



# *The FlakSheet*

**February 2019**  
*All the News We Make Up to Fit*



*North American P-51D "Pecos Bill"*  
*Wings Over Dallas*  
*October 28, 2018*

© Frank Landrus

*"God help me  
if this is a dud!"*



**HIS LIFE IS  
IN YOUR HANDS**

## Cover Photo



*North American P-51D-30NA*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus

The first batch of North American P-51D Mustangs was the -1NA block, NA-110. This was 100 P-51Ds unassembled and shipped to Australia. Oddly, it has been reported that the first four in this block still had the B model birdcage canopy. NA-109 was the order placed in July of 1943 for 2,500 P-51 Mustangs. The first block of P-51D-5NA consisted of 800 aircraft; P-51D-10NA another 800; P-51D-15NA 400; and P-51D-15NA of 500 aircraft.



*Bill Hubbs' North American P-51D sn 44-74445*  
*Cn 122-40985 N4132A "Sugar Booger"*  
 Photographer unknown



*Bill Hubbs' North American P-51D sn 44-74445*  
*Cn 122-40985 N4132A "Sugar Booger"*  
 1990 © Bill Word

North American Aviation's production facilities were all at full capacity and expanding. The P-51D models were built both in Inglewood, Ca (-NA) and Dallas, Tx (-NT). The P-51K models were only built in Dallas. In June of 1944 an additional order of 4,000 P-51Ds was placed. This order was designated NA-122. The first three blocks of NA-122 were P-51D-20NA with 1,000, 100, and 500 aircraft respectively. The next two blocks, P-51D-25NA comprised of 1000 and 600 Mustangs. The final block of NA-122 was the P-51D-30NA block with 800 airframes.

At the Dallas Texas plant, 1,600 P-51D Mustangs were produced. Order NA-111 included 200 P-51D-5NT and 400 P-51D-20NT. NA-124 was the last of the P-51s in Dallas. These were 600 P-51D-25NT and 400 P-51D-30NT. P-51D-30NT was the only block of P-51s with the serial number starting with "45" for 1945.

The dorsal fin was added during the P-51D-10NA and later versions at the factory. Many other Mustangs received this modification in the field. Metal elevators were added in February 1945, although the P-51D continued to have a fabric rudder. The -25 blocks and later were fitted with attachment points for various forms of rockets and rocket launchers.



*Bill Hubbs' North American P-51D "Sugar Booger"*  
 1996 © Gerald A. McMasters



*North American P-51D sn 44-74445  
cn 122-40985 N4132A "Sugar Booger"  
1990 © Bill Word*



*Bill Hubbs' North American P-51D sn 44-74445  
cn 122-40985 N4132A "Sugar Booger"  
1996 © Bill Green*

One of the most important improvements to the P-51 was not structural. The K-14 gun sight was introduced in October of 1944 to the P-51D-20NA and later blocks. This new gun sight helped the pilots score more hits especially in higher deflection angle attacks. The K-14 utilized an analog computer. The pilot had to dial in the wingspan of the enemy aircraft and the range. Then all he had to do (sounds easy) was to put the enemy aircraft in the gun sight and pull the trigger.



*Bill Hubbs' North American P-51D sn 44-74445  
cn 122-40985 N4132A "Sugar Booger"  
1996 © Bill Green*



*Bill Hubbs' Racing #71  
North American P-51D  
N4132A "Sugar Booger"  
© Gerald Lang*

P-51D-30 sn 44-74445 (cn 122-40985) was manufactured at the North American Inglewood California plant. 800 airframes were produced with construction numbers from 122-40767 through 122-41566 and corresponding serial numbers from 44-74227 through 44-75026. 44-74445 was surplused from the USAF on November 8, 1950.

Serving with No. 403 Squadron (Auxiliary) at Calgary, she bore the RCAF code 9594 and was classified as a TF Mk. IV Mustang.

TF Mk.IV 9594 also served with No. 420 Squadron (Auxiliary) at RCAF Station Crumlin (London), Ontario before being struck off charge in late 1956. Accounts are not quite clear here as there are references that conflict by several months. TF Mk.IV 9594 was sold to Stinson Field Aircraft of San Antonio, Texas, on October 1956, and registered as N4143A.

She transferred to Truman E. Miley of Big Piney Aviation in Roy, Utah on May 3, 1957. October 1, 1959 saw her sold to M.L. Alson of Aero Enterprises Inc, based in Elkhart, Indiana where she was registered as N4132A.

Next up, 44-74445 was sold to George E. Monea & Mario I. Corbi of Alliance, Ohio on August 5, 1961. Not wanting to lounge around, Harold J. Shelton, of Belle Fourche, South Dakota bought her on 28 March 1962.



*Bill Hubbs' Racing #71 North American P-51D  
N4132A "Sugar Booger"  
© Gerald Lang*



*Cowden Ward's P-51D-30NA, sn 44-74445  
cn 122-40985 N4132A "Pecos Bill"  
<http://www.p51pecosbill.org>  
2018 © Frank Landrus*

44-74445 traveled to Alzado, Montana next, where she was modified for cloud seeding use on May 9, 1962 by Grazing Inc. To M.L. Alson/Aero Enterprises Inc, Elkhart, IN, October 1962. Quickly, she was off to the Richardson Construction Co. of Sterling, Virginia on November 2, 1962. Harold L. Barkman of Indianapolis, Indiana bought her on January 15, 1963. To John E. Dilley, Auburn, Indiana, November 1967.



*Cowden Ward's P-51D-30NA, sn 44-74445  
"Pecos Bill" at Wings Over Dallas 2018  
2018 © Frank Landrus*



*Cowden Ward's P-51D-30NA  
<http://www.p51pecosbill.org>  
2018 © Frank Landrus*

Bill H. Hubbs of Pecos, Texas, bought her on May 5, 1969. She was flown as race #71 under the name of 'Sugar Booger'. 2006 saw 44-74445 start on a full restoration by Holland Holdings. Fully restored by January, 2008, she was flying again as "Pecos Bill", was up for sale in 2009 and was bought on September 2, 2010 by Paul Besterveld of Camarillo, California. Cowden Ward of Pea Hochso LLC of Burnet, Texas bought her on February 3, 2012.

"Pecos Bill" is a name that would have been familiar to many in the 1940s. It was the name of a popular, but fictional cartoon cowboy of the old west, created by the writer Edward O'Reilly in the 1920s. Supposedly raised by coyotes, the famous cowboy hailed from Pecos, Texas, hence his name. It was the sort of moniker that could easily translate to a young pilot and his steed in wartime, especially if that steed was a P-51D Mustang.

Under Cowden Ward's ownership, "Pecos Bill" was on a new mission; honoring the Greatest Generation. Not satisfied with simply flying the Mustang in front of audiences across the USA, Cowden Ward made it his goal to give a last Mustang ride, free of charge,



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas  
<http://www.p51pecosbill.org>  
2018 © Frank Landrus*



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus

to one-hundred WWII veterans over the next year. None of this is inexpensive of course, as direct costs amount to nearly \$1,000 for each 20 minute ride.

N4132A, a North American P-51D-30, Mustang, construction number 122-40985, was an all-metal, laminar flow, low-wing monoplane. She was powered by a twelve-cylinder, overhead cam, liquid cooled,



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus

V-type, supercharged, Rolls Royce V-1650-7 engine, serial number V-331281. According to copies of the aircraft's logbook entries, an annual inspection was completed on March 8, 2018. The aircraft had accumulated 1,812.9 hours of total time at the time of that annual inspection.



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus



*Cowden Ward's P-51D-30NA at Warbirds Over Dallas*  
<http://www.p51pecosbill.org>  
 2018 © Frank Landrus



<http://www.p51pecosbill.org>  
2018 © Frank Landrus

Horribly, “Pecos Bill” came to an end on November 17, 2018. 73 year old Cowden Ward Jr., died flying a 93-years young passenger Vincent Losada (a WWII B-17 Vet) when his P-51 crashed into an apartment complex parking lot after the engine was heard sputtering. Luckily, nobody on the ground was hurt. Ward was attending the November 2018 WWII Pacific Combat Program at the National Museum of the Pacific War in Fredricksburg, Texas. He and his passenger had just finished a flyover and were returning to the airport. Cowden Ward Jr. had been given rides to more than 130 veterans across the USA for several years. He brought smiles to so many and will be missed.





