for offering such amazing quality for a decent price.



*Kit Contents
2017 © Brian Jones*

Before you say these kits are so expensive you must consider the contents, quality, and detail within these kits. If offered with the same level of detail by a mainstream manufacturer in plastic the cost would likely be the same if not more. There really is no aftermarket need, as everything that you might find in the aftermarket is supplied.

The vacuum-casting of the epoxyurethane resin is beautiful with very fine detail and a huge parts count. Nice Eduard colored photo-etch (where appropriate) and machined brass parts are also included. The landing gear struts are reinforced with metal wire and a nose weight is included. Check out their website and they have a demonstration of the strength showing the assembled Grumman Tigercat with two one-kg iron weights on the wings.

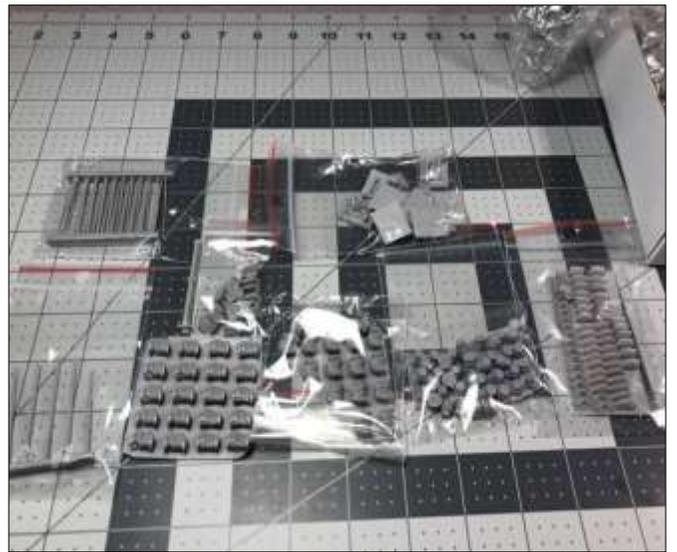
HPH seatbelts are also included that have been laser cut and are pre-painted along with canopy masks that look like they were produced by Eduard. For those that have not seen these kits, enjoy the pics. If anyone is interested, I can post pics of the HPH 1/32 Helldiver as well.



2017 © Brian Jones



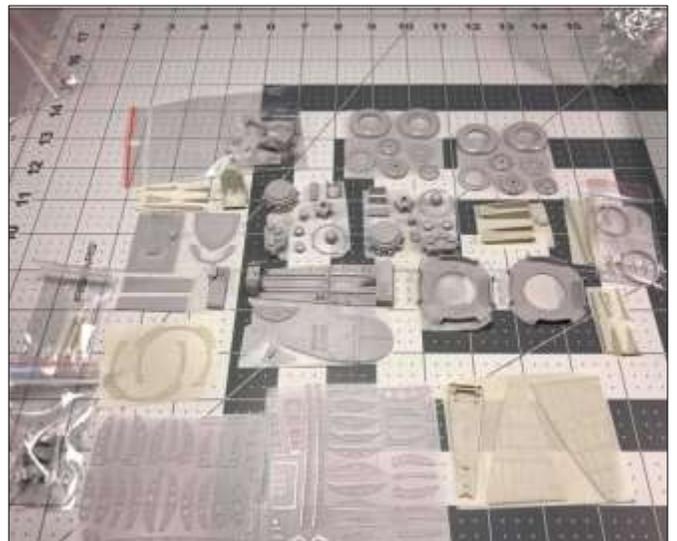
*Engine Nacelles
2017 © Brian Jones*



*Engine cylinders
2017 © Brian Jones*



*Fuselage halves on the Sprue
2017 © Brian Jones*



*Miscellaneous Cockpit, wheels, nacelle parts
2017 © Brian Jones*



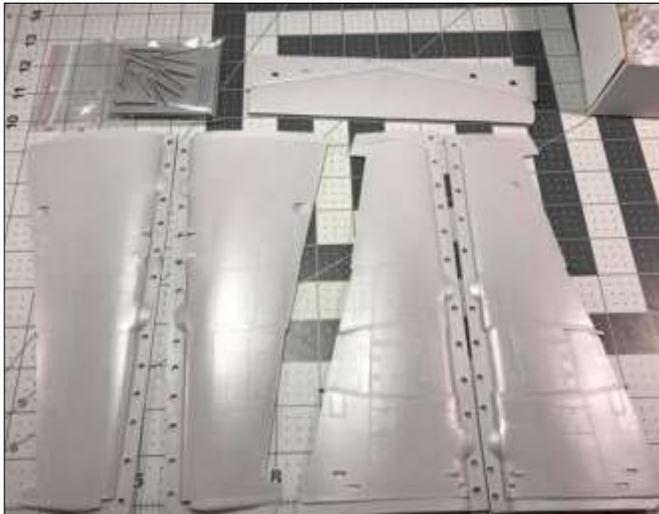
*Landing Gear Struts, Propeller Blades, etc.
2017 © Brian Jones*



*Note the large sheet of photo-etch and decals
2017 © Brian Jones*



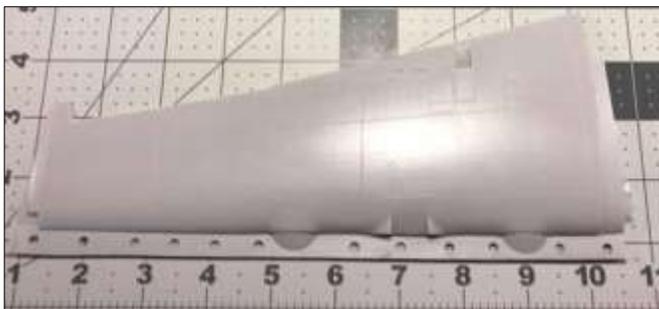
www.hphmodels.cz



*Wings, Top and Bottom, on the Sprue
2017 © Brian Jones*



www.hphmodels.cz



2017 © Brian Jones



www.hphmodels.cz



2017 © Brian Jones

*Brian Jones
Proud IPMS NCT Member since Rod Stewart started
singing*





*Mountain Man Mike!
Sandia Peak, New Mexico*

Sorry these e-news letters have become so sparse. Just haven't had much new to tell you about since the Nationals.

I am still learning the new Cobra Company product line and I am almost through sorting out the Cobra parts sets. Several have already been done and are on line. I will be taking parts photos and including them with the on line listings. I will have separate Cobra pages for each scale. All but one of the 1/32 scale sets are available once again and the 1/72 PB4Y-2 detail sets is still doing well. Looking through all of the Cobra sets I came across one that was never released. It is an upgrade set for a 1/32 Revell OH-58. I need a OH-58 kit to check fit and write a set of instructions. Let me know if any of you might have one to part with. Thanks! I plan to release several sets a month now.

I finished and launched my new web site on December 6, 2017. Unfortunately I assumed to much when I gave my site host the go ahead on it. Their program has no place to add in postage upon checkout! Also, the order notice they send me when an order is placed leaves off the customer's name and state of residence.



A 1/32 scale ship!? Kinda big.



*Coming Soon! 1/48 North American O-47
A U.S. Army Air Corps North American O-47B during manoeuvres in 1941. The aircraft belonged to the "red forces" during the manoeuvres, hence the red crosses*

On top of this their software does not offer a search function which I know is invaluable to you as my customer. The bottom line is I will have to work around this issue for a while, but I am going to now have to move my site to a new host and pay them for yet another redesign. This new design effort will include a search function, which is a BIG!! plus. If you reside in Texas, the Texas sales tax is automatically added by the program.

If there is anything about what or how I do things that might be of interest, please let me know. I will be more than happy to put together an article and attempt to explain it.

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.

Lone Star Models
13511 Greywood Drive, Sugar Land, Texas 77498

1/48 XF4U-1 Conversion

Some may have not heard that I finally got back on the 1/48 Vought XF4U-1 conversion. I began this sometime ago but decided to shelve it. It is almost a completely new kit. You will need to utilize a Tamiya 1/48 F4U-1 Birdcage to build it. From the Tamiya kit you will need all three tail surfaces, the cowling body and either the open or closed cowl flaps (your choice). Also required will be the Main landing gear and gear doors. A new tail wheel will be provided.



Home made and specialty tools

I imagine many of you are like I am and have a number of old files you have used in your modeling projects. They do get dull. I am told that if you get a small glass mayo jar and fill with vinegar then place the dull files into the liquid for 24 hours or so it will etch the edge back on them. I have never tried it, but this has been around a long time so it must work.

I have so many old files, that I have re-purposed some into special tools, like scrapers and chisels. The metal is tempered and hard so it will hold a good edge once sharpened.

The photo at the top of this page show a few that I have re-shaped. The file depicted on the bottom is one I have put a slight angle on the ends and sharpened the long side as a narrow scraper. Second from bottom has a chisel tip now. It now can be used as a chisel or a scraper. It is very helpful for removing mold pin marks in difficult to reach places. The remaining two also have chisel tips.

1/32 H-43 Huskie Interior Detail Set



Remember this oldie but goodie? Cobra Company had released a interior detail set for it but it was as a limited availability item. I have now remolded it and it will be available again, but not as a limited release.

The set includes fore and aft floors and rear compartment side walls. A small set of etched brass parts are also included but not shown.