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

## Membership

IPMS/USA is an organization dedicated to the fun of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1963. There are now branches of IPMS all over the world. Many of our Local Chapters and Regions sponsor Model shows and contests every year. Of course, you needn't be a member to just visit the shows, or attend the clubs.

As part of your IPMS/USA Membership, you will receive **The Modeler's Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, figures, you name it. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in IPMS/USA sanctioned **Regional Contests**, as well as our World-famous **National Convention**, held each summer. As a member, you'll also be able to access our online Member's Forum where a wide variety of Society and Modeling topics are discussed, and enjoy real-time access to other Modelers for help with questions about Modeling or the Society in general.

In addition, many Hobby Shops around the county offer discounts to IPMS/USA Members. Memberships are available in several packages:

**Junior** 17 years old or Younger, \$17.00 per year

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

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

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

**Foreign** \$38.00 per Year (Journal via Regular Mail)

Payment Information: Payment may be made via Personal Check, Money Order, or Credit Card. Applications using payment via Check or Money Order should be printed upon completion of the registration process, and mailed to:

IPMS/USA  
PO Box 56023  
St. Petersburg, Florida 33732-6023

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

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



## The VP's Notes!

**February 10, 2019 1:00 pm**

**2019 IPMS USA Group Build Review**

**Make sure you bring your model, no matter what the status!**

**Irving Garden & Arts**

**March 10, 2019 1:00 pm**

**TBD**

**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 Fund Raiser!**

**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*



*Transmuting*

*Fe to*

*Au*

## By Patricio Villarreal Academy 1/48 P-40C Tomahawk



*Pat Villarreal's Academy 1/48 P-40C Tomahawk*

Another one from my "to do" pile is done. A few years ago a friend from church (Paul) was cleaning out his closet and found an Academy 48th scale P-40C kit he had bought years earlier. He realized he had lost interest in the kit and gave it to me knowing I build planes. I said "Thank You" but I knew display space at my house is gone. So this would be a surprise build that I would give back to him one day.

Over a year ago I started this kit and there are some major flaws in accuracy. Knowing this would be a gift to a non-airplane buff I did not try to fix those issues.



*Pat Villarreal's Academy 1/48 P-40C Tomahawk*



*Pat Villarreal's Academy 1/48 P-40C Tomahawk  
She was flown by First Squadron Leader, Robert Neale, who finished with over 13 kills (some show 15.5) with the Flying Tigers and was their top ace when the group was disbanded.*

Since I knew this would probably be on a shelf I made the decision to build it as an in-flight display with gears up and a clear disk for a spinning prop.

First build issue I came across was the wheel wells. They were not deep enough to house the wheels. I had to sand off a good chunk (like 50%) of the wheels to make them shallow enough to fit inside the wells. Then the doors did not fit over them. Putty, fill, sand. . . repeat.

The kit did not come with a pilot so I used a spare one from a Tamiya P-51D kit I had previously built. However, the cockpit was too small to house him. So, more sanding. This time the cockpit walls and the pilot's arms. Luckily the paint hides all this 'thinning.'

To give it the look of flying, I wanted to use a clear round disk to represent a spinning prop. To accomplish this, filling of the three propeller blade holes in the nose cone spinner had to be performed (putty, sand, repeat). Then, using my compass cutter I slowly turned a clear disk from left over 1/32" thick clear acrylic sheet (it took 2 attempts to get it right).

The rod is 1/8" brass from Lowe's hardware. The base is from Hobby Lobby stained and clear varnished.



*Pat Villarreal's Academy 1/48 P-40C Tomahawk*



*Pat Villarreal's Academy 1/48 P-40C Tomahawk  
The decals represent a Curtiss Hawk 81A-2 (P-8194) of the  
1<sup>st</sup> Pursuit Squadron, Kunming, China, June 1942.*

Paints used for this build are my usual, Testors & Model Master enamels & Alclad II for metallic surfaces. Weathering I kept to only the panel lines and exhaust from the engines and ammo dump chutes.

I did not do any paint chipping. Just wanted to break up the monotone of the paint and enhance the panels.

Paul was surprised this was the model he gave me years ago. He was more surprised when found out it was going home with him (in a good way). He thought it looked pretty cool. It made me happy knowing it will be appreciated and displayed.



*Pat Villarreal's Academy 1/48 P-40C Tomahawk  
Robert Neale took over the 1<sup>st</sup> Squadron (the Adam & Eves)  
after its commander, Robert 'Sandy' Sandell, was killed.  
Robert survived the war and served as a civilian transport  
or ferry pilot for Pan American Airways. Robert passed in  
1994 while running a Camano Island fishing resort*

Anyway, don't know what my next build is but hopefully I can have pictures by next month. Cheers! – Pat V. Enjoy the pictures and “Build On!”

***Cheers! – Pat V.***

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



*Robert 'Bob' Hawthorne Neale was born May, 3, 1914.  
He received the British Distinguished Service Order for his  
service in the defense of Burma.*



*Robert Neale kept a diary during his tour in Ragoon that is  
quite interesting. Names like Greg Boyington, Robert  
Sandell, Bob Little, and Jack Newkirk. Check it out at  
<https://www.warbirdforum.com/neale.htm>*

*Floyd's Fling*

# *Ultracast 1/48*

## **Me 262 Seats**

**without harness  
(for single or dual seat)**

**By Floyd S. Werner, Jr.**

IPMS No.: 26266



*Ultracast 48259 Me 262 seats package*

**Manufacturer website:** [www.ultracast.ca](http://www.ultracast.ca)

**MSRP:** \$ 9.50

**Direct Link to Item:**

<http://www.ultracast.ca/products/48/259/default.htm>

**Target Kit:** Dragon

**Mfg Stock Number:** 48259

The seats are pretty simplistic in the new Dragon Me-262B-1 but Ultracast can fix that. The new set from Ultracast is beautiful. You get two seats molded perfectly in light caramel. The framing and the cushion detail is beautifully rendered. This allows you to add the seats with your preferred seat belts and shoulder harness.



*Ultracast 48259 Me 262 seats*

The detail, especially in the cushion, is far superior to the kit offering. Highly recommended!



*Ultracast 48259 Me 262 seats*



*Ultracast 48259 Me 262 seats*

Thanks to Ultracast for the review copy. Let them know you read about it here.

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

## 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

**ADULT  
ADMISSION  
\$2 OFF**

EVENT COUPON

## SCHEDULE OF EVENTS

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

## ADMISSION

Adults: \$9.00\*

Juniors: \$1.00 (ages 6-17)

*\*See reverse for discount coupon*

## MODEL REGISTRATION FEES

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

Ea. Add'l. \$2.00 per model

Juniors: \$1.00 per model

## CONTACT INFO

Scalefest 2019

c/o MAL Hobby Shop

PO Box 445

Newark, TX 76071

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

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

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



BIRTHPLACE OF IPMS/USA

## SCALEFEST 2019

## REGION VI

## CONVENTION

THEME: "CALL ME MELLOW  
YELLOW"

Saturday, June 1, 2019

9 AM - 5 PM

Grapevine Convention Center

1209 South Main Street

Grapevine, TX 76061



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

## SPECIAL THEME AWARD

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

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

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



## VENDORS

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

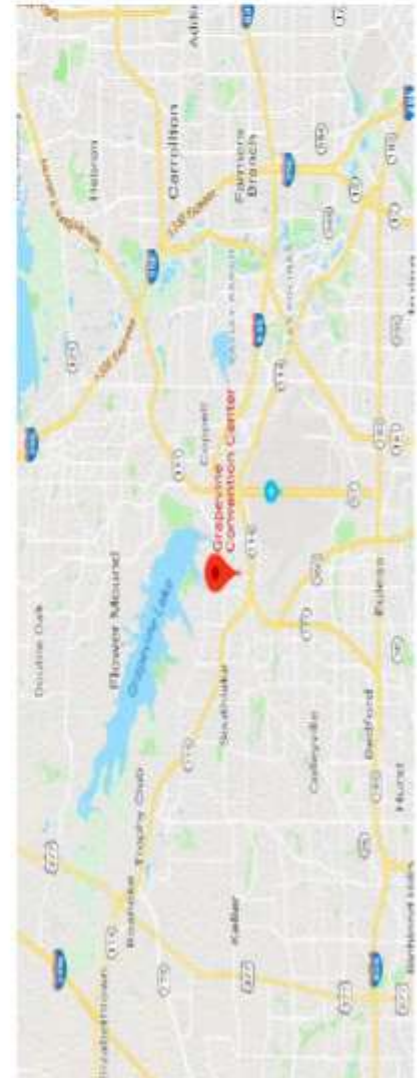
## WANT TO BE A VENDOR?