Right hand side view of some parts installed. The control sticks have been replaced with resin items from the original white metal parts.



A better view showing the cockpit area



1/48 Beech 18 Floatplane Conversion

The Early model 1/48 Beech 18 float conversion is finally finished and ready to mold. This set will be fairly easy to do. It included the floats and beaching gear, ventral stabilizer. Plugs for the landing gear bays and a new early model side entry door are provided.

The US Army had 6 of these built. I believe all but one served in natural metal. The late version has longer nacelles, cargo doors, new wing tips, spinners and 3 blade props, interior, larger inner wing leading edges, and ventral fin as pictured below.

DON'T FRET!!! The AT-11 is coming too!

1/48 Curtiss P-1 Conversion



Curtiss P-1D Hawk
24 were converted from AT-4 trainers

The Curtiss P-1D is finished and being molded now. These will be shipping in a few weeks, I still need to draft the instructions. You will need a Lindberg P-6E kit for the struts and flying surfaces. It comes with a decal sheet.



Martin 166

The decal included markings for an F 6C Hawk but the parts needed are not. In my research I found three different landing gear configurations and I am trying to sort this out. When I do I will have them made in white metal. Also a Float and struts version are coming as is a special decal sheet for foreign Goshawks in 1/48 with six nationalities included.

1/48 Martin Model 139W/166

At some point after the Holidays and into next Spring; I had hoped to have had the 1/48 Martin B-10 out once again, but after saying I would not, I decided to make this release the export model with the long green-house canopy, so this will be a brand new kit.

It will include foreign markings for The Netherlands, China, Turkey, Maybe Japan and the one used in Australia by the US.

1/48 Nieuport 27 Conversion

From time to time I get parts from modelers that they have created for a pet project. Only they need multiple parts. So in trade I get the master parts and molds. One such set is a 1/48 Nieuport 27 conversion. These parts are to convert the Eduard N.17 to an N.27. They were mastered by Steve Lawson. They are now available.

Along with all of this, I am working on the interior update for the re-re-re-re-leased 1/48 Revell H-19.



Martin 166



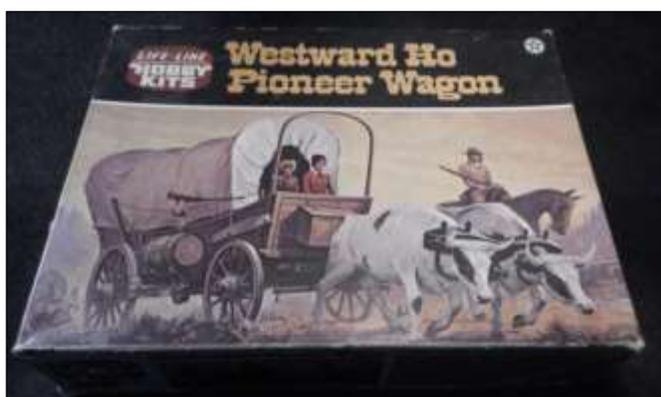
Cheap thrills, or small treasures?

The past two years I have had several collections come my way. There is never enough time to sit and look through one of these on sites. This has to wait till it is all back at the shop.

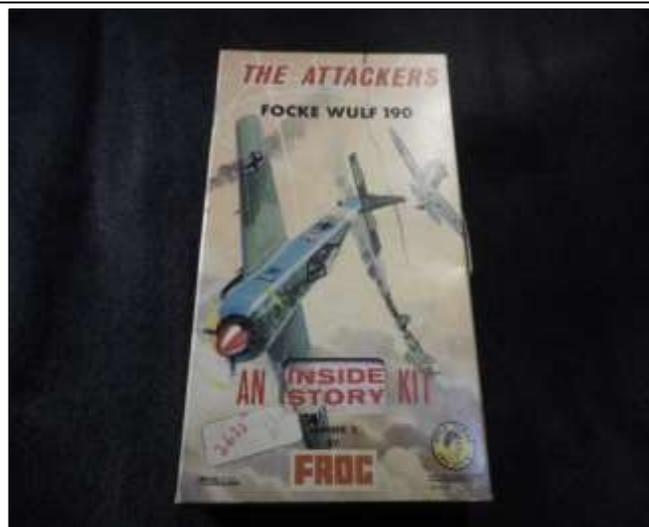
There are always surprises to be found. My favorites are the odd, old kits I find. Sometimes the content does not match the box. I have pictured a few from a recent collection that are cool if only for the box. The above Monogram 1/32 scale jeep was an empty box.



The Comet War Time Me-109 had a few of the pieces of wood remaining along with the instructions. The poor box is in sad shape but I plan to save it because there can't be too many of these things remaining even in this bad shape.



The Life Like Pioneer wagon looks to be close to 1/48 scale and the figures are surprisingly well sculpted.



The Frog Attackers Focke Wulf 190 kit was part of a small series Frog made – “An Inside Story Kit”. There were three others, a Fairey Gannet, a Supermarine Spitfire, and a Hawker Hunter.

1/48 NEW! Felixstowe F2A Kit

After three or four years? I am finally releasing this beast! It has many resin and white metal parts. Most of the masters were created by someone else, and while they are beautifully done, they had some problems that were unknown to me causing delays and wastage of money and mold rubber. I think I finally have all those issues licked and have it ready now.

It will be offered as an early model with the raised pilot's cabin with clear windscreen and canopy or an earlier version with the more streamlined hull top. Same price either way.

I plan to make a few modifications and re-release it as a US Navy H-16 too. This will have two blade props and liberty engines.

With all the rush and such around this time of year. I am going to hold off releasing this till the first week in January. \$190.00 shipping included world wide.





1/48 Felixstowe

Photo shows my built up of the original kit made approximately 26 years ago, for illustration only



Cobra 1/72 Pond Racer Kit

Now available once again the Cobra Company, is the 1/72 Scaled Composites Pond Racer kit. As before, it includes decals. The price has been reduced from \$55.00 to \$28.00



*Cobra 1/72 Pond Racer by Karsten Rummer
Ipmsdeutschland.de*

And the Lone Star Models 1/48 ME-110 cockpit set for the Fujimi kit at \$25.00

Within the next few weeks the Cobra 1/144 Boeing 377, KC-97 and KC-97L will be re-released along with the 1/48 Pave Low and 1/48 F-105 weapons set.

Local Plastic Emporiums



M-A-L Hobbies

<http://www.malhobby.com>

108 S. Lee St., Irving, TX 75060

(972) 438.9233

HobbyTown USA Fort Worth



http://www.hobbytown.com/Fort_Worth-TX/

677 Sherry Lane

Fort Worth, TX 76116

(817) 735-0021

HobbyTown USA Dallas



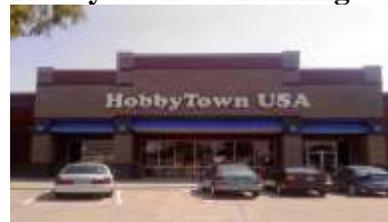
<http://htudallastx.com/>

6060 East Mockingbird

Dallas, TX 75206

(214) 987-4744

HobbyTown USA Arlington



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

4634 South Cooper St

Arlington, TX 76017

(817) 557-2225

HobbyTown USA Lewisville



<http://htudallastx.com/>

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

HobbyTown USA Plano



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

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

HobbyTown USA Hurst



<http://htudallastx.com/>

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

HobbyTown USA Rockwall



<http://htudallastx.com/>

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

Local Plastic Emporiums

HobbyTown USA Tyler



French Quarter Shopping Center

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

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

Mason's Hobby Lobby



6905 Grapevine Hwy.
Fort Worth, Texas 76180
(817) 284-0264

Roy's Hobby Shop



1309 Norwood DR.
Hurst, TX 76053

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

(817) 268-0210

Wild Bill's Hobby Shop



535 East Shady Grove Rd.
Irving, Texas 75060
(972) 438-9224

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/commemorativeairforc](https://www.facebook.com/commemorativeairforcefg1dcorsair)

[efg1dcorsair](https://www.facebook.com/commemorativeairforcefg1dcorsair)

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport

630 Ferris Road, Lancaster, Texas 75115



Flight of the Phoenix Air Museum

www.flightofthephoenix.org

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



Transmuting

Fe to

Au

By Patricio Villarreal Dragon 1/72 P-38J



*Dragon 1/72 5032 P-38 Pathfinder Box Top
MSRP \$24.70*

While I was finishing up my last build (Seaking Helicopter) I found out an old Army veteran at my church said his favorite airplane is the P-38 Lightning during a conversation. Unfortunately he's had a few strokes and his coordination and dexterity is not what it used to be. So, with this information plus a kit sitting in my stash I decided to see if I could get this built by Christmas (little over 2 weeks) as a surprise for him.

The kit is a 72nd scale Dragon "P-38 Pathfinder" I purchased years ago at Squadron Open House for \$7 on one of the clearance tables. Once you open the box it had all the parts for the P-38J version plus some extra sprues to make it a 2-man path finder. I decided to make the "J" version and use generic markings with an olive drab over neutral gray paint scheme.



*Dragon 1/72 Lockheed P-38J
2017 © Patricio Villarreal*



*Dragon 1/72 Lockheed P-38J
2017 © Patricio Villarreal*

[Editor's note: This kit was originally issued in 1992 as a Lockheed P-38J, kit number 5018, in their Golden Wing Series. That same year, the P-38M Night Lightning was also released as kit number 5019, with added parts to make this two-seater. Italeri released the Dragon kit in 1993 as a P-38J under kit number 032. The next release was in 2007 when Dragon released the P-38J Droop Snoot with added parts (kit number 5030) and the P-38L Pathfinder (kit number 5032), again with new parts. The last release was in 2008 under Dragon's Cyber-Hobby.Com label as a F-5E Lightning Recon, kit 5040, with parts specific to the F-5E.]

The kit is very well detailed with good scribed panel-lines and fastener depictions. However, it will require a lot of patience and planning since the wing attachment / alignment has too many fail points. This is a major downside in assembling the airframe. Other kits (Academy, Hasegawa & Revell) use a different approach to molding the wings and will provide an easier opportunity to get the alignment right.

[Editor's note: Pat is being quite kind here. Please review the many reviews on the wide world web. The only reason to do the Dragon kit is for the Droop Snoot,



*Dragon 1/72 Lockheed P-38J
Ventral view
2017 © Patricio Villarreal*



*Dragon 1/72 Lockheed P-38J
Dorsal View
2017 © Patricio Villarreal*

Pathfinder, or F-5E variants. It may actually be possible to use the extra sprues for these variants and utilize them in one of the other, better fitting kits. Of course if you have stock options in the plastic putty business, you may have a different point of view.]

Lots of lead shot was used in the nose to not make it a tail sitter. [Might be able to use SAC's 72078 for the nose gear – designed for the Academy & RS kits]

Paints used are Model Master, Testors and Alclad. Weathering was done with my usual ground up chalk of black, white and sienna. Decals are box stock.

The build was 'officially' completed Friday, December 23, 2016, and I was able to deliver it to him at church for Christmas morning service. Yes, he was very surprised.

Overall, 2016, was a very satisfying year in model building. I built 12 kits and 5 of those I was able to give as gifts. So it was rewarding as well.



*Dragon 1/72 Lockheed P-38J
2017 © Patricio Villarreal*

Enjoy the pictures and "Build On!"

Cheers! – Pat V.

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

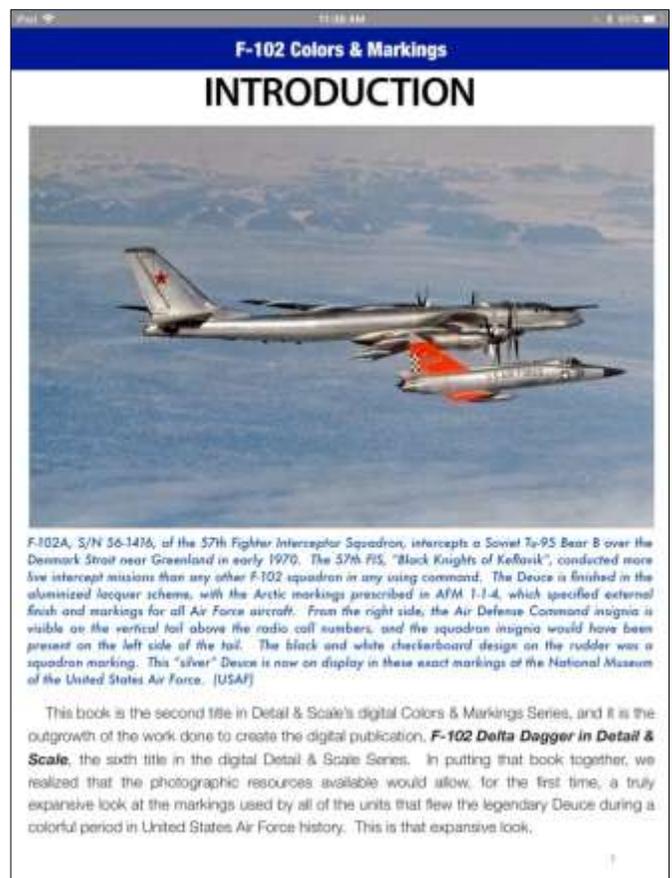
Floyd's Fling

Detail & Scale

Colors & Markings Series Digital Volume 2

Colors & Markings of the F-102 Delta Dagger By Floyd S. Werner, Jr.

IPMS No.: 26266



F-102 Colors & Markings Introduction

Manufacturer website: www.detailandscale.com

MSRP: \$9.99

Direct Link to Item:

http://www.detailandscale.com/digital_books/F-102_Delta_Dagger_CM/colors_and_markings_f-102_Delta_Dagger.html

Author- Rock Roszak

ISBN Number: 978-0-9860677-8-5

Other: Digital, 374 'pages', 520 photos with 352 color photos. 48 full color profiles, and painting diagrams

The Detail & Scale series of books has a well-deserved reputation for providing some of the best research on the market. With the advent of the digital books this is even truer than before. The digital format allows the author to update the digital book as new information becomes available. It also is unlimited in the number of photos and text they can provide. There are no restrictions on the colors or number of color photos that accompany traditional printed books. That is why the digital books offer more and better photos than the original books in the D&S series. Another benefit of the digital format is the ability to blow up pictures with the touch and to print the photos on your computer printer should you choose to.



This is the first book authored solely by Rock Roszak. He had previously worked with Bert Kinzey on the other Detail & Scale books, so this book is in keeping with the finest traditions of the original series.

This book shows the three primary color schemes used on the Deuce throughout its operational life. It covers the 65 squadrons that flew it in the five major Air Force commands. Each command is broken down into chapters along with squadron histories and these are all lavishly covered in photos and profiles. There were other users of the Convair F-102 and these test squadrons and target drones are covered as well. Each squadron is covered with the paint schemes and unit markings. A treasure trove of information that is compiled for the first time in one place. All the photos

are captioned and capable of being enlarged.

The list of personnel that helped with this publication is a who's who of aviation history, as well as, F-102 personnel and prestigious organizations.

The digital format takes some getting used to but there is an instructional portion of the iPad version on how best to use it. Once you get used to it the digital format is easier to use than a real paper book. The added benefit is that you can have a bunch of books on your iPad or Kindle device and not take up any additional room. There is of course a Table of Contents, but there are also thumbnails at the bottom of the book. As I mentioned before the pictures can be blown up and if the orientation of the photo is landscape you can simply turn the device to get the bigger picture prior to expanding it.



The first chapter talks and illustrates the three primary color schemes worn by the F-102 during its career from the early days of Aircraft Grey (FS16473), then the SEA camouflage paint scheme, and finally aluminized silver lacquer. Here is where the inclusion of the color photographs comes to be highlighted. Discussion of the markings, as well as, the colors of the aircraft are included in this section. Some great information is contained in this chapter alone.

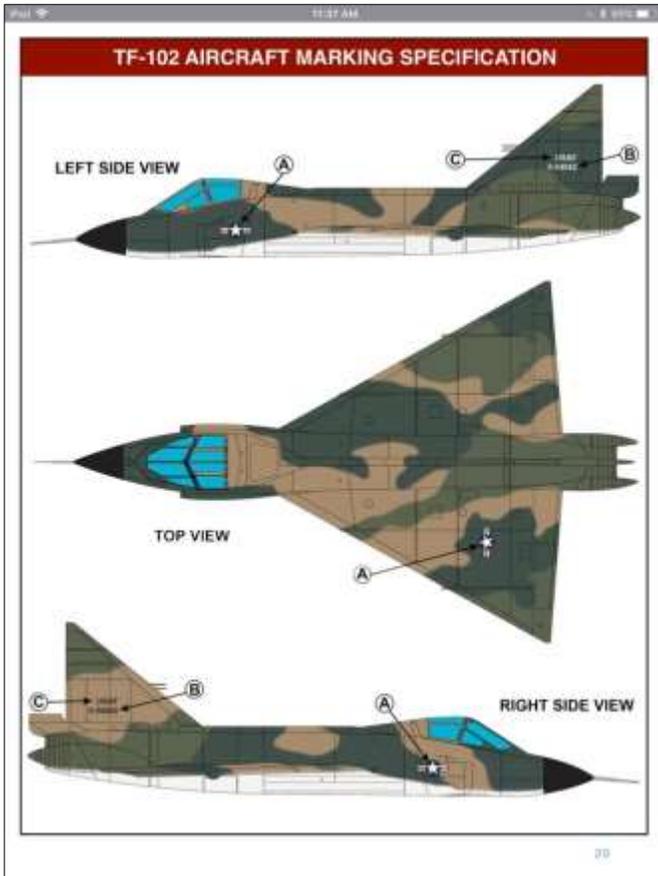
The second chapter talks about the Deuce in the Air Defense Command (ADC) squadrons. The unit badges are included and are a wealth of information for a decal company. They also provide a direct link to that unit in

the chapter.

The third chapter covers the F-102 as part of the Alaskan Air Command, where it guarded the northern approaches against Russian bomber aircraft. The arctic markings are quite colorful.

United States Air Forces in Europe (USAFE) is the next chapter and sport some of the most colorful tail markings carried on the Deuce.