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

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



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



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



# EAGLEQUEST 28

LARGEST PEER-JUDGED MODELING SHOW IN AMERICA





## **The countdown has begun!**

### **Only 15 weeks until EagleQuest 28!**

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

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

And drumroll please for our 2019 Keynote Address:

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

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

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

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

**MMD-Squadron**

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

# Babe Of The Month

## Gina Rodriguez



Gina Alexis Rodriguez (born July 30, 1984) is an American actress. She is best known for her role as Jane Villanueva in The CW satirical romantic dramedy series *Jane the Virgin*, for which she won a Golden Globe Award in 2015.

Born and raised in Chicago, Rodriguez began her career in 2004 in theater productions and made her screen debut in an episode of *Law & Order*. Her breakthrough came in 2012, in the independent musical-drama film *Filly Brown*. She has gone on to star in films *Deepwater Horizon*, *Ferdinand*, *Annihilation*, and *Miss Bala*. She also voiced the title character of the Netflix animated series *Carmen Sandiego*.



Gina Alexis Rodriguez was born in Chicago, Illinois, the youngest daughter of Puerto Rican parents, Magali and Genaro Rodríguez, a boxing referee. She is the youngest of three sisters.[8] She was raised in the Belmont Cragin neighborhood on Chicago's Northwest Side.

At the age of seven, Rodriguez performed at the salsa dance company Fantasia Juvenil. Rodriguez was raised Catholic, and attended high school at St. Ignatius College Prep. She continued dancing salsa until age 17.

At the age of 16, she was among thirteen teenagers to be accepted into Columbia University's Theatrical Collaboration. She attended NYU's Tisch School of the Arts. She trained for four years at the Atlantic Theater Company and Experimental Theatre Wing, and graduated with a Bachelor of Fine Arts degree in 2005.





She portrayed Frida Kahlo in the world premiere of Casa Blue in the United Kingdom, in the play called The Last Moments in the Life of Frida Kahlo at the American Stage Theatre.

Rodriguez made her screen debut appearing in an episode of Law & Order in 2004. She later has appeared on Eleventh Hour, Army Wives and The Mentalist. On October 19, 2011, Rodriguez landed the recurring role, Beverly, in the soap opera series The Bold and the Beautiful. She received a role in the musical film Go for It!, for which she received a 2011 Imagen Awards nomination.

In 2012, Rodriguez played young hip-hop artist Majo Tenorio in the independent musical-drama film Filly Brown, for which she won an Imagen Award.



She received good reviews for her performance in film. She also was the recipient of the Best Actor Award at the First Run Film Festival in New York. On June 9, 2013, Gina won the Inaugural Lupe Award. On April 16, 2013, during an interview, she revealed she was offered a role in the Lifetime television series Devious Maids, but turned it down. On October 16, 2013, she joined the cast of the movie Sleeping With The Fishes. She is also working on an album.





On February 27, 2014, Entertainment Weekly announced that Rodriguez would play the titular role of Jane Villanueva in *Jane the Virgin*, for which she went on to win a Golden Globe Award. On June 4, 2014, Rodriguez joined the cast of the upcoming drama film *Sticky Notes*. In August 2015, she co-hosted the 2015 Teen Choice Awards with Ludacris and Josh Peck. She voiced Mary in the animated film *The Star*, which was released in November 2017, and played Anya in the science fiction thriller film *Annihilation*, opposite Natalie Portman. She also voices Carmen Sandiego in the Netflix animated series *Carmen Sandiego* which premiered on January 18, 2019. In March 2018, Netflix announced that they had acquired the live-action film rights for *Carmen Sandiego* and that Rodriguez would star as Sandiego in the film.

Rodriguez owns the production company I Can & I Will Productions. She developed projects at CBS and The CW that are centered around the Latino community. In 2018, it was announced that she would produce and star in Netflix romantic comedy film *Someone Great*.

In 2019, Rodriguez stars as the titular character in *Miss Bala*. In an interview, Rodriguez revealed that she has suffered from Hashimoto's disease, a thyroid condition, since the age of 19. In a 2014 interview, she said, "I grew up Catholic. I have Jewish in my family and I attend a



Christian church in Hollywood. I am basically all over the place". Rodriguez and her partner, actor Joe LoCicero have been dating since 2016. On August 7, 2018, Rodriguez confirmed in an interview with *Us Weekly* that she and LoCicero are engaged.

Rodriguez has been increasingly involved with various charities and philanthropic efforts, made possible by her rising visibility as a film and television actress. Most notably, she became involved with various organizations in 2015, ranging from CustomInk to Naja Lingerie, all of which Rodriguez has stated have a special connection to her life and experiences.





## Museums

### American Airlines C. R. Smith Museum

<http://www.crsmithmuseum.org>

Fort Worth, Texas 76155



### Cavanaugh Flight Museum

<http://www.cavanaughflightmuseum.com>

4572 Claire Chennault, Addison, TX 75001



### Cold War Air Museum

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

Lancaster, Texas 76106



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

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

Lancaster Municipal Airport  
630 Ferris Road, Lancaster, Texas 75115



### Dallas-Fort Worth Wing, Commemorative Air Force

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

Lancaster Municipal Airport  
630 Ferris Road, Lancaster, Texas 75115



### Flight of the Phoenix Air Museum

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

Hanger One, Gilmer Texas 75644



### Frontiers of Flight Museum

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

6911 Lemmon Avenue Dallas, Texas

## Hangar 10 Flying Museum

### Hangar 10 Flying Museum

<http://www.hangar10.org>

1945 Matt Wright Lane  
Denton Municipal Airport  
Denton, Texas 76207



### National WASP WWII Museum

<http://www.waspmuseum.org>

Sweetwater, Texas



### OV-10 Bronco Museum

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

3300 Ross Avenue, Meacham Airport, Fort Worth, Texas



### Invader Squadron, Commemorative Air Force

<http://www.invadersquadron.org>

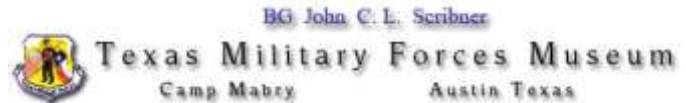
505 NW 38TH ST. Hangar 33 South, Fort Worth, Texas



### Silent Wings Museum

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

6202 North I-27 Lubbock, Texas 79403



### Texas Military Forces Museum

Camp Mabry Austin Texas

### Texas Military Forces Museum

<http://www.texasmilitaryforcesmuseum.org>

Camp Mabry, Austin, Texas



### Tyler Historic Aviation Memorial Museum

<http://www.tylerhamm.org>

Jake Smith Exhibit Hall Tyler, Texas



### Vintage Flying Museum

<http://www.vintageflyingmuseum.org>

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

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<http://www.malhobby.com>

108 S. Lee St., Irving, TX 75060  
(972) 438-9233

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

677 Sherry Lane  
Fort Worth, TX 76116  
(817) 735-0021

### HobbyTown USA Dallas



<http://htudallastx.com/>  
6060 East Mockingbird  
Dallas, TX 75206  
(214) 987-4744

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

4634 South Cooper St  
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500 East Round Grove Road  
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(972) 315-3700

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

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746 Grapevine Highway  
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(903) 509-3000

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6905 Grapevine Hwy.