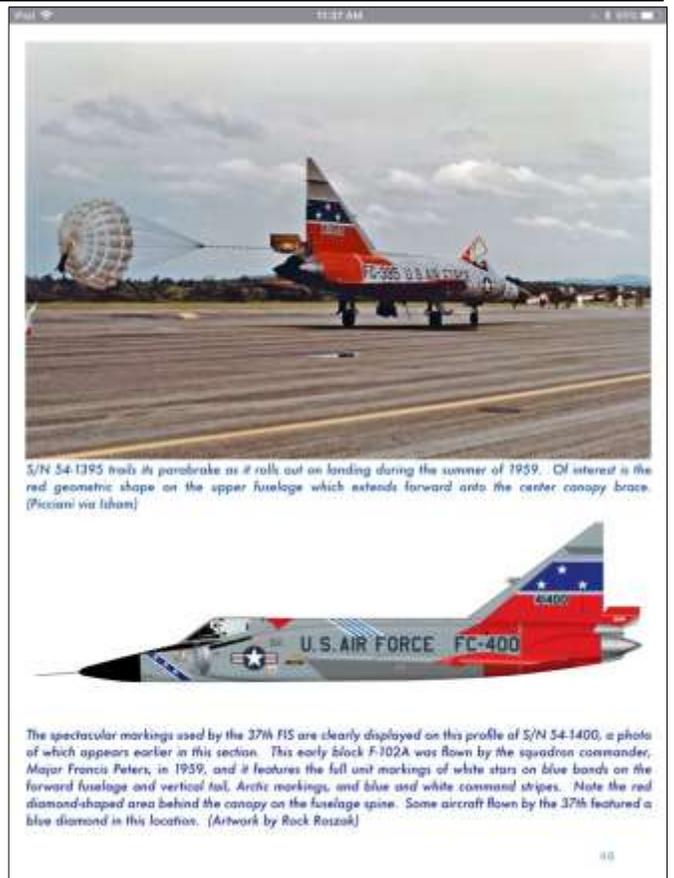
Not to be outdone, Pacific Air Forces (PACAF) is the next chapter. This chapter includes the deployment to Vietnam. The inclusion of the air to air refueling probe under Projects Thirsty Camel and Hot Spice are interesting.



The Air National Guard were the last units, besides drone targets to use the Convair F-102 Delta Dagger on operations.

Miscellaneous Users are the final chapter. Included in this section is the use of the Deuce at the end of its career as a target drone. NASA also used the F-102. A main focus of this section is the drone use. The really worn-out looks of the aircraft would be a boon for any modeler looking to do a jet with a difference.

This digital book is awesome, as are the rest of the Detail & Scale digital books. It is larger and covers more material in a better way than can be done in print. Of course, it isn't for everyone. It does require an iPad or a Kindle app to view, but once you learn to use them the digital format is perfect for the historian, modeler or just aviation enthusiast.



S/N 54-1395 trails its parachute as it rolls out on landing during the summer of 1959. Of interest is the red geometric shape on the upper fuselage which extends forward onto the center canopy brace. (Piciani via Itham)

The spectacular markings used by the 37th FIS are clearly displayed on this profile of S/N 54-1400, a photo of which appears earlier in this section. This early block F-102A was flown by the squadron commander, Major Francis Peters, in 1959, and it features the full unit markings of white stars on blue boards on the forward fuselage and vertical tail, Arctic markings, and blue and white command stripes. Note the red diamond-shaped area behind the canopy on the fuselage spine. Some aircraft flown by the 37th featured a blue diamond in this location. (Artwork by Rock Rozsak)

Highly recommended!
Thanks to Detail and Scale for the review copy.



S/N 56-1460 of the 59th Fighter Interceptor Squadron sits on the flight line at Goose Bay in this enigmatic photograph taken in October 1964. The standard Air Defense Command paint and markings scheme is on display here, with the Deuce in the Aircraft Gray finish, and the high visibility Arctic Markings in International Orange on the vertical tail, rear fuselage, and wing tips that were used by units based in the higher latitudes. The 39th's "bat on the moon" insignia is visible on the left side of the vertical fin, and the ADC shield insignia would be located on the right side. (Itham from the Rogay Collection)

Near the end of World War II, the air defense mission for the United States was consolidated with the formation of the Continental Air Forces (CAF). The CAF initially consisted of the four numbered air forces within the continental U. S., the First, Second, Third,



You can obtain your copy from iTunes or Amazon once you have the iBooks app or Kindle app.

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



Upcoming Contests



January, 2018

Calmex XXXII

Theme: "An Army Marches on its Stomach. A history of Logistics"

IPMS SWAMP

<http://ipmsswamp.com/>

Recreation District 1 Multi-purpose Center

1221 Sampson St.

West Lake, Louisiana



February 17, 2018

Model Fiesta 37

Theme: "Oldies but Goodies – Any Kit Originally Produced in 1993 or Earlier"

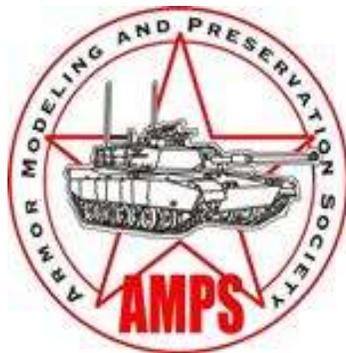
IPMS Alamo Squadron

<http://www.alamosquadron.com>

San Antonio Event Center

8111 Meadow Leaf Drive

San Antonio, Texas 78227



May 3 - 5, 2018

AMPS 2018 International Convention

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

Theme: "TBD"

Richard C. Holbrooke Conference Center

Dayton, Ohio



May 3, 2018

MCMA Showdown 2018

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

Theme: "Revell Ford Bronco"

Dr. Pepper Star Center

12700 North Stemmons Freeway

Farmers Branch, Texas 75234



March 24, 2018

RiverCon VII

Theme: "The Great War 1914-1918"

IPMS Red River Modelers

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

620 Benton Road

Bossier City, LA



April 7, 2018

Tigerfest XXIV

Theme: "The End of WWI"

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

IPMS New Orleans Flying Tigers Scale Model Builders

St. Jerome K.C. Hall

3310 Florida Ave., Kenner, Louisiana

Upcoming Contests



April 14, 2018

31st Annual TMF Open Contest & Show

Theme: "The Fifties"

Tulsa Modeler's Forum

<http://tulsaipms.org/>

Bixby Community Center

211 North Cabaniss Avenue

Bixby, Oklahoma 74008



April 28, 2018

Model Mania 2018

IPMS Houston

Theme: "Moon Over Stafford"

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

Stafford Center

10505 Cash Road

Stafford, Texas



June 2, 2018

ScaleFest 2018

IPMS North Central Texas

Theme: "Between the Wars 1919-1939"

<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 21-23, 2018

Squadron EagleQuest XXVII

Theme: "100th Anniversary of World War I"

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

Embassy Suites Dallas

DFW Airport North Outdoor World

2401 Bass Pro Drive

Grapevine, Texas 76051



July 21, 2017

HAMS 12th Annual Model Car Show and Contest

Theme: "75 Years of Revell"

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

Cypress Creek Christian Community Center

Annex Building Gym

6823 Cypresswood Drive

Spring, Texas 77379



August 1 - 4, 2018

IPMS National Convention 2018

www.ipmsusnationals2018.com

Theme: "TBD"

100 North 3rd Street

Phoenix Convention Center

Phoenix, Arizona 85004

Local Events of Interest



January 4, 2018 (Thursday)

Lone Star Aero Club

www.lonestaraeroclub.org

No meeting! It's Too Cold!

Bodacious BBQ

1206 East Division St.

Arlington, TX 76011



January 10, 2018 (Tuesday)

EAA Chapter 34 Meeting

<http://www.eaa34.org>

TBD

Terminal Building 2nd floor conference room

Arlington Municipal Airport

Arlington, Texas



January 15, 2018 (Monday)

IPMS Fort Worth Scale Modelers

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

TBD

First Baptist Church of Benbrook

1015 McKinley Street

Benbrook, Texas 76126



January 16, 2018 (Tuesday)

B-36 Peacemaker Museum

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

Jay Miller: All Things Aviation

UNT Health Science Center Room 124, West Building

1000 Montgomery Street

Fort Worth, Texas

CALMEX XXXII

Sunday, January 28, 2018

Contest Theme - "An Army Marches on its Stomach. A history of Logistics"

This phrase, which reminds us of the importance that our forces will be will-provisioned. This has been attributed to both Napoleon and Frederick the Great

This year we are looking for models of subjects that reflect this wisdom.

To qualify for the theme awards the entry must represent a subject that has as its primary purpose the transportation of fuel, food, ammunition, spare parts and people

Examples would include a baggage cart from one of Caesar's campaigns, a WWII Liberty Ship or a C-47, and the Space Shuttle

A model's configuration and markings will be considered in determining the theme eligibility, so a C-47 or DC-3 would qualify, but the gunship version of these aircraft would not.

Additional, we will also consider entries that depict subjects whose primary purpose if the recover and/or repair of other vehicles/vessels

Proof of eligibility for theme awards may be required

There will be two awards for theme this year, one for the military version and one for the Civilian version

Entry Fees:

Adults - \$10.00 for the first model - Juniors - \$5.00 for the first five models

Each additional model \$1.00

Pre-Teen - Free

Admission for the public to view the models on display in the contest along with access to the vendors room is FREE.

Downloadable Registration Forms

Once you download the forms, Adobe Reader will let you fill in the form **before** you print it out!

[Registration Form](#)

[Registration Summary](#)

[Categories](#)

Map & Directions

CALMEX has moved to the Lake Charles Civic Center.

ModelFiesta 37 Show Theme:

Oldies But Goodies!

A Kit Originally Produced
in 1993 or Earlier

ModelFiesta is made possible through your patronage as well as support from our vendors and sponsors...be sure to support them during and after the show.



ModelFiesta Young Modeler Categories

Questions? Contact us for More Information:

Event Director: Len Pihhofer (210) 792-4746

midirector@alamosquadron.com

Vendor Coordinator: Craig Gregory (541) 377-1888

mvendor@alamosquadron.com



Presents

MODELFESTA 37

The International Contest of Texas

IPMS Region VI Convention

Texas' Largest Scale Modeling
Show, Contest, and Trading Event

Saturday, February 17th, 2018

San Antonio Event Center



SCHEDULE

FRIDAY, FEBRUARY 16th

Vendor Setup - 6:00PM - 9:30PM (not open to the public)

SATURDAY, FEBRUARY 17th

Vendor Setup - 6:00AM - 9:00AM

Contest and Vendor Areas Open - 9:00AM - 5:00PM

Model Registration - 9:00AM - 12:00PM

Seminars and Demonstrations - 10:00 AM - 4:00 PM

Judging - 12:00PM - 4:15PM

Awards Ceremony - 4:30PM

Vendor Breakdown - 4:00PM

GENERAL ADMISSION

\$5.00 for non-contestants

(Scouts in uniform and children 12 and under free)

CONTESTANT ENTRY FEES

ADULT (18 & over) \$10 for first entry; \$3 each additional

JUNIOR (13 - 17) \$5 for first entry; \$2 each additional

PRE-TEEN (12 & under) \$2 for first entry; \$1 each additional

VENDOR TABLES

\$40 for each 28" X 93.5" table

plus one (1) door prize per vendor

Visit our website, www.alamosquadron.com/modelfiesta for the latest show updates, rules, and judging guidelines.

EVENT COUPON

**\$2 OFF
ADULT
ADMISSION**

SCALEFEST 2018

BETWEEN THE WARS



WWI - 1919 - 1939 - WWII

Saturday, June 2, 2018

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 2, 2018

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 2018
c/o MAL Hobby Shop
108 S Lee St
Irving, TX 75060
Web: ipmsnct.net
Facebook: [facebook.com/ipmsnct](https://www.facebook.com/ipmsnct)
Email: Scalefest@gmail.com



BIRTHPLACE OF IPMS/USA

SCALEFEST 2018

BETWEEN THE WARS



WWI - 1919 - 1939 - WWII

Saturday, June 2, 2018

9 AM - 5 PM

Grapevine Convention Center

1209 South Main Street
Grapevine, TX 76061



IPMS METRO OKLAHOMA CITY

In association with SOONER AMPS

Presents

SOONERCON 2018

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

Council Road Baptist Church

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

Themes:

THE PHABULOS 50'S 1950-1959

Any subject from the 1950's from 1950 to 1959

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

Any subject from World War I from 1914 to 1918

ALL MODELERS ARE WELCOME

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

Entry Fee is \$15 for unlimited entries

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

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

General Admission is FREE

Donations are welcome

For more details on SoonerCon 2018 see:

www.ipmsmetrookc.com

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

VENDOR TABLES AVAILABLE

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



happy

NEW YEAR

Wishing you all the best for 2018!

EagleQuest 27 will be here before we know it and so we wanted to reach out to all of you to give you some details as you plan your trip for this year:

Date: June 21 - 23

**Place: Embassy Suites, Grapevine TX
(Friday events will be at Squadron in Carrollton, TX)**

Theme: 100th Anniversary of World War I

We will also be celebrating the 50th anniversary of Squadron, so the event will be full of special moments and great surprises. Our website for registration will be up and running in the next couple of weeks. We will send you the link as soon as it is live.

We hope to see you there?

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!

**Heritage Park Building
217 Main St.
Irving, TX 75060**



Of The Month

Bree Turner



Bree Nicole Turner (born March 10, 1977) is an American dancer and actress. Turner was born in Palo Alto, California and grew up in Alamo, California. Her father is former NFL linebacker Kevin Turner. In 1995, she graduated from Monte Vista High School in Danville, California, where she was voted 1994



Homecoming Queen. She then attended King's College London and University of California, Los Angeles.

Turner landed her first speaking role in Deuce Bigalow: Male Gigolo. That same year, she was cast on MTV's late night anthology series, Undressed. She also did TV commercials for Gap "Khaki Country" and "Khaki-a-go-go," and for Dr. Pepper.

Turner was a background dancer in feature films as The Big Lebowski (1998), She's All That (1999) and Austin Powers: The Spy Who Shagged Me (1999). She had roles in The Wedding Planner (2001), Joe Dirt (2001), American Pie 2 (2001) and the starring role of head cheerleader in Bring It On Again (2004).

Turner has also appeared in independent films, including the musical and romantic drama True Vinyl (2000) and the wrestling drama Backyard Dogs.

Turner has worked in television, with recurring roles on the UPN sitcom Moesha, the ABC sitcom Spin City,





The part was a recurring role in season 1, moving to the main cast from season 2 onwards.

In 2008, Turner married orthopaedic surgeon Justin Saliman at the Casa Del Mar hotel in Santa Monica, California. They have a daughter named Stella Jean (born June 29, 2010), and a son named Dean (born September 12, 2012).

the CBS drama *Cold Case*, guest starred on the UPN drama *Sex, Love & Secrets* and starred in the pilot episode ("Incident On and Off a Mountain Road") of Showtime's horror/thriller series *Masters of Horror*.

Turner has also acted on stage, playing Ivy in *The Pages of My Diary I'd Rather Not Read* at Hudson Mainstage Theater in Los Angeles in January 2003. As of 2017, Turner is in her sixth season of the NBC drama series *Grimm*, portraying the character Rosalee Calvert.





Regarding her hobbies, Turner said:
“ Growing up, I had a Nintendo. I liked Mario Bros. and Track & Field. I was very good. I don't mean to age myself, but I came home every day, went straight to my Nintendo and rocked it. I have three younger brothers, so I always leaned towards more boy hobbies. I was a dancer, so in my down time I always wanted to play video games and hang out with the boys. Then when I went to college, I had a PlayStation but I haven't picked up my joystick in a while. I need to get back on it. I got into Dance Dance Revolution for a while.







Space Cadet Models

1/12

The Early Pioneers

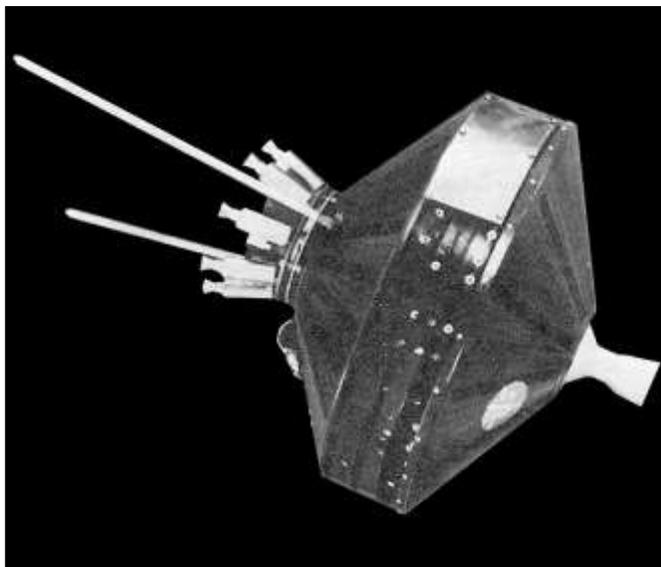
By Sven Knudson, IPMS 32490

www.ninfinger.org



The kit box has a nice collage of photos of the Real Things before launch.

The first man-made object to reach the Moon was the unmanned Soviet probe Luna 2, which made a hard landing on September 14, 1959, at 21:02:24 Z. The far side of the Moon was first photographed on October 7, 1959, by the Soviet probe Luna 3.



Pioneer 2 Lunar Probe

Though vague by today's standards, the photos showed that the far side of the Moon almost completely lacked maria. In an effort to compete with these Soviet successes, U.S. President John F. Kennedy proposed the national goal of landing a human on the Moon. Speaking to a Joint Session of Congress on May 25, 1961, he said

"First, I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the Moon and returning him safely to the earth. No single space project in this period will be more impressive to mankind, or more important for the long-range exploration of space."



Model of the Pioneer 4 Lunar Probe

The Soviets nonetheless remained in the lead for some time. Luna 9 was the first probe to soft land on the Moon and transmit pictures from the lunar surface on February 3, 1966. It was proven that a lunar lander would not sink into a thick layer of dust, as had been feared. The first artificial satellite of the Moon was the Soviet probe Luna 10, launched March 31, 1966.

Pioneer 2 was the last of the three project Able space probes designed to probe lunar and cislunar space.

Launch took place at 07:30:00 UTC on November 8, 1958. After *Pioneer 1* had failed due to guidance system deficiencies, the guidance system was modified with a Doppler command system to ensure more accurate commands and minimize trajectory errors.