Fort Worth, Texas 76180

(817) 284-0264

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1309 Norwood DR.

Hurst, TX 76053

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

(817) 268-0210

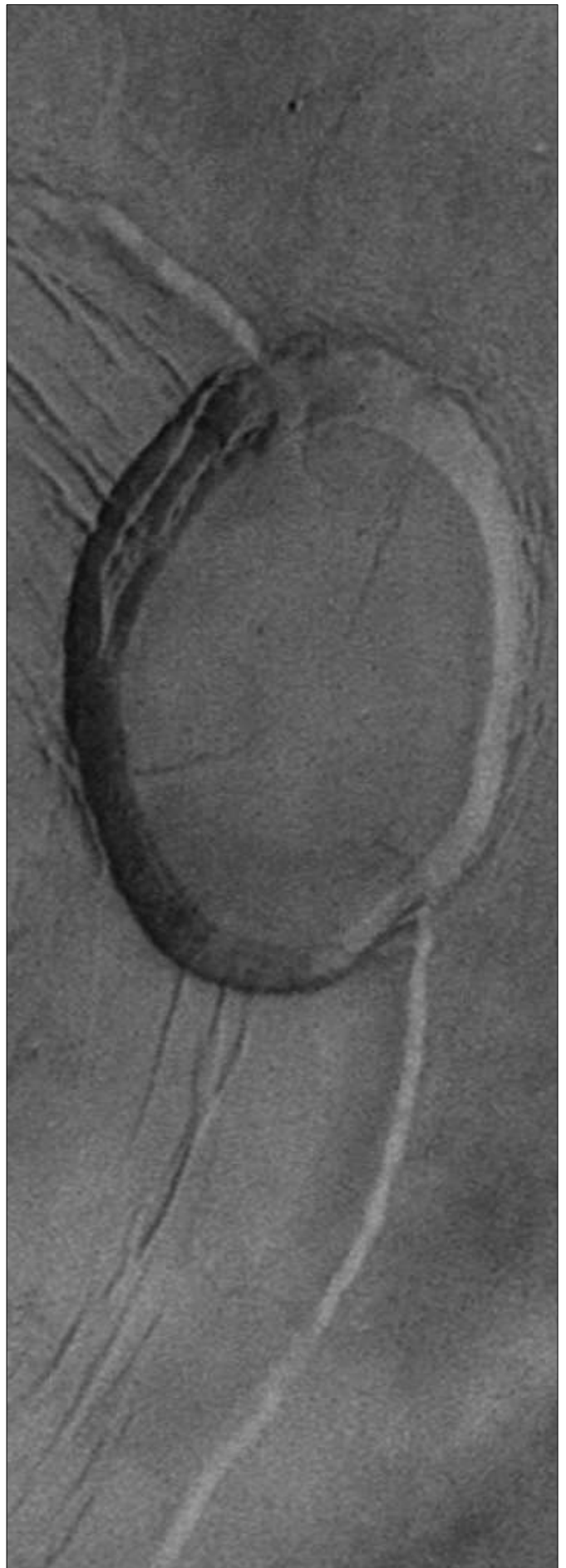
### Wild Bill's Hobby Shop



535 East Shady Grove Rd.

Irving, Texas 75060

(972) 438-9224



# RealSpace Models

1/24

## Mariner 9

By Sven Knudson, IPMS 32490

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



*The kit box shows the completed model.*

The Mariner Mars 71 mission was planned to consist of two spacecraft to orbit Mars on complementary missions, but due to the failure of Mariner 8 to launch properly, only one spacecraft was available. Mariner 9 combined mission objectives of both Mariner 8 (mapping 70 % of the Martian surface) and Mariner 9 (a study of temporal changes in the Martian atmosphere and on the Martian surface).

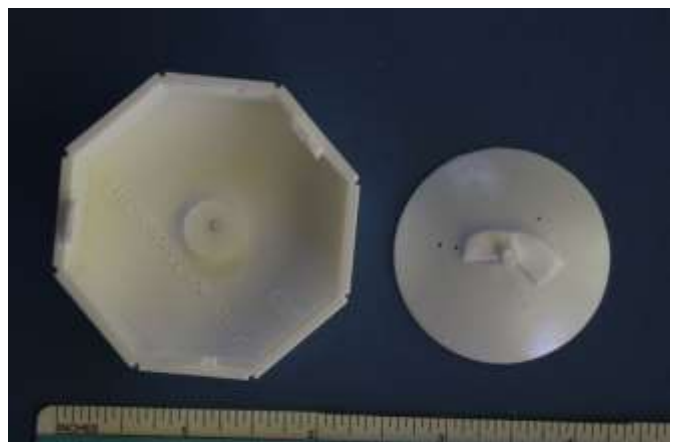


*Here's what comes in the box.*

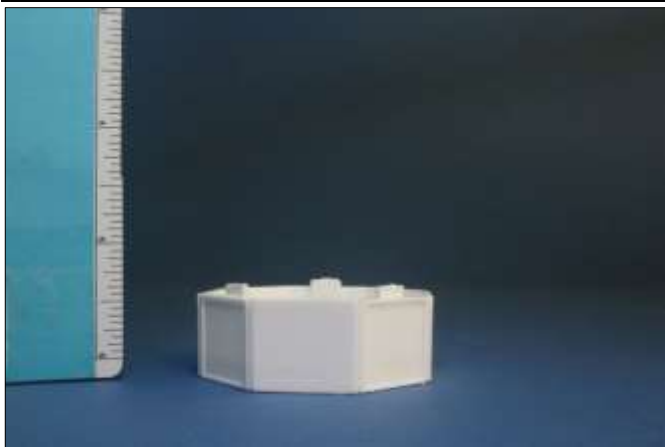
For the survey portion of the mission, the planetary surface was to be mapped with the same resolution as planned for the original mission, although the resolution of pictures of the polar regions would be decreased due to the increased slant range. The variable features experiments were changed from studies of six given areas every 5 days to studies of smaller regions every 17 days. Mariner 9 was the first spacecraft to orbit another planet.



*Here's a closer look at the bottom of the main bus and the concave part of the high gain antenna.*



*Here's the top side of the main bus and the back side of the high gain antenna.*

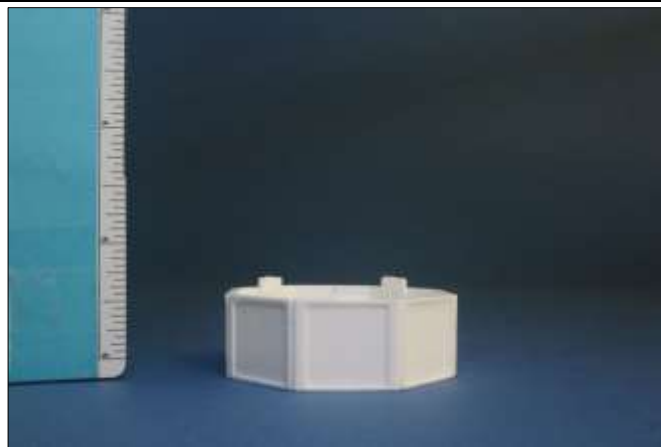


*This begins a series of rotated views of the main bus.*

The Mariner 9 spacecraft was built on an octagonal magnesium frame, 45.7 cm deep and 138.4 cm across a diagonal. Four solar panels, each 215 x 90 cm, extended out from the top of the frame. Each set of two solar panels spanned 6.89 meters from tip to tip. Also mounted on the top of the frame were two propulsion tanks, the maneuver engine, a 1.44 m long low gain antenna mast and a parabolic high gain antenna.