Pioneer 4 Lunar Probe Back-Up

Once again, the first and second stage portion of the flight was uneventful, but the third stage of the launch vehicle failed to ignite, making it impossible for *Pioneer 2* to achieve orbital velocity. An attempt to fire the vernier engines on the probe was unsuccessful and

the spacecraft attained a maximum altitude of 1,550 km (960 mi) before reentering Earth's atmosphere at 28.7 N, 1.9 E over NW Africa. A small amount of data was obtained during the short flight, including evidence that the equatorial region around Earth has higher flux and higher energy radiation than previously considered and that the micrometeorite density is higher around Earth than in space.



Pioneer 4 Lunar Probe Launch, March 3, 1959

The reason for the third stage failure was unclear, but it was suspected that the firing command from the second stage, which contained the guidance package for the entire launch vehicle, was never received, possibly due to damage to electrical lines during staging.

Pioneer 2 was nearly identical to *Pioneer 1*. It consisted of a thin cylindrical midsection with a squat truncated cone frustum on each side. The cylinder was 74 centimeters (29 in) in diameter and the height from the top of one cone to the top of the opposite cone was 76 centimeters (30 in). Along the axis of the spacecraft and protruding from the end of the lower cone was an 11-kilogram (24 lb) solid propellant injection rocket and rocket case, which formed the main structural member of the spacecraft. Eight small low-thrust solid propellant velocity adjustment rockets were mounted on the end of the upper cone in a ring assembly which could be jettisoned after use. A magnetic dipole antenna also protruded from the top of the upper cone. The shell was composed of laminated plastic. The total mass of the

spacecraft after vernier separation but before injection rocket firing was 39.5 kilograms (87 lb).

The scientific instrument package had a mass of 15.6 kg (34.4 lb) and consisted of an STL image-scanning television system (which replaced the NOTS image scanning infrared television system on Pioneer 1), a proportional counter for radiation measurements, an ionization chamber to measure radiation in space, a diaphragm/microphone assembly to detect micrometeorites, a spin-coil magnetometer to measure magnetic fields to 5 microgauss, and temperature-variable resistors to record spacecraft internal conditions.



Pioneer 1 Lunar Probe Launch, October 11, 1958

The spacecraft was powered by nickel-cadmium batteries for ignition of the rockets, silver cell batteries for the television system, and mercury batteries for the remaining circuits. Radio transmission was at 108.06 MHz through a magnetic dipole antenna for the television system, telemetry, and doppler. Ground commands were received at 115 MHz. The spacecraft was to be spin-stabilized at 1.8 revolutions per second, the spin direction approximately perpendicular to the geomagnetic meridian planes of the trajectory.

Pioneer 4 was an American spin-stabilized unmanned spacecraft launched as part of the Pioneer program on a lunar flyby trajectory and into a heliocentric orbit making it the first probe of the United States to escape



Pioneer 4 Lunar Probe

from the Earth's gravity. It carried a payload similar to *Pioneer 3*: a lunar radiation environment experiment using a Geiger-Müller tube detector and a lunar photography experiment. It passed within 58,983 km of the Moon's surface. However, *Pioneer 4* did not come close enough to trigger its photoelectric sensor. The spacecraft was still in solar orbit as of 1969. It was the only successful lunar probe launched by the U.S. in 12 attempts between 1958-63; only in 1964 would Ranger 7 surpass its success by accomplishing all of its mission objectives.

Pioneer 4 was a cone-shaped probe 51 cm high and 23 cm in diameter at its base. The cone was composed of a thin fiberglass shell coated with a gold wash to make it electrically conducting and painted with white stripes to maintain the temperature between 10 and 50 degrees Celsius. At the tip of the cone was a small probe which combined with the cone itself to act as an antenna. At the base of the cone a ring of mercury batteries provided power. A photoelectric sensor protruded from the center of the ring. The sensor was designed with two photocells which would be triggered by the light of the Moon when the probe was within about 30,000 km of the Moon.



Here's what comes in the well-cushioned box.



Here's a closer look at the top of the display bases.

At the center of the cone was a voltage supply tube and two Geiger–Müller tubes. A transmitter with a mass of 0.5 kilograms delivered a phase modulated signal of 0.1 W at a frequency of 960.05 MHz. The modulated carrier power was 0.08 W and the total effective radiated power 0.18 W. A de-spin mechanism consisted of two 7 gram weights which spooled out to the end of two 150 cm wires when triggered by a hydraulic timer 10 hours after launch. The weights were designed to slow the spacecraft spin from 400 rpm to 6 rpm, and then weights and wires were released. *Pioneer 4* received a few small modifications over its predecessor, namely added lead shielding around the Geiger tubes and modifications to the telemetry system to improve its reliability and signal strength. The probe had S/N #4, with probe #3 recalled from launch due to technical issues.

Pioneer 4 was launched with a Juno II launch vehicle, which also launched *Pioneer 3*. Juno II closely resembled the Juno I (Jupiter-C based) vehicle that launched Explorer 1. Its first stage was a 19.51 m elongated Jupiter IRBM missile that was used by the U.S. Army. On top of the Jupiter propulsion section was a guidance and control compartment that supported a



Here's one side of the main Pioneer II parts along with the base pedestals that represent the upper stages of the launch vehicles.



Here's the other side of the main Pioneer II parts and with the pedestals.

rotating tub containing the rocket stages 2, 3 and 4. *Pioneer 4* was mounted on top of stage 4.

At 12:10 AM EST on the night of March 2-3, *Pioneer 4* lifted from LC-5. This time, the booster performed almost perfectly so that *Pioneer 4* achieved its primary objective (an Earth-Moon trajectory), returned radiation data and provided a valuable tracking exercise.

A slightly longer than nominal second stage burn however was enough to induce small trajectory and velocity errors, so that the probe passed within 60,000 km of the Moon's surface (7.2° E, 5.7° S) on 4 March 1959 at 22:25 UT (5:25 p.m. EST) at a speed of 7,230 km/h.

The distance was not close enough to trigger the photoelectric sensor. The probe continued transmitting radiation data for 82.5 hours, to a distance of 409,000 miles (658,000 km), and reached perihelion on 18 March 1959 at 01:00 UT. The cylindrical fourth stage casing (173 cm long, 15 cm diameter, 4.65 kg) went into orbit with the probe.

The communication system had worked well, and it was estimated that signals could have been received out to 680,000 miles (1 million kilometers) had there been enough battery power.



Here's a more oblique look at the main Pioneer II body, showing where the camera is mounted. You'll have to open up the hole yourself.



Here's the other side of that same part, showing where the micrometeoroid plate is to be mounted.

This kit contains parts to build models of two of the first US lunar probes: *Pioneer II* and *Pioneer IV*. Resin base parts are also included to represent the floor of the launch platform and upper stage of each launch vehicle for displaying the models. The resin parts are molded with crisp details, a smooth surface finish and the only air holes I see are on the interior of the parts and won't be seen. There is some flash that will need careful removal from the more delicate parts.

You will also have to open up the hole for the camera on the Pioneer II lower shell. Some of the tiniest parts are actually 3D printed and won't need much clean-up at all.

There are some extra parts included of the most delicate parts, both resin and printed. Most of the parts have an ID number molded on the part itself or on the pour stub next to the part.

A resin jig is included to set the proper angle for the steel pins that represent the antennas on Pioneer II. Very fine wire is included to represent despin weight lines on Pioneer IV. You will need to provide some household aluminum foil to represent Pioneer II's retro-rocket cover.



Here are the rest of the resin parts, including the main Pioneer IV body pieces. The circled piece isn't actually a part: it's the ID tag for the tiny 3D printed tripod piece to its left.



Here's the flip side of the rest of the resin parts

The instructions consist of a printed page with last minute notes and corrections to the actual instructions on the CD-ROM PDF file. The PDF instructions consist of a parts list, general instructions on how to handle the parts and decals, and specific multiple assembly drawings with detailed text for each spacecraft along with painting and decaling instructions.

The CD-ROM also contains photos of the real spacecraft and their launch vehicles, along with photos of museum displays and PDF files of NASA reports and other references.

- Contents:**
- 24 resin parts
 - 1 resin jig
 - 5 resin base parts
 - 6 3D printed parts
 - 2 steel pins
 - thin wire
 - decals
 - instructions
 - CD-ROM

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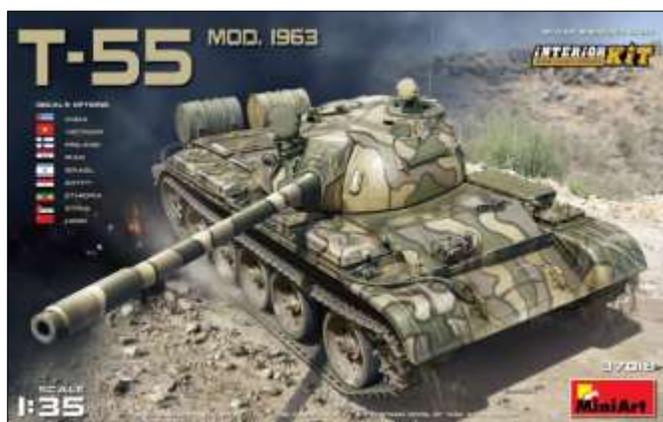
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Review By Sven Knudson, IPMS 32490



MiniArt 1/35 T-55 Model 1963

Interior Kit By Cookie Sewell



Box Top

- Kit Number:** 37018
- Media:** 1,454 parts (1,272 in grey styrene, 155 etched brass, 27 clear styrene)
- Advantages:** Extremely highly detailed kit of this interim T-55 variant; excellent details on parts; accurate road wheel layout
- Disadvantages:** Still no transmission or radiator/fan assemblies
- Recommendation:** Highly Recommended for all Soviet Cold War and "55" fans
- Price:** US \$ 79.95



When Leonid Kartsev was named first as chief designer for the T-54 series of tanks at Nizhniy Tagil in 1953, and later as the chief designer for the factory, he was interesting in carrying out what the Soviets called "rationalization" work on the tank to make it better, easier to produce, more amenable to use by its crew, and adapting the design to changing conditions.