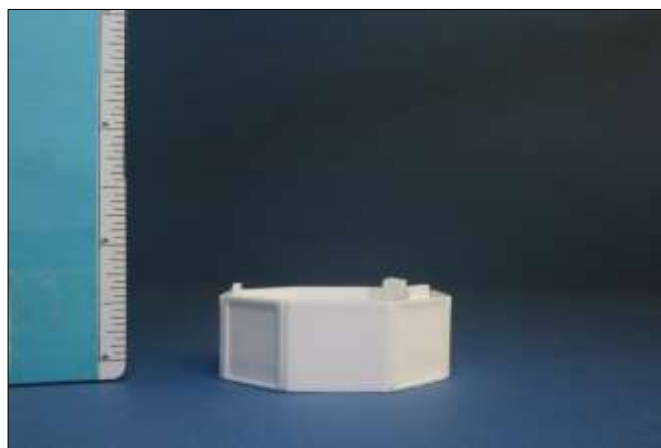
A scan platform was mounted on the bottom of the frame, on which were attached the mutually bore-sighted science instruments (wide- and narrow-angle TV cameras, infrared radiometer, ultraviolet spectrometer, and infrared interferometer spectrometer). The overall height of the spacecraft was 2.28 m. The launch mass was 997.9 kg, of which 439.1 kg were expendables. The science instrumentation had a total mass of 63.1 kg. The electronics for communications and command and control were housed within the frame.

Spacecraft power was provided by a total of 14,742 solar cells which made up the 4 solar panels with a total area of 7.7 square meters. The solar panels could produce 800 W at Earth and 500 W at Mars. Power was stored in a 20 amp-hr nickel-cadmium battery. Propulsion was provided by a gimballed engine capable of 1340 N thrust and up to 5 restarts.

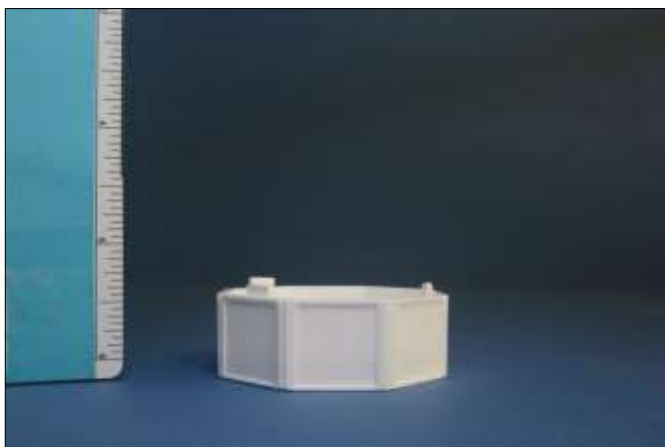


*This continues the series of rotated views of the main bus.*

The propellant was monomethyl hydrazine and nitrogen tetroxide. Two sets of 6 attitude control nitrogen jets were mounted on the ends of the solar panels. Attitude knowledge was provided by a Sun sensor, a Canopus star tracker, gyroscopes, an inertial reference unit, and an accelerometer. Passive thermal control was achieved through the use of louvers on the eight sides of the frame and thermal blankets. Spacecraft control was through the central computer and sequencer which had an onboard memory of 512 words



*This concludes the series of rotated views of the main bus.*



*This continues the series of rotated views of the main bus.*



*Here's the top of the scan platform.*

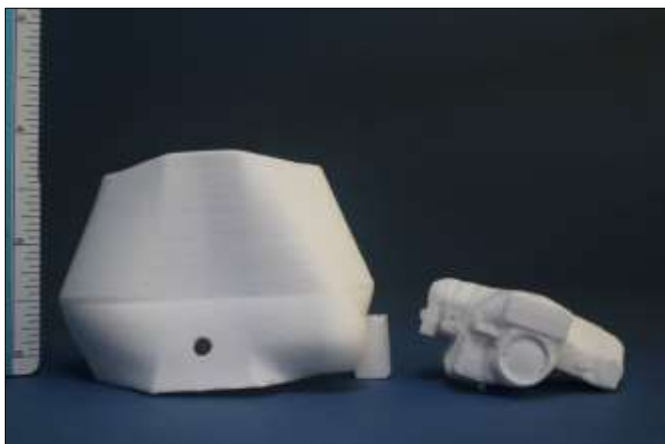


*Here's the bottom of the scan platform.*

. The command system was programmed with 86 direct commands, 4 quantitative commands, and 5 control commands. Data was stored on a digital reel-to-reel tape recorder. The 168 meter 8-track tape could store 180 million bits recorded at 132 kbits/s. Playback could be done at 16, 8, 4, 2, and 1 kbit/s using two tracks at a time. Telecommunications were via dual S-band 10 W/20 W transmitters and a single receiver through the high gain parabolic antenna, the medium gain horn antenna, or the low gain omnidirectional antenna.



*Here's the top of the main shroud.*



*This begins a series of rotated views of the main shroud and scan platform.*



*This continues the series of rotated views of the main shroud and scan platform.*

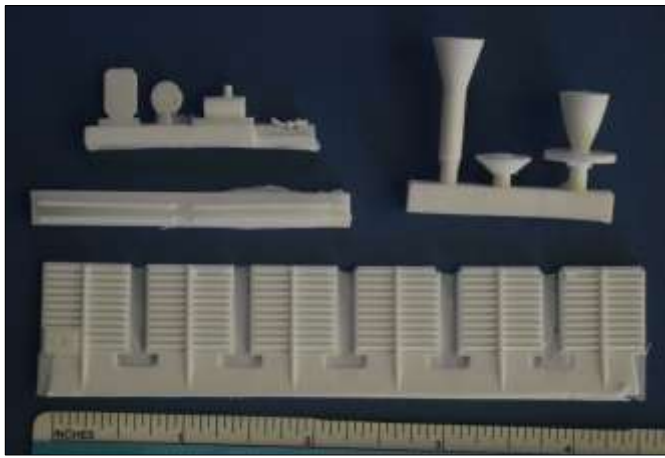


*This continues the series of rotated views of the main shroud and scan platform.*

Mariner 9 was launched on a 398 million km direct ascent trajectory to Mars by an Atlas-Centaur SLV-3C booster (AC-23). Separation from the booster occurred at 22:36 UT (6:36 p.m. EDT), 13 minutes after launch. The four solar panels were deployed at 22:40 UT. The sensors locked onto the Sun at 23:16, shortly after the spacecraft left the Earth's shadow and Canopus acquisition was achieved at 02:26 UT 31 May.



*This concludes the series of rotated views of the main shroud and scan platform.*

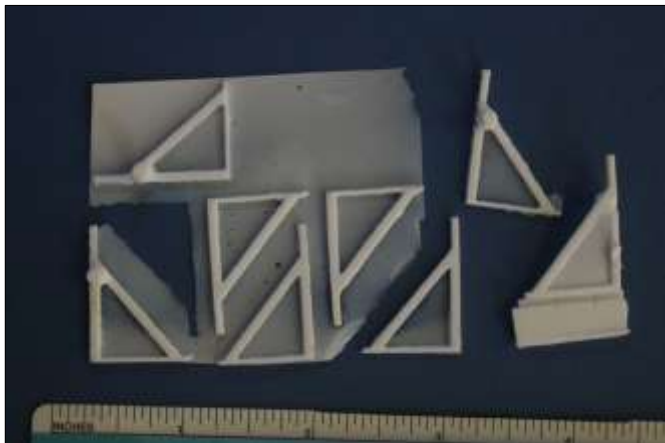


*Here's one side of the main bus louvers, antenna and engine parts.*

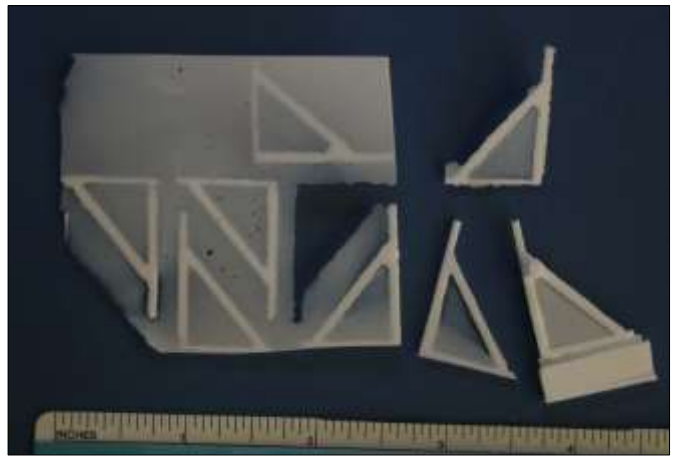
A planned midcourse maneuver was executed on 5 June. Mariner 9 arrived at Mars on 14 November 1971 after a 167 day flight. A 15 minute 23 second rocket burn put the spacecraft into Mars orbit, making Mariner 9 the first spacecraft to orbit another planet. The insertion orbit had a periapsis of 1398 km and a period of 12 hr, 34 min. Two days later a 6 second rocket burn changed the orbital period to just under 12 hours with a periapsis of 1387 km.