As a result, in 1958 the UVZ factory in Nizhniy Tagil introduced the more developed T-55 medium tank which incorporated all of the advancements of the T-54B into a better crafted vehicle. This included items such as a new ventilator which was moved from the roof of the turret to the rear of the turret base, a new permanent mount for the two-section OPVT-54B snorkel under the two 200 liter auxiliary fuel tanks at the rear, a new and improved road wheel mount for Station 1 on both sides of the hull, and most conspicuously the removal of the AAMG mount with its 12.7mm DShKM machine gun from the loader's hatch.

At that time the Soviet Red Army had decided that all ground attack aircraft would be jets and too fast to be engaged by a manually operated AAMG on a tank turret. The tank entered production at Nizhniy Tagil and also at Plant No. 174 in Omsk. During its production run the tank underwent incremental changes from year to year, but the basic design was not changed until 1969 when the AAMG and loader's ring mount were reintroduced to deal with the new threat of attack helicopters.

Miniart has now continued its magnificent series of T-44/54/55 tank kits with this first version of the T-55.





Surprisingly, they are very faithful to the design and as a result 788 older parts from the T-54B kit are carried over with some 484 new parts; many of the older ones are also not used in the new kit. It also has 155 new etched brass parts and 27 new clear styrene ones.

Miniart designates this kit as a "Model 1963" but none of my information shows such a model was designated by the factory. What it does do from what I can tell is replicate the changes made in 1963 for production beginning in 1964. This mainly includes the replacement of the original headlights with new waterproof ones, replacing the searchlight mount which was originally welded to the right side of the mantlet with a new articulated mount located to the right of the gun on the turret and linked to the gun barrel, and the auxiliary headlight added to the side of the mount. Most of the rest of the changes were internal to the tank.

As with its predecessor kits this one has a very complete interior from the bow to the rear of the engine, but once more there is no radiator, transmission, fan or oil cooler provided. The original has a flip-up rear deck and a flip-up radiator that permits access to the "guitara" transfer case, the transmission, fan drive, fan and oil cooler as well as other systems at the rear of the engine-transmission compartment. Miniart apparently made the decision that few modelers would want this area detailed, but I do have "hi Mom" shots of Soviet tankers in the motor pool working in this area.



Miniart provides very detailed but busy assembly and finishing manuals with their kits and this one is typical of their materials. This kit comes with TWELVE finishing options at either end of the manual. There are only (!) 91 sprues and two etched brass frets (many are duplicates) to sort through on this kit.

As with earlier kits assembly begins with the V-55 engine which uses a similar parts breakdown to the early V-2 and V-54 engines. No wiring or cabling is provided or shown and while easily doable will take a manual for the engine to match!

Next is the belly pan and torsion bars. These are new mold parts with separate mounts for the torsion bars and many other small details. The tank has four lever-type shock absorbers that go on the 1st and 5th road wheel sets. Road wheel arms consist of either four or five parts each (based on whether or not they have a connector for the shock absorbers). This also offers up the upper and lower glacis mounts for engineer-equipment fittings (bulldozers or mine plows).

The interior starts with the fixed floor sections and the driver's compartment starts with the skid control levers and shifter, which has an etched brass gate for all six speeds (5 forward and reverse). Cable runs are molded together for simplicity. Note that the center section is designed to rotate with the turret when attached; with some finagling it could be left out and attached to the turret base later.

This kit installs more of the interior before adding the sides which is unlike the previous kits. This includes the "stellazh" ammo rack and fuel tank in the right





front and the controls for the driver and his SGM machine gun. Again note that holes must be drilled in the inner side of the driver's compartment.

The tank has both interior and exterior side panels. The left side begins at Step 18, and there are a lot of details which go on the inside. The right side follows with 100mm rounds racked up on its inside. Next is the firewall assembly which includes more rounds and internal assemblies to include the air compressor and controls.

The engine, firewall and air cleaner assembly are added next. Once the sides are attached to the hull in Step 35, the glacis is assembled and added.

Wheels and tracks start at Step 37 but note that the Station 1 road wheels are different from the Station 2-5 ones. Once the wheels are added to the hull, the hull roof is attached to the lower hull.

Next is the engine deck and rear louver assembly. This kit includes the internal armor deflectors for the louvers as well as etched brass screens. The two rear louver assemblies come with protective grill bars made from etched brass which will be a bit fiddly to install. Note that in assembly Step 51 it shows subassembly C - the protective cover over the fan for use in underwater driving - installed down. It can also be installed up leaning on the right 200 liter fuel tank so it will be your choice.

The right fender with fuel tanks and fuel lines is next. This one has the 20 liter oil tank and pump on the right fender as well. The kit provides for both early and late style pressed steel 95 liter fuel tanks so you also have that option.



This is followed by the left fender with the ZIP bins and tools. Prior to installation of the fenders the tracks go on, with 90 links per side. The tow cables are added, but no wire or string seems to be provided and oddly enough only an asterisk indicates the cable. I could not find one in my kit so guess you are on your own, which seems odd considering how complete the rest of the kit is.

The auxiliary fuel tanks attach with etched brass straps and separate tie-down loops. Some may need to be annealed (heat treated) to make them more flexible however. This one also racks up the OPVT-54B two-section snorkel under the fuel tanks with etched brass strapping.

Assembly of the turret begins at Step 64. This tank also uses the "Tsiklon" stabilizer system plus the relocated ventilator and five ready rounds plus an R-113 radio set. It even provides for one round in the breech. Much of the basic gun and mount appear carried over from the T-54B kit, which is correct.

The SGM machine gun and ammo box are nicely done and the complete mount and gun requires 15 parts. The gunner's seat includes ammo for the SGM and guards so is quite an impressive subassembly. But there is a new level of detail inside the turret; also for once the gun is fixed in elevation due to the concentration on accuracy over operating features.

Externally you have some options such as the clear sight window or just the frame for the direct fire sight. Both the main and commander's IR searchlights are also nicely detailed.





Two lens options are given for the auxiliary headlight - either smooth (IR) or lined (white light). The mantlet cover comes in four sections to cover the beading detail but the main gun barrel is in one piece. Rain seal fittings are made of etched brass.

The rear of the turret may be fitted with the stowage tarp but also includes the foul weather hood for the driver (here either folded and stored or opened up for installation on the driver's hatch). Assembly takes 104 steps over 29 pages.

Finishing options for twelve (!) tanks are included as are specific decal markings. They are:

1. Iraqi Army, suspected 51st Mechanized Infantry Division, Iraqi Freedom 2003; sand with black circles, white 22b;
2. Vietnamese People's Army 2000s, protective green, red circle with yellow star, bort number 208;
3. IDF captured T-55, Six Day War, 1968, sand with registration number 609740;
4. Egyptian Army, 1973-74, sand and brown pattern;
5. Syrian Army, Yom Kippur War, 1973, tricolor sand/green/tan with black outlining;
6. Cuban Army, 1970s, tricolor sand/brown/green pattern, white diamond and bort number 315;

7. Finnish Defense Forces, 1973, protective green with roundels and registration number Pz 262-10;
8. Ethiopia, Ogaden War, 1977, sand with red fuel drums, yellow circles;
9. Iraqi Army, Persian Gulf War 1991, al-Khafji; sand with red rectangles, bort number 11A;
10. Red Army 50th Anniversary of the October Revolution Parade, Kharkov, 1967, protective green with white trim, Guards markings, bort number 317;
11. Red Army, 24th Motorized Rifle Division, Kiev, 1967, protective green with diamond in white circle, bort number 143;
12. Red Army, Operation Danube, Prague, Czechoslovakia 1968, protective green with white cross striping, convoy marking 7 over 2-3 in white diamond.

Overall this is the first of a series of T-55 and T-55A kits to come and even though having a heady number of parts are mostly styrene and well laid out.

As noted if you are not an interior fan an exterior only kit is coming later.