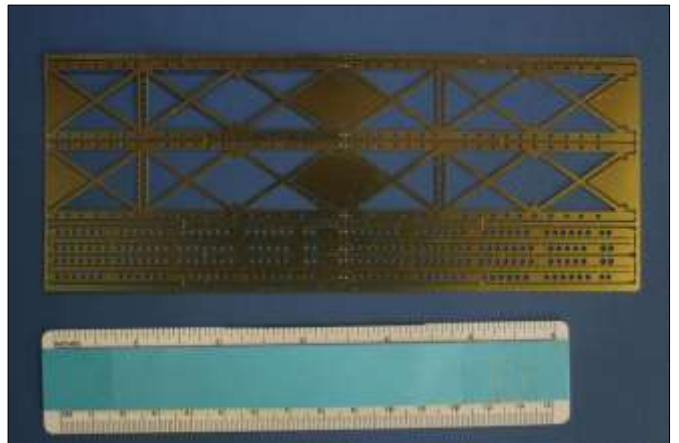
*Here's another side of the main bus louvers, antenna and engine parts.*



*Here's one side of the main bus solar array supports.*

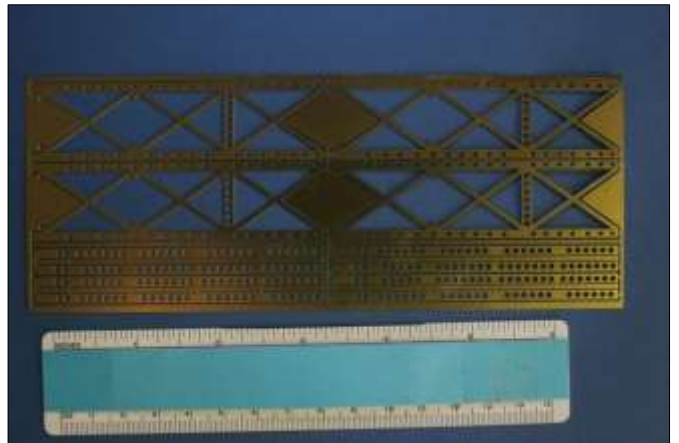


*Here's the flip side of the main bus solar array supports.*

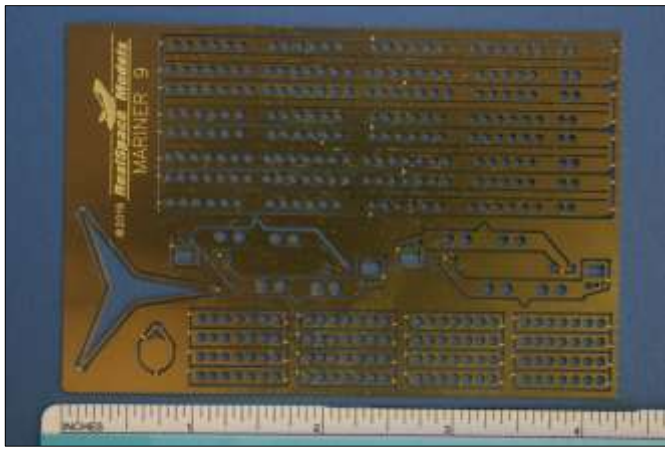


*Here's the front of the large photoetch sheet, containing most of the PE solar array parts.*

A correction trim maneuver was made on 30 December 1971 on the 94th orbit which raised the periapsis to 1650 km and changed the orbital period to 11:59:28 so that synchronous data transmissions could be made to the Goldstone 64-m DSN antenna. Imaging of the surface of Mars by Mariner 9 was delayed by a dust storm which started on 22 September 1971 in the Noachis region. The storm quickly grew into one of the largest global storms ever observed on Mars.



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



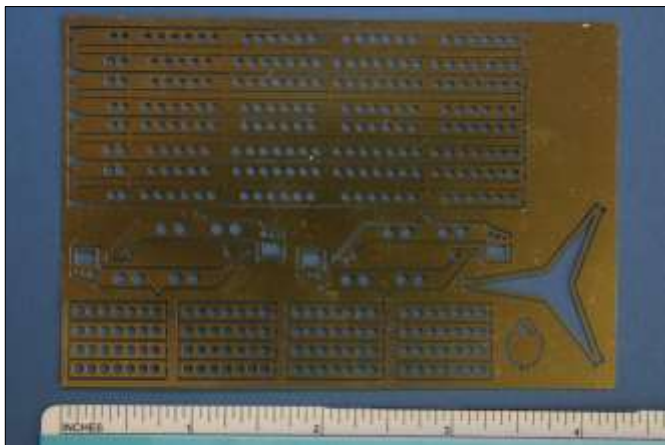
*Here's the front side of the small sheet of photoetched parts containing more solar panel parts and the HGA tripod.*

By the time the spacecraft arrived at Mars no surface details could be seen except the summits of Olympus Mons and the three Tharsis volcanoes. The storm abated through November and December and normal mapping operations began. The spacecraft gathered data on the atmospheric composition, density, pressure, and temperature and also the surface composition, temperature, gravity, and topography of Mars.

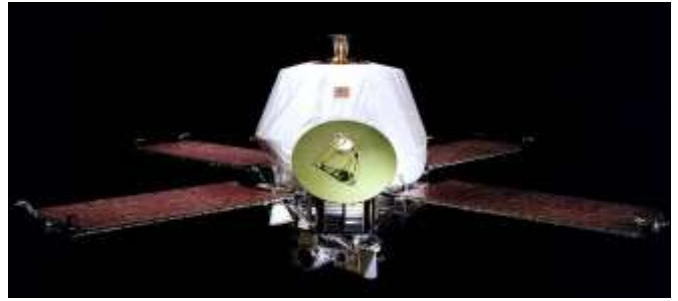
A total of 54 billion bits of scientific data were returned, including 7329 images covering the entire planet. After depleting its supply of attitude control gas, the spacecraft was turned off on 27 October 1972. Mariner 9 was left in an orbit which should not decay for at least 50 years, after which the spacecraft will enter the martian atmosphere.

The Mariner 9 mission resulted in a global mapping of the surface of Mars, including the first detailed views of the martian volcanoes, Valles Marineris, the polar caps, and the satellites Phobos and Deimos. It also provided information on global dust storms, the triaxial figure of Mars, and the rugged gravity field as well as evidence for surface aeolian activity.

Total research, development, launch, and support costs for the Mariner series of spacecraft (Mariners 1 through 10) was approximately \$554 million.



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



*The Mariner 9 spacecraft*

The resin parts are molded with crisp details. The main shroud and bus parts are hollow, while the scan platform part is solid. Blanket detail has been molded into the scan platform and base of the main bus. The main shroud shows the layering artifact of the 3D printed master part.

Some of the parts are still on their pour plugs and there are a couple of minor airholes on some of my parts. The precut plastic sheets are corrugated on one side and provide the basis for the solar panels.

A lot of photoetched parts and stiff wire, along with decals provide the rest of the solar panel parts. Flexible wire is also provided to simulate power and fuel lines. The aluminum tubing represents the low gain antenna. The instructions consist of step-by-step graphical assembly drawings with color callouts.