Sprue Layout

- A 12 T-55 sides, hull roof, turret base, engine deck
- B 53 Gun details, ammo rack, interior details
- Ca 48 14 x 100mm rounds, interior controls and details
- Cb 41 Turret floor, interior components
- Da 62 Exterior details - lights, fuel lines, linkages
- Db 46 Engine deck details, OPVT frame, louvers, covers, fender braces
- Ea 13 Turret shell, mantlet, right roof section, details
- Ga 1 D-10T2S gun barrel
- Gb 38 D-10T2S details, breech, recoil mechanism
- Gc 23 V-55 engine block and base elements
- Gd 19 ZIP bins
- H 6x6 4 x 100mm rounds, guard
- Ha 18 Fuel lines, covers, components
- Hb 24 Engine block, mounts, details
- Hd 8x4 Jounce stops, details
- Hf 19x10 OMSH track links
- Hj 2 x 3 Ammo cans
- Hk 6x10 "Spider" wheel sets, torsion bars

- Hm 8x6 "Starfish" wheel sets, torsion bars
- Hn 6x4 100mm round, ammo can, air tank, details
- Ho 10x4 Road wheel arms, details
- Jb 14 Interior details
- Kd 17x2 Drivers, idlers, idler mounts
- Ke 27x2 MDK smoke canisters, hull details
- L 19 Turret, hull roof, new belly pan, details
- M 36 T-54B fittings, mantlet, engine waterproof frames, details
- N 51 Turret floor, stabilizer components, interior details
- Na 41 Turret interior, 100mm rounds, details
- P 55 Gun guards and details, radio, turret details
- Pa 13 Searchlights
- Pb 12 Glacis, lights, wave breaker
- S 40 T-54A/B hull sides, fenders, firewall, details
- T 12x3 Hull details, shovel
- Ta 4x2 Idlers, driver outside ring
- Tc 16x3 Turret hand rails, hand holds, torsion bar mounts
- Td 4x3 Shock absorber fitted road wheel arms
- Ua 17 100mm round, SGM machine gun, details





- Ub 27 Clear styrene
- Ud 16 Left interior wall, left turret roof, commander's cupola, hatches
- We 3x3 95 liter fender fuel tanks
- Wf 4x2 ZIP bins
- Wh 18x2 200 liter auxiliary fuel tanks, tow hooks
- Wi 12 200 liter tank mounts, tow cable heads, details
- Wj 6x2 Station 1 "Starfish" road wheels
- Wk 3x2 Details
- Wm 7x4 2 x 100mm rounds, details
- PEa 135 Etched brass
- PEb 20 Etched brass

Cookie Sewell





Moon Shot



Jim Clark in his Lotus 49, Mexican 1967 Grand Prix

Jim Clark's Lotus 49 in 1/20 scale, finished in the condition he won the 1967 Mexican Grand Prix. I built this from Ebbro's 1/20 scale plastic kit. I used Tamiya lacquer paint for the body and Vallejo acrylics for the interior, chassis, and engine.

The Lotus 49 was a groundbreaking car. It was the first to use the Cosworth DFV, still the most successful engine in F1 history. With Jim Clark - perhaps the greatest driver of all time - behind the wheel, the car was unstoppable. Early reliability issues kept Clark from winning the 1967 title.



The 49 was campaigned by champions Graham Hill and Jim Clark in 1967. Both had the speed to win the title, but the fragile 49 was not reliable enough to take the championship.

© by Jake Kenta Sashiki Moon



*Ebro 1/20 Lotus 49 Jim Clark, Mexican 1967 Grand Prix
© by Jake Kenta Sashiki Moon*



*Ebro 1/20 Lotus 49 Jim Clark, Mexican 1967 Grand Prix
© by Jake Kenta Sashiki Moon*

Naturally, Clark was a favorite for the 1968 title. Sadly, his campaign lasted just one race before he was killed at the Hockenheimring. Graham Hill, Clark's teammate, would pilot a Lotus 49 to the 1968 crown in honor of his fallen friend.



Jim Clark in his Lotus 49, Mexican 1967 Grand Prix



The 49 was the first F1 car to use the Cosworth DFV 3.0L V8 engine - a design that was used until 1984. It is perhaps the most legendary and successful engine in racing history. The car used the engine as a fully stressed member of the chassis, with the suspension components bolting onto the gearbox. F1 cars use this design philosophy today.

© by Jake Kenta Sashiki Moon



Overall, the kit was nice. It's Ebbro's first plastic F1 kit, and it had a few issues - including the fit of the cowling and the rear suspension setup. The details were exquisite and the decals (printed by Cartograf) were very nice.

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Jim Clark in his Lotus 49, Dutch 1967 Grand Prix



An updated 49 would lead Graham Hill to the 1968 title, and assist in Jochen Rindt's posthumous 1970 championship.

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*I finished this car with weathering to mimic its state after Clark crossed the finish line. I also added brake lines, fuel tubing, spark plug wires, and mesh intake covers. It was a great build of my favorite car and in my opinion, the greatest driver there ever was.
© by Jake Kenta Sashiki Moon*



A vehicle Clark struggled to maintain control of..



*Jim Clark drove this car to a commanding victory in the 1967 Mexican Grand Prix. Clark won this final race of the season by a minute and a half, lapping all but one car.
Photos Copyright © by Jake Kenta Sashiki Moon
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Gassers



1955 Nash Gasser

Name That Plane



Deuce of the Month



F-102A-90-CO Delta Dagger, sn 57-882, 82nd Fighter Interceptor Squadron

Afrika Korps of the Month



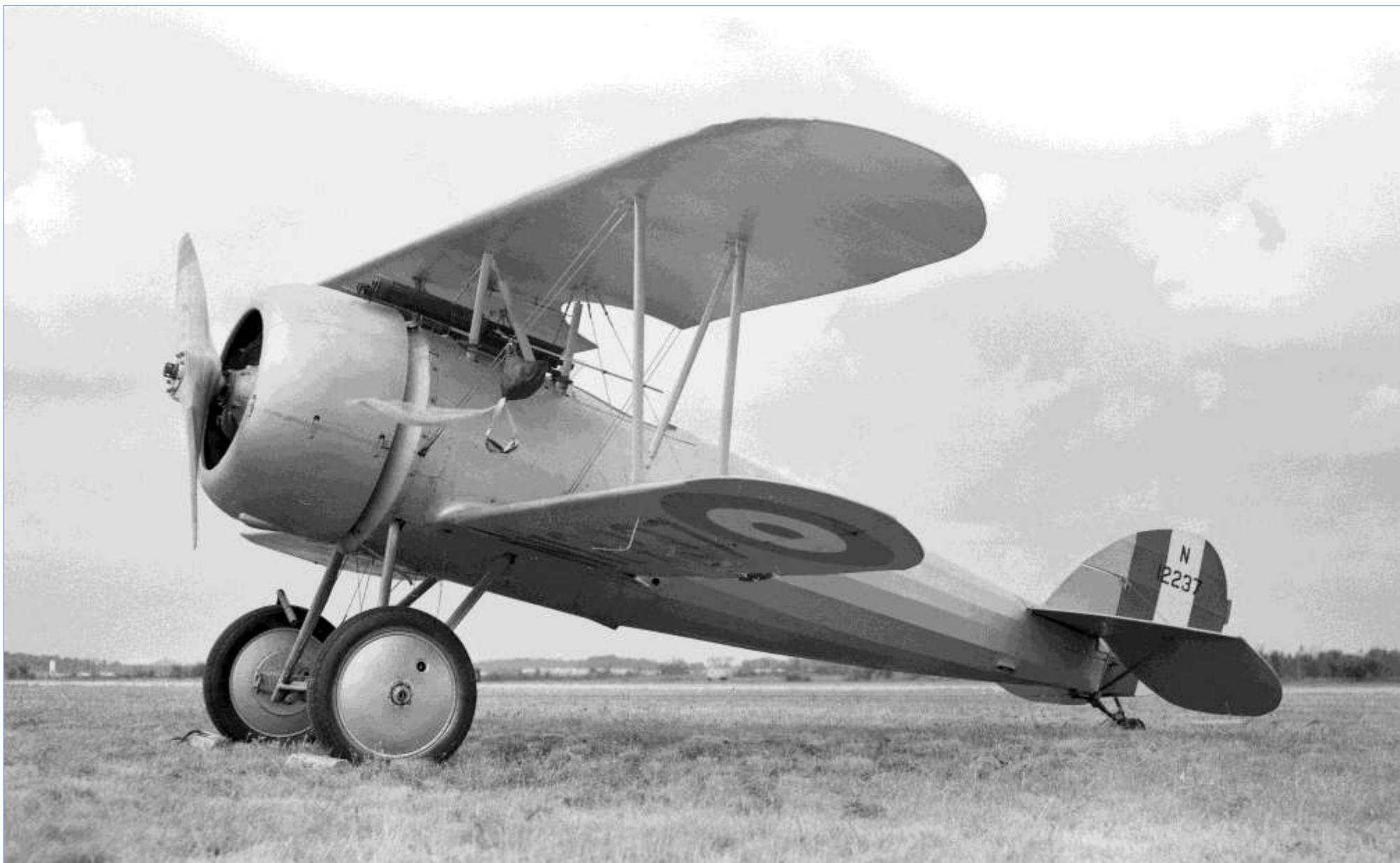
Tiger tank number 111 of Schwere Abteilung 501 in Tunisia Afrika DAK

Art for Art's Sake



"Louden Clear" Gets Tapped
1LT Clarence E. Loudon, 109th Tactical Reconnaissance Squadron, draws AA fire while on a low altitude photo run along the Seine River. Loudon was awarded the Silver Star for this mission.
14" x 18" oil on canvas, 1987, © Gerald Asher

Tail Shot



Garland-Lincoln LF-1 (Lincoln-Flagg-1), N12237, one of three built to represent the Nieuport 28 for movie stunt work and was featured in *Hell in the Heavens*, *Dawn Patrol*, and *Men With Wings*. Commissioned by Garland Lincoln and designed by Claude Flagg, Frank Tallman crashed it in 1975. The damaged aircraft is owned by Brent Mone.
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.

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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.