**Contents:** 29 resin parts  
34 photoetched parts  
4 precut corrugated plastic sheets  
aluminum tubing  
wire  
decals  
instructions

**Order from:** RealSpace Models  
813 Watt Dr.  
Tallahassee, FL 32303

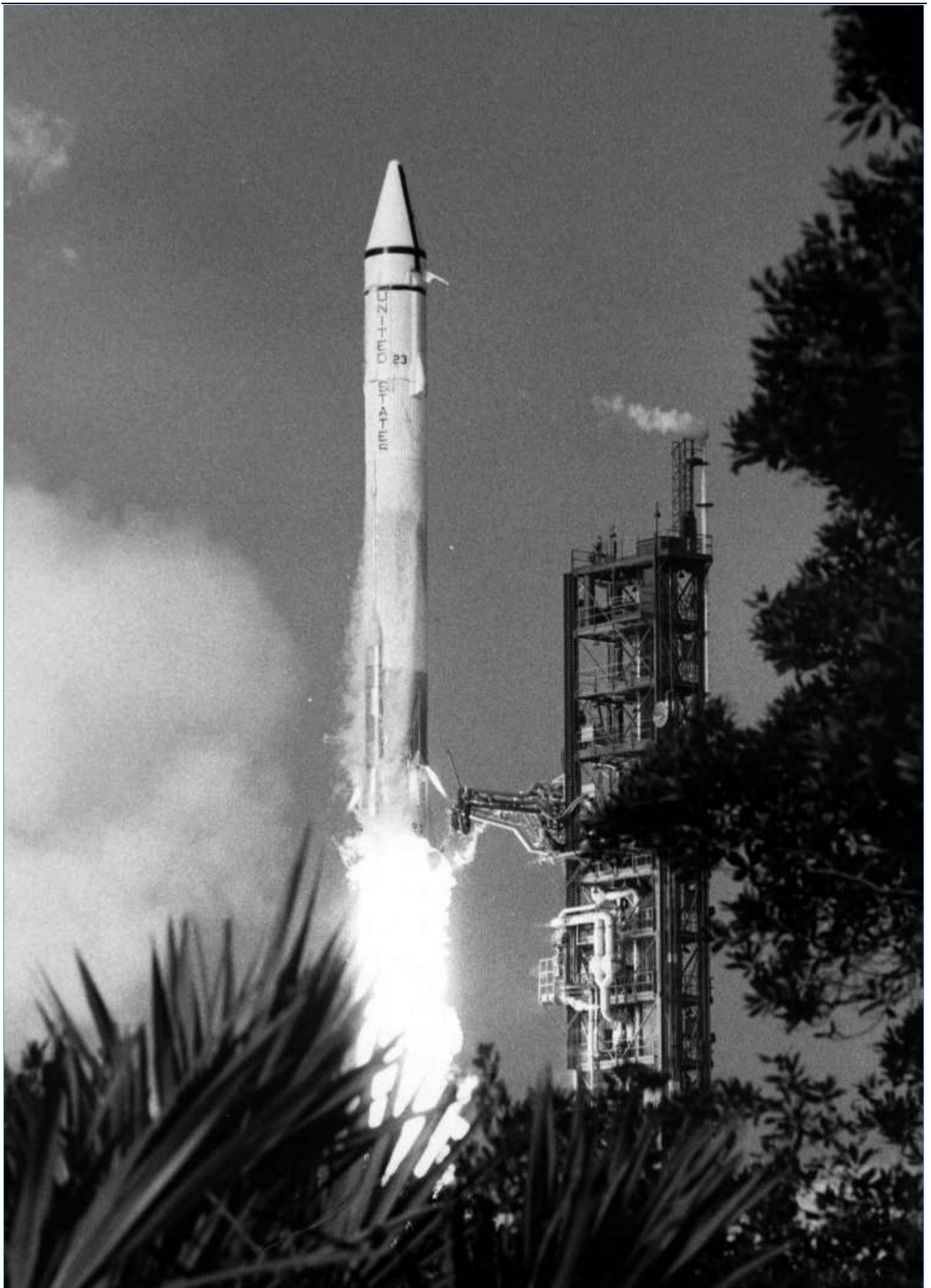
email: [realspace@nettally.com](mailto:realspace@nettally.com)  
web: <http://www.realspacemodels.com/>

**Price:** \$ 85.00 plus shipping

**Review By Sven Knudson, IPMS 32490**



*Global map of Mars from Mariner 9 data (1971)*



# HobbyBoss 1/35

## T-12

### Soviet Medium Tank

By Cookie Sewell

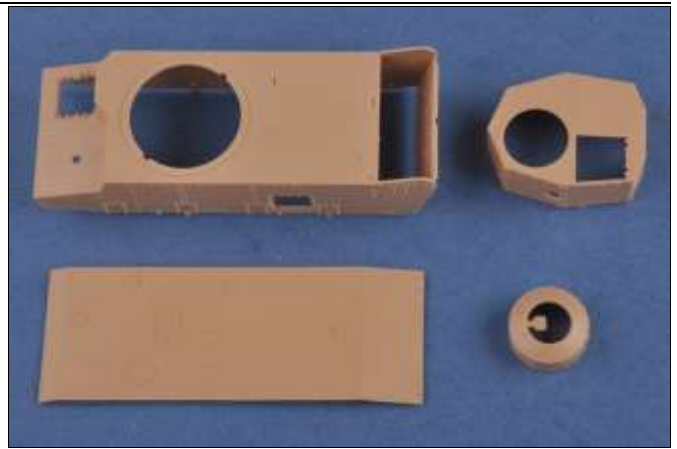


*HobbyBoss 83887 Box Top*

- Kit Number:** 83887
- Media:** 311 parts (167 in tan styrene, 144 in brown styrene)
- Advantages:** First (and probably only) kit in styrene of the seminal Soviet medium tank, cleanly molded and simple with no etched brass
- Disadvantages:** Comes with wrong initial machine guns (see text)
- Recommendation:** Highly Recommended for all prewar Soviet armor fans
- Price:** US \$ 60.95



*A T-12 is posed on by workers and officers. The eight sided turret is very clear in this image.*



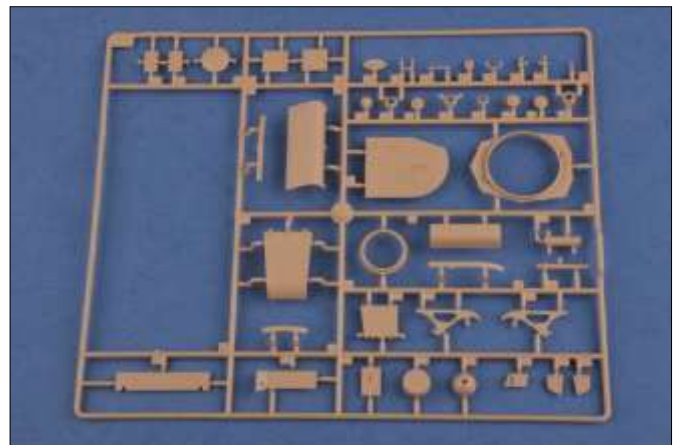
*HobbyBoss 83887*

As previously noted everyone has to start someplace. In the late 1920s the Soviet Union decided it needed two kinds of tanks, an "escort" tank to move with the infantry and a "maneuver" tank with heavier armament to deal with enemy fortifications and even other tanks. The first one led to the development of the MS-1/T-18 light tank in 1927, but the latter one started with the T-12 medium tank in 1928.

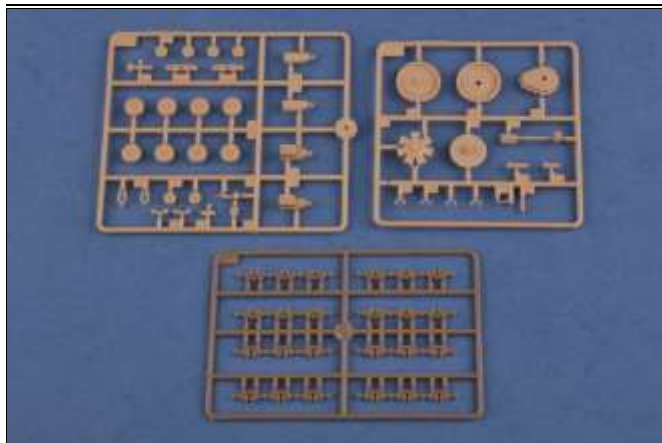
This tank was designed by the Main Design Bureau of the Weapons and Arsenal Trust (GKB OAT) under S.P. Shukalov and then tasked to the "Komintern" Kharkov Steam Locomotive Factory (KhPZ) for construction. The tank rolled out of the factory in December 1929 for testing.

The T-12 was designed by the same team as the T-18 and so it used nearly a identical suspension design: sprung four-wheel bogies with a vertical coil spring and a set of return rollers on each assembly. Four assemblies per side were used on the T-12, as well as a large split idler at the front and a cast driver with a "clamshell" scalloped shape to engage the teeth on the track links.

The T-12 underwent a lot of changes under development such as a new turret design made of flat plates vice a rolled cylindrical turret for the main gun (45mm Sokolov gun). As the new 7.62mm DT machine gun was not yet available, it was initially fitted with



*HobbyBoss 83887*



*HobbyBoss 83887*

6.5mm Model 1925 Fedorov-Ivanov machine guns in the front and sides of the main turret and in the individual cupola turret as well. Also the original air intake and cooling system did not work well and a new one had to be added after initial testing. Later .30 caliber Colt machine guns replaced the 6.5mm guns.

While it worked reasonably well it had numerous problems with its engine and transmission (the engine was a downrated 180 HP M-6 aircraft engine) and as such was not seen to be able to meet operational needs. As a result only one prototype was built; experience with both its construction and testing led to the more functional T-24 medium tank in 1930.

Following their good kit of the T-24 (No. 82493) Hobby Boss now offers this tank as well. Like the T-24 the T-12 is a simple vehicle, and Hobby Boss has done its best to copy the design from available references. As it was an early design, there is little on the tank of note in the way of external items and with only a few cutaways nothing to show for the interior, so the kit is relatively simple. This is one of the rare kits these days to come without any etched brass, but the most part it does not need any.

This version has the later modified radiator air intake which stands about 15 cm proud of the rest of the engine deck. But it appears to come with DT machine gun



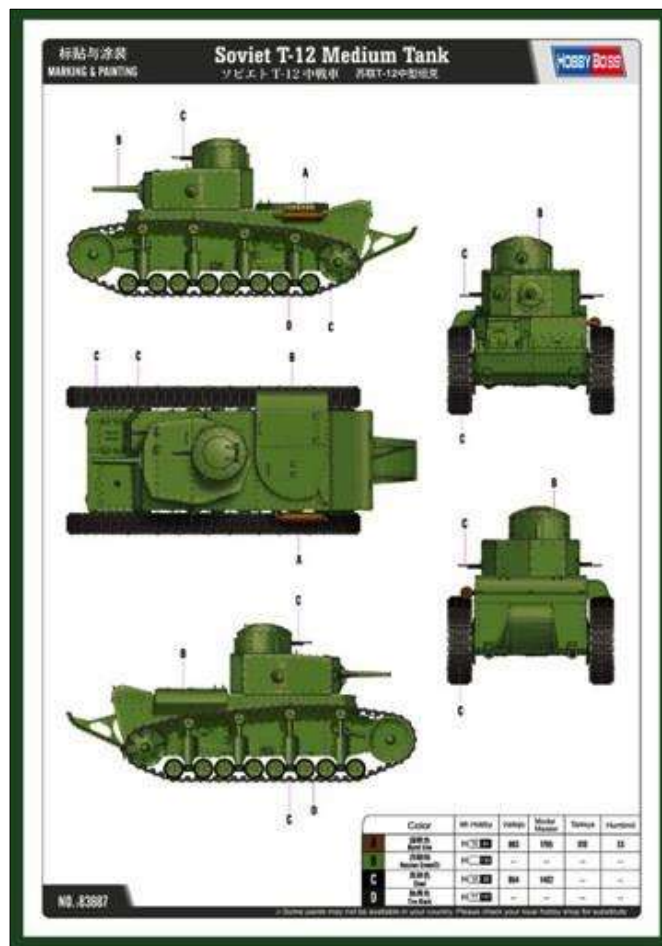
*HobbyBoss 83887*



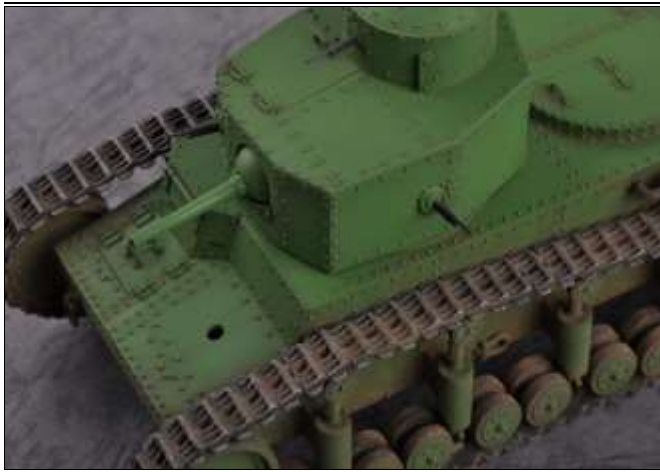
*HobbyBoss 83887*

barrels and not the “Colt” (actually Martin M1917 versions of the M1895 gun with a gas system) ones as they have different methods of attaching the tube to the gun barrel. I doubt most modelers will quibble about it. An option for the twin barreled 6.5mm guns would have been a nice touch.

Assembly starts with the bogie assemblies – eight of them with 11 parts each – and the unique drivers with Assembly starts with the bogie assemblies – eight of them with 11 parts each – and the unique drivers with



*HobbyBoss 83887*



*HobbyBoss 83887*

the “nest” to catch the teeth on the track links. This is followed by the “tail” and the muffler. Like the recent Takom SMK kit this one has a one-piece upper hull and a separate belly plate rather than the more common hull tub and hull roof assembly. It does come with three separate hatches for the driver but unfortunately, no interior.

The later engine deck comes as a separate air intake and a deck panel with attached riveted plates around its circumference.

Turret assembly follows that of the T-24 but in this case the main 45mm gun is flexible as are the machine guns; the T-24 had a fixed main gun in the model.

Last to go on are the tracks, and as there are no fenders (!) this should simplify painting and finishing of the model.

As only one prototype ever saw daylight the finishing directions are simply to paint the tank an overall 4BO green (it may have been a browner shade rather than the later color) and the tracks “bituminous black” which quickly wore off.

Note that while some parts were borrowed from the T-24 nearly all parts in this kit are new production. Overall this is a well done model and the machine gun barrels are an acceptable error.



*HobbyBoss 83887*



*HobbyBoss 83887*



*T-12 in the factory courtyard*

## Sprue Layout

A	43	Turret base, tail, hull rear, hatches, details
B	28x4	Road wheels, suspension bogies, machine guns
C	14x2	Drivers, idlers, handholds
D	18x2	Main turret base, tail, machine gun mounts, glacis
T	24x6	Track links
A14	1	Belly pan
-	1	Upper hull
-	1	Main turret shell
-	1	Small turret shell

*Cookie Sewell*



# Texans



*A Field of Standard J-1's at Call Field, Wichita Falls, Texas, 1918*

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# Name That Plane



# LST of the Month



*USS LST-2 under way, location unknown, c. January–June 1944*

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# Afrika Korps of the Month



*Afrika Korps Tiger tank 141 of Schwere Panzer Abteilung 501*

# Art for Art's Sake



Mississippi Showboat; TA-4J from NAS Meridian, MS.; 16" x 20" oil on canvas, 1985, © Gerald Ashner

# Tail Shot



1929 Aeromarine-Klemm AKL-26-A Skylark NC199M  
Photo © Jay Miller Collection, IPMS #45, Proud IPMS-NCT member since 1964

## IPMS North Central Texas

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

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

